

JULY
1990



North Sails Take 1st and 3rd At Snipe Winter Circuit.



Dennis Kelly Photo

Bart Hackworth rounding the leeward mark with a comfortable lead en route to winning the Midwinter Regatta, Clearwater, FL.

NORTH SNIPE RESULTS:

World Championship '89,
Karatsu 1st

Dead of Winter Regatta,
St. Petersburg 1st, 2nd

Midwinter Championship,
Alamitos Bay 1st, 2nd

Midwinter Championship,
Clearwater 1st, 3rd

Don Q Regatta, Miami 1st

Bacardi Cup,
Nassau 2nd, 3rd

Gamblin Memorial,
Nassau 1st, 2nd

Charles Kelly Trophy,
Overall Nassau Series .. 1st, 2nd

Zimmerman Perpetual,
Overall Snipe Circuit ... 1st, 3rd

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FROM THE COMMODORE

After several months of heavy Snipe Class business news, I thought I would spend this month talking about sailing. White Rock Sailing Club, home of Snipe Fleet #1 and your Commodore, held their annual Southwestern Championship regatta over Memorial day weekend. This was the 56th running of the event which is billed as the oldest Snipe regatta in the world. Since it is the oldest Snipe fleet, the regatta is probably truly the oldest, although I am not an expert on the Class history. I had hoped that sailing in this event would provide some nice sailing stories to tell here. It did, but not the sort that I had envisioned.

The weather was windy, as a low pressure to our west and a high to the east reinforced the normal southerly breeze common in Texas in the Spring. The wind was about 20 mph with lulls to 15, puffs to 25 plus, and shifts. For those of you who do not know White Rock, it is a small lake several miles northeast of downtown Dallas, Texas, USA. My wife Suzan was crewing for me and she thinks two races a day is a civilized regatta. Three races in these conditions were not to her liking. When she agreed to crew, she had envisioned summer weather—5 to 15 breezes. She loves the reaches and thinks the pole launcher is a “godsend” to timid crews when the wind is up. She did not enjoy the weather legs in what, at times, were survival conditions. At least we finished the first two races without any major catastrophe, although we did have a near capsize rounding one reaching mark in traffic on a plane.

After the second race the “fun” began. We were cruising from the finish line down to the starting area with our jib backwinded and not paying enough attention to sailing. A gust came through and the boat next to us flipped and I watched his centerboard disappear back into the slot. As I commented that he had not tied his board in tight enough, we began to roll to leeward. I watched my wife sink slowly into the water as I fell off the weather rail. We swam around and got on the centerboard (Yes, I had tied it short!) and tried to get back up. Not only is White Rock a small lake, it is shallow, and we were hard into the mud bottom. Of course the rescue boats were making a between-races

“comfort run” back to the club, for the benefit of several of the Race Committee members. Seeing several capsizes, they quickly returned and started rescue operations.

To the uninitiated, the bottom of White Rock Lake can be a big surprise. Some say there is no bottom, that the water just gets thicker and thicker, forming a five-foot-thick blanket of a grey sticky mess, like you would get if you left modeling clay in a bucket of water overnight. There is no way to self-rescue when your mast sticks into that stuff. You sit on the bottom, hold the board, and wait for a powerboat to pull you out. As we tipped upright I could see that five feet of my mast and mainsail were plastered with the grey glop. Right on the top of the mast a football-sized glob was apparently stuck on the main halyard lock.

Suzan and I had had enough fun for one day. We sailed to the dock and began the cleanup operation. The grey mud dries like concrete on the sails, and, even worse, inside your mast. Standard procedure is to quickly wash the sails with detergent, take down the mast and wash out the inside of the mast with lots of running water. While Rita Goppert helped Suzan with the main, I started to take down the mast. About that time, the football-sized glob decided to let loose. It sailed past my head and exploded in the cockpit. What a mess! White Rock Sailing Club may be an old dock with a tin roof, but we have plenty of running fresh water and detergent for such emergencies. Now, when you see a Snipe from Texas with a grey discoloration on the top of their main, you’ll know that they tipped over and got stuck in the White Rock Lake mud. Even boats from Kansas City might sport this mark of distinction. Doug Goppert flipped after the third race, but Rita did such a good job of cleaning our sails that you’ll have to look close.

The next morning the final two races were sailed in the same windy conditions. On the second weather leg of the final race the wind started to drop. By the time we rounded the reaching mark the breeze lightened to a drifter. Not a good sign when the sky is full of dark, ominous-looking clouds. The Race Committee was having a fit, since the wind, what little there was, was continually shifting over

90 degrees to the east. We needed a course change but the wind was still backing. During this light stuff your Commodore managed to sneak to the front of the pack, keeping a sharp lookout for the placement of the finishing mark. Fortunately, the mark boat had a big engine and made it to a reasonable location on the east shore just as we reached the leeward mark. After a 250 degree mark rounding, we were tacking to the east, in a light breeze, toward some very black clouds. One of the crews loudly questioned the wisdom of the old lake adage, “Sail for the clouds.” These were not friendly looking. Suzan was convinced that we were in the “calm before the storm.” She was right. The first blast hit about 100 yards up the leg, a gust of about 25, with a 25-degree (F) drop in the air temperature. Just as we recovered from the first gust, the real storm hit with gusts to about 40. Fortunately, Suzan uncleated the jib and we narrowly avoided another capsize. We let our sails luff a lot and managed to finish and get back to the dock. Several others were not so lucky.

The next day I talked with Pete and Mark Duvoisin, Doug DeSouza and Scotty Cline. They were sailing Pete’s J-24 in a regatta at Rush Creek Yacht Club, which is about 20 miles from White Rock. Doug described broad reaching under spinnaker in the storm as “the most incredible ride”

THE COVER: From our archives: Former British Prime Minister Edward Heath sailing at Broadstairs in August, 1966.

THE COUNT: Eight numbers were issued: five to Denmark and three to the U.S.

Three new fleets were charted:
Hoylake, England—#811.
Club Naval da Nazare, Portugal—#812.
Grupo Desportivo do Pessoal da E.D.P., Portugal—#813.

