



**JULY
1991**

North Snipe Sails Win The World Over!

Partial 1990 Results

World Championships '89	1st
Masters World Championships	1st
Junior World Championships	1st
European Championship	1st
Western Hemispheres	1st*
Midwinters	1st
Don Q Regatta	1st
Bacardi Cup	1st
Zimmerman (Overall Winter Circuit)....	1st
Southern California Midwinters	1st

* Top six places



Means Davis photo

Ricardo Fabini on his way to winning the Western Hemispheres. North Sails took top six places.

When the best Snipe Sailors in the world get together, the winners go North. North Snipe Sails have won every major international regatta in 1990. Our **AP-2 Main** and **Wave Jib** have become the standard by which others are measured. Improve your performance in 1991, go North!

Service + Speed + Value = North Sails.

Now with Chris Snow on the West Coast, and
Chris Larson on the East Coast to serve you better.

The winners have North.



North Sails One Design
Chris Snow, Vince Brun
1111 Anchorage Lane,
San Diego, CA 92106
Tel: (619) 226-1415
Fax: (619) 224-7018

North Sails One Design South
Chris Larson, Ethan Bixby
3703A 131st Ave. North
Clearwater, FL 34622
Tel: (813) 573-0366
Fax: (813) 573-2518

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

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

at the masthead

COMMODORE'S LOG

As I prepare to leave for the SCIRA World Championships and meetings of all National Secretaries and the SCIRA Board of Governors, I am reminded of the many of you who have responded to my need for input on the matters to be decided at those meetings. Without your input there is little that your officers and representatives can do but vote their best judgement. You do make a difference—a big difference, and I appreciate your involvement.

The next two months will be hectic, traveling to Norway and then rushing back for the U.S. Nationals. I hope all who can will come to the Nationals and be there to discuss your views first-hand.

Again, thank you for your input. I will do my best to represent your views and wishes at these meetings.

Promote Snipe sailing!

Commodore Means Davis

join in the fun. Should you have any further questions, please do not hesitate to contact me.

Sincerely,

Peter Huston, Vice President/
1993 US Open General Manager
Editor's note: The USPSA is the national authority for professional sailing, and is a subsidiary of USYRU.

Dear Tom,

I know that I am so shy and withdrawn and low-profile, but I really did crew for Sam Mollet in the Midwinters in Clearwater!! It was on the registration form, but you didn't show it in the Midwinter results in the *Snipe Bulletin*.

Perhaps you should also mention that Sam won the Master's division with his seventeenth place overall, highlighted by a fifth in race four. Not too shabby for a couple of guys whose combined ages total over 110 years!

Dave Ellis, Sailing Master,
St. Petersburg Sailing Center

Sorry Dave! Somehow I missed getting your name into the Bulletin! This is almost as serious as the time I pulled down the Sailing Center rigging boom during the Junior Worlds, or maybe as bad as the time my wife, Gina, referred to you as "that nut in the Suicide" after an early 80's race at Barefoot Sailing Club. Now, let's see, Sam can't be any older than, hmmmm, maybe 50? (Judging from his sailing ability and taste in pants...) Dave! You're getting old!

LETTERS:

MATCH RACING, ANYONE?

Dear Tom,

The U.S. Professional Sailing Association (USPSA) will be the organizing authority for the 1993 US Open Match Racing Championship. This regatta is the first step for sailors from the US to qualify for the IYRU Land Rover Nations Cup. Both the US Open and the Nations Cup are professional events that award prize money to competitors.

USPSA is now in the process of selecting a regatta site, securing sponsors, and determining competitor eligibility for the 1993 US Open. It is our intent to make entry into this regatta accessible to many groups of sailors that are not normally considered for match race competition. We would like your class to consider sending a team to the 1993 US Open. Only six classes will be given this opportunity.

The requirements to enter a team are simple. Your class would simply have to hold a class match race championship sometime during 1992. USPSA anticipates being able to provide you with a sponsor that will financially support your class match racing championship. Together we can pick a facility and a date that will be desirable for the competitors and sponsors. The competitors provide their own class legal equipment. USPSA can help provide race management, including umpires, if necessary. Competitors must be U.S. citizens, members of your class, and USYRU. The winner of your class match racing championship gains an automatic entry into the US Open.