NUMBERED SNIPES: 27862
CHARTERED FLEETS: 813



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CHANGE OF ADDRESS

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effective.

of his sailing career.

So, all of you Snipe sailors who think
that lake sailing in Texas is a hot, dull
drifter, just because you came here for a
Nationals in August, better think again.
In the Spring the breeze is brisk and we
often have storms, but with Fall come the
best conditions. The breeze is moderate
and storms are rare. The optimum condi-
tions are right around the first week in Oc-
tober, which is when the 1990 North
Americans and U.S. Masters will be sailed
at Rush Creek, so everyone should plan
to attend.

Until next month, smooth sailing.

Your Commodore,
Pete Fenner

AROUND THE SNIPES WORLD

NARNIA, SNIPES #115, SAILS AGAIN

The dry mountain air of Wyoming is
good for wooden things, because there's
no moisture to promote rot. That's why
Chris Englund and Jeff Dahlin fell right
in love with the old Snipe that they found
at a 1986 estate auction. Originally owned
by Charles Berol, former Chairman of the
Board at the Chase Manhattan bank, she'd

been kept hanging up in a garage for forty
years until she passed into the hands of
her second owner who sailed her once,
in 1978. Chris and Jeff were amazed at
her pristine condition and were more than
happy to put down \$650.00 for a boat that
was ready to sail once her timbers were
swelled.

Her hull is plank with batten construc-
tion, of Honduras Mahogany. The planks
are set on edge with a 1/4" by 1 1/2" batten
behind each seam. The deck is covered
with painted canvas and an after hatch,
with cover, for an outboard motor, testi-
fies to the craft's vintage. Since no ply-
wood was used to construct Snipes at the
time of her birth, the single planks used
for the centerboard trunk are very impres-
sive.

Unlike many Snipes of her day, the hull
number was clearly stamped on the stern,
underneath the outboard hatch cover, and
on the original mahogany chocks used to
brace the mast: #115.

Inside the cockpit, the floorboards were
spruce. The original galvanized floatation
tanks were in place and intact. The gal-
vanized centerboard carries the stencil:
"W911 Century Boat Co., Manistee
Mich."

The mast is laminated of spruce and
mahogany and the boom is spruce. Cotton
sails came with the boat. There was one
main and two jibs, and one of the jibs is

*Capt. Chris Englund ready to launch "Narnia". Meanwhile, in the background building,
eight girls are changing into their string bikinis! Jeff Dahlin photo (and Caption!)*



the size and high-foot cut of the "yankee jib" type that was specified in Bill Crosby's original plans. The number 613 was found on one of the sails, but a check of the records indicates that this is meaningless, as Snipe #613 was built in England. All sheets and halyards supplied with the boat were of the finest hemp.

Chris and Jeff estimate that her hardware is 90% original, mostly brass, with some galvanized. A brass bilge pump with leather bellows was included in the package. Her windvane is brass, painted red. The rudder is a magnificent piece, with 3/8" brass plates for reinforcement and a lead plug for weight.

Chris and Jeff's restoration was a breeze. They painted the interior and re-finished everything with West System epoxy and Sterling clear two-part linear polyurethane. The only paint on the hull is the waterline, as they chose to finish the bottom clear, instead of replacing the original bottom paint. Chris says, "Gazing into the dense mahogany grain is a religious experience."

"So is sailing her. We frequently sail on Jackson Lake in Grand Teton National Park where the wind is erratic and changeable. Storms blow up with little notice. We have always found our Snipe, now

christened "Narnia," to be a forgiving, stable craft. It was truly an inspired design."

From RUSH CREEK Snipe Fleet 715 comes this great Statement of Purpose, which they bill as "unnofficial guidelines":

1. Have fun sailing Snipes and socializing with other sailors.
2. Share everything you know with everyone in the fleet.
3. Participate in competitive racing as much as you possibly can.
4. Don't hassle anyone in their pursuit of items one through three.

SCIRA BRAZIL has a new National Secretary: Hilton Piccolo, Av. Icarai 1030/705, 80650 Porto Alegre RS, Brazil. Telephone: 512-76-2233, ext: 571. International communications are still being handled by newlywed Eduardo Bomeisel. Please refer to the Officers Directory in the March 1990 *SNIFE BULLETIN* for Eduardo's address.

SCIRA SWEDEN also has a new National Secretary: Bengt Osterman, Holmsvagen 27, 591 36 Motala, Sweden. Telephone 0141-585-44 or 0141-162-60.

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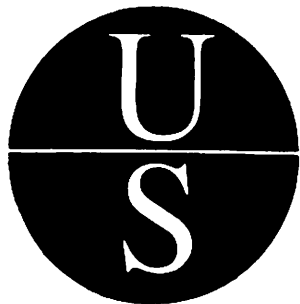
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- 1989 Midwinters
- 1989 North Americans
- And many, many more 1989 regattas

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MAST INVERSION

by Craig Leweck

It has happened to the best of them, but it seems to happen to me more than I wish. The Snipe's bendy rig has brought us a new concern—mast inversion. This is where the mast takes a permanent bend, usually between the spreaders and the mast partners, due to excess wind and a lack of precautions. It has happened to me twice, both times while I was leading regattas, so I remember them well.

The first was at the 1984 Halloween Regatta in Atlanta. The fleet was split into four flights with each flight to race each other once. We had won our two races on Saturday and Steve Suddath had won his two. The final race on Sunday was going to match my flight against his to decide the regatta. It was going to be a breezy race, howling for Lake Alatoona. We were setting our adjustments for the upwind leg, some aft puller, more boomvang and a little traveler eased. We had worked to weather of the start line while setting these adjustments and now it was time to bear away to get ready for the start sequence. As soon as we bore away,, the aft puller boomvang combination loaded up the boom enough to push the boom forward to snap the mast just above the reinforcement webbing. We drifted down toward the starting line with our spar over the side as the fleet roared by. I didn't see Suddath start, but I'm sure he saw me. And, I'm sure he was smiling.

At the 1988 Midwinters we were leading going into the final day. Dave Chapin and Ed Adams were just behind us in the points, but were well ahead of us at the first mark in the morning race. Taking advantage of the puffy 18 knot wind, we planed right up to them at the jibe mark and were ready to roll them on the second reach. The first reach was a non-pole leg so we had our aft puller on hard, with enough boomvang to keep the main leech in line. We jibed, went to the pole, forgetting about the aft puller. With the pole pushing back and the aft puller already keeping the mast straight, there was little to keep the mast from inverting. When it did, all I noticed at first was the jib luff sagging too much. I looked up to see the middle of the mast pushed aft and the tip aiming forward! We quickly tightened the jib halyard, released the aftpuller, pulled on the mast forward and turned into the wind hoping to "pop" the mast back into

column. It worked, but not for long, as it inverted again. We'd repeat the process again and again, but we were gradually getting more upwind of the leeward mark. Going dead downwind with the pole up made the mast invert easier, so we ditched the pole and struggled to the mark, now deep in the pack and well behind Chapin and Adams.

In both cases the cause and solution were the same. While the aft puller can be a very effective adjustment for controlling mast bend, IT IS IMPERATIVE that it be released when you go downwind in a breeze, especially when you put the pole up. When sailing with the pole you should always have a slight amount of mast forepuller on to keep the mast forward against the shrouds. In winds over fifteen knots you should pull on more forepuller to insure that the mast cannot invert.

The amount of mast above the hounds (where the shrouds enter the mast) allows the spar too much leverage and it will buckle forward. The tensioned forepuller gives the mast some forward bend, making it more difficult for the top of the spar to get any momentum to invert. The boomvang must also be eased when heading off the wind. The sail loads decrease significantly when you bear off, so the vang must be eased and reset for the new apparent wind direction and strength. The importance of this is quickly realized when you understand how excessive boomvang effects the boom and the mast. The vang not only pulls the boom down but also pushes it forward. If the boom is trimmed for a reach, this puts the boom's axis at a diagonal angle to the mast. In a breeze, with both the aftpuller and the vang on, the mast can bend between these two points.

Now that we know that it can happen, and how to prevent it, we should now figure out what to do if it happens. If the mast breaks you will want to gather all your friends and use the longer half of the spar for a javelin contest. If it didn't break, you then have something that's bent. Your approach has to be that it can be fixed. It can be straightened and be as good as before. It will work, because if it doesn't you are going to have to sell your wife's couch to buy a new one. I've watched some of the great mast straighteners like Sam Mollet of Ohio and Gonzalo Diaz Sr.

of Miami, bring new life to battle-scarred spars. It is their techniques that I have used with success, a method which I will teach you.

To straighten a mast you must first identify the one spot where the mast has bent. For badly bent masts this is easy to find, but to spot the subtle bends you must look closely from both ends. Once you've identified this spot, get two sawhorses and place the spot of bend (SOB) in the middle. Keep the saw horses as far apart as possible and with the SOB in the middle, line up the direction of the bend upward in the vertical plane. Then apply pressure downward until the mast is straight. The important points to remember are: Keep the direction of bend absolutely upward, and don't apply too much pressure which would bend it the opposite way.

You will usually need assistance when you straighten your mast. You will need a helper at the SOB to push down. This is done in the form of controlled downward bouncing. It is also helpful to have a person at each sawhorse to keep the mast from twisting. Be sure to go slow. It is easy to bounce for too long and end up straightening it too far, resulting in it bending the other way. Bounce a couple of times and then check it. Continue this slow method until you get it just right.

There are some bends that are so low on the mast that it is impossible to bounce them out because the sawhorses are too close together. The method to get these out can easily be done wrong, so you might inquire with those who have some experience in this. The procedure is to find a trailer frame that is 1 to 2 feet off the ground and line up the SOB against it. It is important to take a 1" thick by 4" wide piece of wood, approximately 1½ feet in length and place it between the mast and the trailer. With the mast lined up so the bend is pointing upward, grab the mast at a point one third from the bottom and lift upward on the mast to straighten it against the trailer. Be very careful and go slow! It is quite possible to kink it at the trailer or bend the mast between the trailer and the point where you are lifting.

Once the mast is "straightened" you must test its resilience on the water. Rig the mast in the boat, making sure to measure that the mast tip is in the middle. Sail with it and then check to see if it is straight afterwards. With any luck you will be okay. The mast that I used to win the 1988 Winter Circuit and the 1988 U.S. Nationals was an inversion victim. Almost everyone thought that it was a lost cause, but it was straightened and performed well thereafter. Good Luck!

uncommon sense

by Tom Payne

Well, Commodore Fenner has been doing such a good job of keeping you up to date with the latest in Class news that I haven't had much to say. Since we've got a little space this month, I want to take it up with just a couple of short ideas:

DUES COLLECTION: As usual, we had to mail out a bunch of dues reminders, and as it is now July, we had to drop the folks who didn't pay up. There were a few who were mistakenly billed, the result of computer operator error (that's me, folks!). My apologies! Also, my thanks to those Fleet Captains and District Governors who helped out. Some of the Fleet Captains (and other fleet officers) did a great job this year. Special thanks to you!!!

REGATTA ADVERTISING: I can't think

of a better way to advertise your regatta than a good write-up in the *SNIPE BULLETIN*. One fleet in particular complained that we didn't get their ad into the *BULLETIN*. I note that it's been years since this same fleet sent in articles for the *BULLETIN*. That's strike one.

Strike two is that, like several of our fleets, their 1989 Fleet Captain didn't pass along the package that was mailed out by this office in December of 1989. It contained a very specific guide to Regatta Advertising that included the warning: "All ads must be submitted in writing, along with a check for payment." We've heard that the regatta was a big success, but will it make the pages of the *SNIPE BULLETIN*?

U.S. MASTERS CHAMPIONSHIP
SEPTEMBER 30-OCTOBER 3RD
RUSH CREEK YACHT CLUB
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The U.S. Masters Championship is rapidly developing into a special blend of sailing and socializing that is unlike any other Snipe regatta. The racing is personal and relaxed, while off the water the action never stops! Nobody parties like the Masters of the Snipe Class.

After attending the 1989 Masters in San Diego, 1990 Masters Regatta Chairman Bill Jackson vowed to bring the event to Dallas and to maintain the high level of enjoyment that has come to be expected.

RACING PROGRAM: The most challenging aspect of the racing is figuring out if you qualify. The skipper must be at least 45 years old, and the combined ages of the skipper and crew must be at least 80 years.

The racers will be split into three fleets according to the skipper's age. Each fleet will be scored separately. All fleets will sail the same course, which will be of mod-

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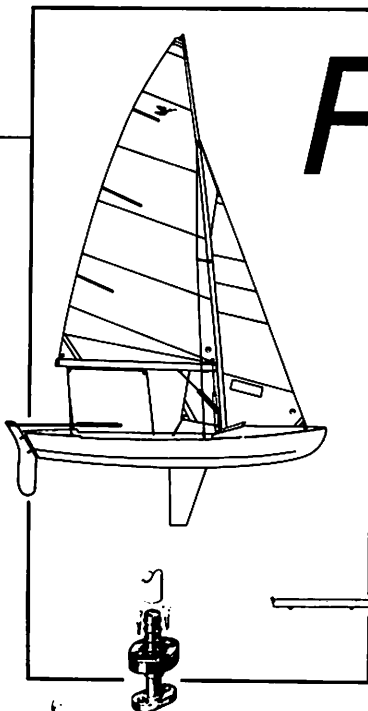
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erate length. This year we might experiment with giving each fleet their own start.

Five races are scheduled over three days. Races will be sailed back-to-back, starting at a civilized hour. The daily schedule is designed to allow sailing one race per day for a three race series should a fleet choose to do so.

A limited number of charter boats and crews are available. Interested sailors should contact Fried Elliott. (See *Sanctions*) for his address and telephone number.)

THE IMPORTANT STUFF: An important feature of any venue hosting a Masters regatta is the close proximity of the racing area to the club facilities. Numer-

ous time trials at Rush Creek have established that the sailing time from the course to the club's bar is approximately 14 minutes and 32 seconds. Once on shore, the opening ceremony, house party, a blender bender, and the awards banquet should keep everyone cookin' and relaxin'.

In addition to the planned social events, a free evening is reserved for getting together with friends for a night out in the Dallas area.

"All Masters should enjoy this regatta, which is being held only twenty minutes from my house!" says SCIRA Commodore and Dallas resident, Pete Fenner.

Wooden Snipes are increasingly popular and the Masters will be a great opportunity to get that hummer out of the garage,

since special events and awards will be offered for Woodies.

The Wednesday evening awards banquet will be held at the Dallas Museum of Art, and it promises to be a show stopper. Snipe sailors who do not attend will forever curse themselves for missing it!

Support BULLETIN Advertisers

XXI SNIPE CLASS EUROPEAN CHAMPIONSHIPS LEIXOES, PORTUGAL, AUGUST 1990

Following IYRU Racing Rules, Part II, Number 2, CLUBE DE VELA ATLANTICO announces the SNIPE CLASS XXI EUROPEAN CHAMPIONSHIP.

SCHEDULE: The Championship will take place from August 22nd through August 28th, 1990.

22nd—Participants reception and measurements.

23rd—Race #1. Race #2 will start 30 minutes after previous race.

24th—Race #3. Race #4 will start 30 minutes after previous race.

25th—Layday, free for postponed races.

26th—Race #5. Race #6 will start 30 minutes after previous race.

27th—Race #7. Any eventually postponed race.

28th— Free for postponed races. Prizegiving ceremony.

PLACE: The Championship will be raced in the Atlantic ocean, off the port of Leixoes on courses of Olympic type.

RULES: The Championship will be ruled by IYRU, Federacao Portuguesa de Vela, SCIRA Rules and the Sailing Instructions.

PARTICIPANTS: As prescribed by SCIRA and decision taken in the meeting at the 1989 Junior European Championship at Vilamoura by vote of the SCIRA European National Secretaries.

CONFIRMATIONS: National Secretaries shall confirm the number of participants for their countries NOT LATER THAN JUNE 30th, 1990, and shall sent the list of participants NOT LATER THAN JULY 31, 1990 to:

CLUBE DE VELA ATLANTICO
AV. DOS VENTENARIOS
LECA DA PALMEIRA
4450 MATOSINHOS, PORTUGAL
FAX: 351 2 7814250
TELEX: 25842 CVA P

POINT SCORE SYSTEM: The scoring system will be the OLYMPIC. Overall results and number of races counted will be in accordance with the SCIRA Deed of Gift for the European Championship.

RACE INSTRUCTIONS: To be handed to participants individually upon measurement.

ALTERNATE PENALTIES: The infringement of any rule of Part IV of the IYRU Rules will be released by the 720 system as prescribed in IYRU Rules appendix 3.1.

AWARDS: To be given from the 1st up to 5th place of the overall classification (skipper and crew) as well as the winners of each race.

PROTESTS: Protests will be judged by an International Jury whose decisions are final.

RESPONSIBILITY: Clube de Vela Atlantico declines any responsibility for any accident that might occur before, during or after the Championship resulting in any personal or material damages.

LODGING: Lodging will be given to European Secretaries, National Secretaries, European Measurers, the current European Champion, the National Champion of each country, and the National Junior Champion of each country. Other participants and their attendants will be given accommodation facilities to be confirmed in due time.

NORTH AMERICAN SNIPE CHAMPIONSHIP

October 3-6

The North American Championship is open to all Snipe sailors. Given the central location of Dallas and the favorable sailing conditions in October, regatta Chairman Fried Elliott is hoping to equal or better the sixty boat turnout in San Diego last year. Along with his fellow Snipers from District II, Fried hopes to see a big contingent of sailors from both coasts, the South and the Midwest, in addition to Snipers from Canada, the Bahamas, and Bermuda.

Two-time North American and U.S. National Champion Craig Leweck is already looking forward to sailing at Rush Creek and, more importantly, "having a few Bloody Marys with the Masters," before the NAs get started.

SCHEDULE OF EVENTS: Diehard Snipers will join the Masters (and Craig) on Tuesday evening at the Blender Bender which is optional BYOB (bring your own blender).

The official actions begins Wednesday, October 3rd with registration, measuring, and a practice race. You can also participate in the Wooden Snipe events, watch the final Master's race, and attend the Masters Awards Ceremony, which is strictly BYOB (bring your own blazer). Thursday will begin with early registration

and measurement, followed by food at the club and two back-to-back races in the early afternoon. Thursday evening will close with dinner and a dance at Rush Creek. The daily schedule for Friday and Saturday will follow a similar format with different social functions planned for each evening.

VENUE & SAILING CONDITIONS: In addition to hosting the annual Black Tie (one of the largest scow regattas in the world) and the J-24 Southwesterns, RCYC routinely hosts international and national sailing events. This year RCYC will host the Soling Nationals, Thistle Nationals and Mallory competition, in addition to the Snipe U.S. Masters and NAs.

"Rush Creek is an ideal dinghy racing facility offering great sailing conditions in October" says Snipe sailor Bart Hackworth, who won the 1989 USYRU Championship of Champions Regatta which was held at Rush Creek this past October.

Lake Ray Hubbard has no current, salt, or kelp. The massive shifts characteristic of some inland lakes are minimized by the large sailing area and flat topography surrounding the lake. Temperatures and wind strength are expected to be moderate. (See the next issue of the *SNIPE BULLETIN* for weather details.)

TRAVEL AND ACCOMMODATIONS: American Airlines and Delta are major carriers to the Dallas-Fort Worth airport. Local travel in Dallas is difficult without a car, so if you fly to Dallas, you should probably plan to make arrangements for a vehicle during your stay.

Local housing will be available to sailors upon request. A number of motels are convenient to Rush Creek and Dallas. Details will be published in the next *BULLETIN*, or write to the Regatta Chairman for more info.

DINGHYFEST: Traditionally, RCYC has held their annual Fall Dinghyfest Regatta on the last weekend in September. The courses are short, providing a good series of races for those who want to get in some practice and check out the local conditions before the Masters and NAs get underway.

In the eight-day period from September 29th to October 6th there will be eighteen Snipe races, four parties, and three awards presentations. That should be enough Sniping to hold you over to Halloween!

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PRELIMINARY SCHEDULE OF EVENTS:

RACE

Saturday, Sept. 29th—

Dinghyfest
Masters registration

SOCIAL

Dinghyfest party

Sunday, Sept. 30

Dinghyfest in A.M.
Masters registration and practice race
in P.M.

Dinghyfest trophy presentation.
Masters opening ceremonies and
casual social activities.

Monday, Oct. 1

Masters races 1 & 2

Private party at a fleet member's
home.

Tuesday, Oct. 2

Masters races 3 & 4

Free evening or Blender Bender
at RCYC

Wednesday Oct. 3

Masters race 5
Wooden Snipe events.
NAs registration and measurement.
NAs practice race.

Masters awards ceremony in Dallas
(BLAZER REQUIRED!)

Thursday Oct. 4

Limited NAs registration and
measurement.

Dinner Dance—RCYC

Friday Oct. 5

NA races 1 & 2

Night on "Big D".

Saturday Oct. 6

NA races 3 & 4

NAs awards ceremony
(Blazer optional)

NA races 5 & 6

**XXI WESTERN HEMISPHERE CHAMPIONSHIP
SNIPE CLASS INTERNATIONAL RACING ASSOCIATION
NOVEMBER 17-24, 1990
BUENOS AIRES, ARGENTINA
Hosted by Club Nautico San Isidro**

NOTICE OF RACE

1. **ORGANIZING AUTHORITY:** The regatta is organized by SCIRA under the approval of the International Yacht Racing Union and the Yacht Club Argentino as the Argentine National Authority, and the Club Nautico San Isidro. The management of this Regatta is supervised by the Argentine Snipe Class Association.
 2. **RULES:** The regatta will be governed by the IYRU RULES (1989-1992) the SCIRA RULES (1988-1991) the Notice of the prescriptions of the Yacht Club Argentino and the Sailing Instructions.
 3. **LANGUAGES:** The official language of the regatta will be Spanish. The service of other languages will be available.
 4. **ELIGIBILITY AND ENTRY:** For eligibility and entry, the competitors of this regatta including the skipper and crew need to have the amateur eligibility prescribed by the IYRU rules. Second, all crew members require the signature of the National Secretary confirming the contestants SCIRA memberships.
 5. **RESPONSIBILITY AND INSURANCE:** The committee is not responsible for any damage or injury incurred by competitors or incurred to boats during the championship period.
 6. **SCHEDULE OF EVENTS:**
 - November 17 Reception of teams, Registration, Measurement
 - November 18 Measurement. Skippers Meeting and Draw of boats, Practice Race and Opening Ceremony.
 - November 20 First and Second Races
 - November 21 Third and Fourth Races
 - November 22 Rest Day. Make up Race if necessary
 - November 23 Fifth and Sixth Races
 - November 24 Seventh Race and make up Race if necessary. Awards Ceremony
 - November 25 Departure Day
 7. **SCORING SYSTEM:** The scoring system of this regatta is based on the SCIRA Low Point system. The regatta has planned seven races. If six or seven races are completed the worst race for each competitor shall be dropped including any disqualifications. If only three to five races are sailed then all scores will be counted. If only one or two races are sailed then the championship will be cancelled.
 8. **SAILING INSTRUCTIONS:** The Sailing Instructions will be available at registration and will indicate which of the IYRU rules will be modified.
 9. **ADVANCE REGISTRATION:** Crews shall register in advance by completing the attached registration form and mailing with credentials signed by his National Secretary attesting that he is the entrant: Completed forms shall be returned to:
 - Mr. John MacCall
 - Argentine Snipe Class Association
 - Viamonte y Costanere Sur
 - Capital Federal—Argentina
- Registration must be received no later than October 15, 1990**
10. **MEASUREMENTS:** All skippers must use their own sails. No more than two suits of sails may be measured by for any competitor. Borrowed sails are not permitted.
 11. **COURSE:** Either the Olympic or the Two Triangles (plus one beat) could be used depending on weather conditions.
 12. **BOAT ASSIGNMENT AND CARE:** Skippers shall draw a boat by lot for each race and shall use a different boat in each race. The drawing for boats for each race will be done before the regatta starts. No skipper may sail his own boat.

Adjustments in rigging the boat will not be optional. Nothing else may be done to the boat or its equipment. All movable equipment such as rudders, tillers, whisker poles, etc. must stay on board. Skippers will transfer only their own sails, jibsheets and lifejackets.

Skippers must not abuse a boat or its equipment. They may be disallowed from racing in the Regatta by the Race Committee or the SCIRA Representative if abuse of boat of equipment is discovered.
 13. **JURY:** Members of the Jury will be on the Race Course for each race. Careful observation will be made of infringement of any rule.
 14. **FLAGS:** Each country shall provide its own National Flag (approx. 0.9m x 1.5m) and an audio cassette tape of its National Anthem.
 15. **LODGING:** Lodging facilities will be available for crews, National Secretaries and SCIRA Authorities from noon Saturday November 17th until noon on Sunday, November 25, 1990.



Sanctioned Snipe Regattas

JULY 19-27TH, U.S. NATIONAL CHAMPIONSHIPS, Annapolis, Maryland, Lisa Foulke, 410 W. Lombard St., Baltimore, MD 21201, USA

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

AUGUST 4-5, 1990 LAKE ONTARIO OPENS, Newport Y.C., George Hock, 92 Wildmere Rd., Rochester, NY 14617 USA, 716-423-3359

AUGUST 4 & 5, 1990 NEW ENGLAND CHAMPIONSHIPS, Andy Pimental, 593 Wapping Rd., Portsmouth, RI 02871, USA, 401-253-6636

AUGUST 11 & 12, U.K. EAST COAST CHAMPIONSHIPS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

AUGUST 11 & 12, 1990 WINCHESTER INVITATIONAL, Ralph Swanson, 1 Windsong Lane, Winchester, MA 01890, USA, 617-729-2423

AUGUST 11 & 12, 1990 MICHIGAN STATE OPEN CHAMPIONSHIP, Jerry Lohmeyer, 1768 Roslyn Rd., Grosse Pointe Woods, MI 48236, USA, 313-881-2738

AUGUST 18 & 19, CANADIAN NATIONALS, Bronte Harbor Yacht Club, Jack Mitchell, 567 Plains Rd. West, Burlington, Ontario, L7T 1H1, Canada, 416-529-6564

AUGUST 18 & 19, 1990 MIDWESTERN CHAMPIONSHIPS, Robert Fusco, 324 N. Dellrose, Wichita, KS 67208, USA, 316-684-9690

AUGUST 22 THRU 28, EUROPEAN CHAMPIONSHIPS, SCIRA Portugal, Opporto, Portugal, Contact SCIRA Portugal for further information

AUGUST 25, 1990 DISTRICT THREE JUNIOR CHAMPIONSHIPS, Matt Heywood, 1004 Miner St., Ann Arbor, MI 48103, USA

AUGUST 25 & 26, 1990 CARLYLE SILVER CUP, Ray Sepanski, 7781 Wooddale, St. Louis, MO 63121, USA, 314-524-1069

AUGUST 25 & 26, 1990 BOARD OF GOVERNORS REGATTA, Lou Aquavia, 61 Thorson Rd., Oxford, CT 06483, USA, 203-888-0074

SEPTEMBER 4-9, 1990 JUNIOR WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, entries limited to two per nation.

SEPTEMBER 8-9, 1990 INDIANA OPEN, Larry Lasek, 612 Conner Creek, Fishers, Ind. 46038 USA, 317-578-0038

SEPTEMBER 11-15, 1990 MASTERS WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, FAX: 34-68-21-50-44

SEPTEMBER 15-16, MYSTIC LAKE OPEN/ CALL OF FALL, Martin Fraser, 30 Ronaele Rd., Medford, Mass. 02155, 617-395-3116.

SEPTEMBER 15-16, 1990 COLUMBUS OPEN, Brad Warne, 7000 Constitution Place, Worthington, Oh. 43085 USA, 614-436-4725 or 614-221-2410

SEPT. 16 & 17, 1990 JOE RAMEL MEMORIAL REGATTA, Carl Chinnery, B-4, Lake Lotawana, MO 64063, USA, 816-578-4810

SEPT. 22-23, 1990 BATTLE OF ATLANTA, Thomas Payne, 4096 Chestnut Dr., Flowery Branch, GA 30542, USA, 404-287-8405

SEPT. 22-23, 1990 NORTHWEST CHAMPIONSHIPS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

SEPT. 22-23, 1990 LONG ISLAND OPEN, CALL OF FALL, Ron Hill, 4 4th St., Stamford, CT 06905, USA, 203-967-2332

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

SEPT. 29-30TH, 1990 FRIGID DIGIT, Doug Heussler, 1636 Ridout Rd., Annapolis, MD 21401, USA, 301-757-5173

SEPT. 29-30, 1990 RONALD C. PRIME MEMORIAL, Sandra Czibik, 27 Poor Richards Dr., Bow, NH 03301, USA, 603-226-0231

SEPT. 30-OCT. 3RD, 1990 U.S. MASTERS CHAMPIONSHIP, Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

OCTOBER 3-6, NORTH AMERICAN CHAMPIONSHIPS, Rush Creek Y.C., Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

OCTOBER 6 & 7, 1990 NEW JERSEY OPEN—CALL OF FALL, John Marx, 448 W. Shore Trail, Sparta, NJ 07871, USA, 201-729-0313

OCT. 28 & 29, 1990 HALLOWEEN REGATTA, Kathy Bronaugh, 3735 Hunting Ridge Dr., Lilburn, GA 30247, USA, 404-972-4455

NOVEMBER 17-25TH, 1990 WESTERN HEMISPHERE CHAMPIONSHIPS, John MacCall, C/O Yacht Club Argentino, Darsena Norte, Buenos Aires, Argentina, FAX: 00541-313-7267



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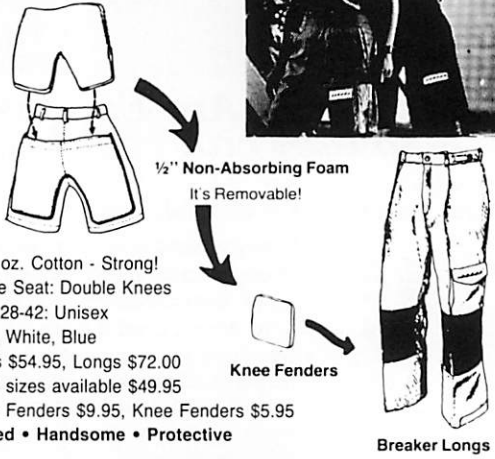
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BUDWORTH FLEET AT DRACOT SILVER SALVER

Cheshire, England—Two crews from Budworth represented SCIRA UK at the annual Draycot Silver Salver Trophy. Gary Lewis crewed William Anderson, and John Love was crewed by his daughter Deborah. The Silver Salver Trophy is an open handicap event with invitations going to top helms in each class; a total of sixty classes are invited, with two crews from each.

The 200-minute pursuit race got underway on March 31 in a steady 3-4 easterly wind. With a clear blue sky, the wind remained fairly constant; the conditions on this inland water favored those boats that could get onto a plane on the reaches. This resulted in the fireballs, contender and International 14's coming through the fleet in the early stages. The Snipes held their own with their similar classes, i.e. GP14, Enterprise, etc.

The International Moth took the trophy, and the Snipes did not take prizes; Gary claimed the highest, with John and Deborah in a very respectable overall finishing position.

In the UK it is vital that Snipe be represented at all handicap regattas to show the dinghy sailors that here is an active class to be considered; by regular representation it is a good P.R.O. exercise. Just as the March event held on the Thames, the Top Dog Meeting: Here the class was shown under the helm of Juliet Smith of the Erich Yacht Club who, despite competing in terrible conditions, showed other classes that the Snipe, in her 58th year, is far from 'over the hill' as an active association.

BLUE CIRCLE SNIPE OPEN

England—Over the weekend of May 12-13 the Blue Circle Fleet hosted their annual Snipe Open, with the furthest helm coming from Lauderdale Yacht Club, U.S.A. Other fleets represented were more local: Broadstairs, Budworth, Dover, Erith, Gunfleet and Stone.

Our American visitors Ronald and Winn Payne naturally came with sails but minus boat. In true English sport tradition the call went out for a good up-to-date Snipe. Eric Broughton, National Secretary's son, came to the rescue with his two-year-old Skipper Snipe that always looks as though it has never been raced; in fact, just out the showroom. Unfortunately, the evening prior to the regatta, Winn had to attend hospital with a foot problem. This resulted in the 'Payne Team' being one short ... so Eric volunteered to take on the job of Ron's crew.

With an entry of 24 crews the first race started in light but constant breeze. The fleet was being led by Peter Wolstenholm and Ron Payne, when at the second mark Ron clipped the transom of Peter's boat. The 720 cost Ron five positions, letting John Love, Peter Frost, Tony Statham and Simon Baker through. Tough sailing and complete concentration by Ron Payne, 26466, took him back to his original second position at the final gun. First went to Peter Wolstenholm in 26671.

The second race again saw exactly the same finishing of the first three helms; Peter Wolstenholm, Ron Payne and, from the Stone Fleet, Peter Frost.

Sunday brought virtually the same wind conditions, though the race following lunch was sailed in a heavier blow, that did rather come and go. Sunday's race three saw Peter Wolstenholm open up a great gap which was maintained throughout the race. Second position changed frequently between our U.S.A. visitor, Peter Frost, Andy Thomas, John Gray and Mark Antonelli. Though Peter took the gun well in front, those following were a tight pack with split seconds between. Peter Frost took second, Ron third, John Gray fourth and Budworth's John Love claiming fifth. This result made no difference to Peter Wolstenholm—but to Ron Payne and Peter Frost overall second now most certainly hinged on this last race.

Disaster...with the gun Ronald Payne was over the line, the two Peters were away, and fate had decided the second overall. Well, that was the general thinking. Perfect teamwork in U.S. 26466 astonished the Frost Brothers, for one by one Ron picked off competitors until he came alongside a bewildered Peter and Charles Frost in U.K. 21652. A tremendous exciting tussle developed between Ron and Peter, with Ron gaining on the beat while Peter gained on legs off the wind. Rounding the mark for the last beat the 'Frosties' had taken a fair lead and looked set to keep Ronald behind. But the crafty devil from the States did not miss a trick and edged on by Winn Payne in the spectators boat; Ron saw his one chance in a split second of the 'Frosties' making a sloppy task. 26466 was through within about twenty meters of the finishing line. Peter Frost did his utmost to get just that little extra speed, but, with great excitement Ron Payne/Eric Broughton took the second gun. It had been a most exciting race to finish off a perfect regatta and most warming to see Ron Payne and Peter Frost congratulating each other on their terrific fight on the final beat.

The Blue Circle Open is the first of the 1990 season Open Regatta's; it certainly was a success, and heralds great expectations for those to follow over the next few months. Elizabeth Crouch, fleet captain Blue Circle, had worked hard for this event to be faultless, and she had been rewarded in the many thanks bestowed on her by the competitors and Commodore of the Blue Circle Sailing Club. The Saturday night meal, along with the liquor, loosened many tongues, making for an evening of laughter and banter among all crews.



John Love (24154) and Peter Frost cross behind America's Ron Payne. Lionel George photo.

OVERALL FINISHING:

- 1st, Peter Wolstenholm/Alan Williams, 26671 Blue Circle Fleet, 0 pts
- 2nd, Ronald Payne/Eric Broughton, 26466 Lauderdale Y.C., 9 pts
- 3rd, Peter Frost/Charles Frost, 21652 Stone S.C., 14.4 pts
- 4th, John Gray/Matthew Smith, 27098 Budworth S.C., 26 pts
- 5th, John Love/Matthew Baldwin, 24154 Budworth S.C., 29.7 pts
- 6th, Mark Antonelli/Sue Antonelli, 25225 Budworth S.C., 33.7 pts
- 7th, Alex Lewin/Ian Dennis, 20351 Stone S.C., 37.7 pts
- 8th, Anthony Statham/David Jones, 20184 Budworth S.C., 40 pts
- 9th, Simon Baker/Richard Butter, 21452 Stone S.C., 47 pts

SNIPE RACING DEFINED AT MIDWEST CLINIC

On June 2 & 3, the sailors of the Iowa-Nebraska Sailing Association, Snipe Fleet 309, were treated to a sailing clinic conducted by U.S. National Champion Craig Leweck. An enthusiastic group got together at their two-year-old site on Lake Manawa in Council Bluffs, Iowa, for a full weekend of Snipe tips and tactical talk.

Saturday saw the group meet at the club for both a chalk talk on boat tuning and speed tips and a rigging and tuning demonstration on Mike Toohey's Snipe. While Mike thought he had his boat ready for the season, Craig gave him (and everyone else) a long list of additional things to do. At the end of the day the barbecues saw some great Midwestern steaks getting cooked up for an informal dinner which was interrupted and followed by more discussion.



Standing, left to right: Paul Festerson; Sigrid Festerson; Alex Cooper, crew for Lawrence; Robert Recker; Ed Weitz; Mike Toohey; Susan Toohey (Mrs. Mike), front, Glenn Ruff, behind; Tom Jetton; Jennifer Smith (Mrs. Kirk); Craig Leweck; Penny Davis; Peter Harding; Stuart Simon; Matt Peterson, crew for Mike Recker. Kneeling: Peter Festerson, Mike Recker. A few sailors from the Lincoln Fleet (not in picture) also attended the Saturday portion of the symposium.

With tornados invading the area, the local winds proved too strong for the races and video taping that were planned for Sunday, so Craig brought the group back into the classroom for a tactical discussion that walked the group around the course, highlighting the common situations that occur. Craig ended the day by offering his advice to all the sailors who wanted a personal evaluation of their boats.

The sailors at INSA came away with far too much info to fully absorb. They did, however, fully enjoy the chance to work with Craig and hear his insights on racing and Snipe sailing.

SUPER SEMINAR AT CEDAR POINT

Westport, Conn.—Twenty-five boats attended an intensive seminar at Westport, Conn., on May 12 and 13. Steve Callison of Fisher Sails and Olympic hopeful Ed Adams set a fierce pace over two days of sailing, lectures, and slide demonstrations.

The first session was held at 10:00 Saturday morning, and the last Saturday session ended at 9:00 p.m.; All hands were on deck again at 8:00 Sunday morning, with the final session ending at 2:00 that afternoon.

Ed's evening lecture on "Match Racing in Fleet Regattas" showed everyone a whole new way of looking at fleet racing. Ed broke the race down into a series of contests between two boats that are close together. The idea is to beat one boat at a time until several boats have been passed. The participants learned all about the "slam dunk," the "killer jibe," and the "suffocating cover." A person who did not know what was going on would think he was watching a Saturday night horror movie.

Ed Adams taught boat speed and sail trim on the water. His vast knowledge and careful attention to detail were appreciated by all. Ed and Steve also went from boat to boat, evaluating the rigging and fittings. While this was greatly appreciated, nothing should be subjected to the statements that Ed made about some of the older rudders. He was likewise uncomplimentary about the leading edges of several center boards. When he liked an idea on someone's boat, he was equally enthusiastic.

Some of Steve's pearls of wisdom were preceded by, "I know this sounds really stupid, but..." When Steve begins a sentence this way, it pays to pay attention. For example, he taught the participants how to get to the front row on a starting line and start about a boat length ahead of nearly everyone else, being the first to tack on a new shift. It was almost scary to think of 25 boats at the Nationals, all converging on one point on the starting line, only to find Steve already there.

The on-the-water sessions were held in the widest possible variations in wind conditions. On Saturday, the wind went from about 10 knots to about 4 knots; then to about 18 knots. On Sunday, the wind gusted to over 20 knots, causing some of the more eager pole fliers to douse their sails, along with the rest of their boats and their persons. The drills included starting practice, tacking, jibing, and mark rounding. The improvement in everyone was obvious by the end of the first day.

One of the highlights of the seminar was the place it was held. According to Art Rousmaniere, he dreams about Cedar Point as the nirvana of yacht clubs. Almost completely surrounded by water, with a large dry sail area; fast, powerful hoists, ample docks, and a beautiful club house, it is an ideal place to sail.

The fact that it features small boat racing adds to the pleasure. John Cuccio, together with his faithful craft Escort did yeoman duty in protecting the fleet and rescuing those who jibed too energetically. Roger Sharp, a member of the club, saw to all of the shore-side details with a quiet, effective efficiency.

Finally, the seminar was a good promotional opportunity for the Snipe. A Star sailor and several Thistle sailors attended the sessions. Several Atlantic sailors were heard to comment on what a beautiful boat the Snipe is. Thanks to Ed and Steve, all of the seminar participants had good reason to praise the Snipe anew as well.

UK JUNIOR SNIPE NATIONALS (FIRST HALF)

England—The U.K. Junior Nationals programme has been changed. To allow a fair distribution the U.K. Snipe Committee agreed on a new format, so that the Nationals is no longer held in South England. The Championship is decided on four races, two held in the south and two at the northern fleet, Budworth. The first round was hosted by Blue Circle in early May, drawing crews from the home club, Erith, Broadstairs and Budworth.

In excellent weather the first race went to Matthew Smith/Matthew Baldwin. The second race again went to the Budworth juniors, the two Matthews, while Blue Circle's Carl Silver took second with another Blue Circle boat helmed by Ian Meikie claimed third.

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Fisher Sails 1989 Results

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Wells - 1, 2*, 3, 4, 5

District 1 - 1

District

NEWS FLASH!

Early 1990 Fisher Results

1st - Bacardi (Nassau)
1, 2, 3, 4, 5 - Bermuda Race Week
1st - Chesapeake Olympic Regatta

() - 1, 2

Norwegian Nationals - 1

French Nationals - 1

Northeasterns - 1, 2, 3, 4

Kelly Trophy (Nassau) - 1

Gamblin Trophy
(Nassau) - 1, 2

Bacardi (Nassau) - 3

Clearwater - 3, 4, 5
11 out of Top 18 boats!

Don Q - 4, 5, 6
9 out of Top 16 boats!

* Partial Inventory



Photo by Frank Zagarino

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