Perhaps you would like to discuss this

idea with the membership of your class throughout the summer. If your class would like to be considered for entry into the 1993 US Open, please respond accordingly on or before September 15, 1991. During the USPSA Board meeting, which is held concurrently with the USYRU Annual General Meeting in mid October, we will announce the classes that are selected for entry into the US Open.

The 1993 US Open will be a spectacular regatta. We hope that your class will



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

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

3 in 1 cover

Polyester Army Duck.....\$202. ppd.
Acrylic - White.....\$208. ppd.
Acrylic - Colors.....\$219. ppd.
(Also Available in Skirted Style)

Bottom Cover.....\$201. ppd.
Flannel lined waterproof grey canvas with drain hole.

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

Daggerboard Cover.....\$36. ppd.
Flannel line canvas - specify size and shape.

Rudder Covers

Flannel lined canvas.....\$26. ppd.
Nylon shell foam lined.....\$40. ppd.

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

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

Send check or Money order to :

 **The Sailors' Tailor**

191-SN Bellecrest, Bellbrook, OH 45305

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



(USPS 611-500)

JULY 1991

Volume XL No. 7

S.C.I.R.A. OFFICERS

Commodore

R. Means Davis

5115 Northside Drive NW

Atlanta, Georgia 30327

Vice Commodore

Fujiya Matsumoto

38-1 Shinoharadai-Cho

Yokohama City-Kanagawa Pref.

Japan 222

Rear Commodore

Terry Timm

2124 Tuomy Rd.

Ann Arbor, MI 48104

Executive Director

Thomas Payne

4096 Chestnut Drive

Flowery Branch, Georgia 30542

RULES COMMITTEE

Chairman: Dan N. Williams

1220 Maclellan Building

Chattanooga, TN 37402, USA

EDITOR

Thomas Payne

EDITORIAL & BUSINESS OFFICE

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

PUBLICATION INFORMATION

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

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPES BULLETIN.

CHANGE OF ADDRESS

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

"Buzz" Levinson, a great Snipe racer, was Class Commodore in 1959. He is currently the Fleet Captain of Indianapolis Fleet #409. He not only recognized the photo on the cover of the April Bulletin, he took the time to share some memories with us.

Dear Tom,

I was surprised to see the photo on the cover of the April Bulletin. It was from the 1968 U.S. Nationals at Alamitos Bay. In the yearbook it says that "84 starters sailed on the Pacific Ocean." It was definitely on the ocean, not inside, and this was before the self-rescuing boat had become commonplace.

Before the regatta started Herb Shear stopped by and asked if we intended to go out on the ocean sporting our current pintles and gudgeons. I asked him why and he said that my variety was only used on the local Sabots. He also "casually" mentioned that my small Elvstrom bailer might not be "quite enough." My crew, Tom Townsend of Indianapolis, and I promptly found new rudder fittings and installed a foot operated pump and modified it with

a shock cord and pull handle so the crew could pump continuously. (And he did!)

A little trivia...At that time a few boats were using the "new" bendy masts. We still had the Proctor "E". The morning races were either light air, or called off, and the afternoon races were 18-22, which was strong for us lake sailors. It was a California regatta. Tom and I finished seventh, but we were happy as we were the top non-California boat.

If you find any more pictures from this "Pacific Ocean" U.S. Nationals, with us in the lead, then they are a rare commodity. Gunnar Anderson, was one of the best small boat photographers, and his photos are the best that I've ever seen.

On another subject, we had over seventy fleet races last year at Indy. We try to run shorter races and have 2 or 3 back-to-back each Sunday morning and afternoon. It makes for more fun and closer action. All the sailors like the idea and we recommend it.

Best wishes,
Buzz Levinson

AROUND THE SNIPE WORLD:

KOLDING, DENMARK: Erling Olsen's SKIPPER SNIPE has been sold to Frank Eriksen. The factory has been moved to Kolding. "The undersigned will be in charge of fitting of the Snipes. I will be making use of my experience as an active Snipe sailor to improve the SKIPPER SNIPE so that it becomes even better. Kjolhedes Badbyggeri in Vjele will be moulding the boats, as he has extensive experience. For instance he moulds the Olympic Soling for Borresen and has produced a variety of types throughout the years. We will do our best to preserve the reputation of the SKIPPER SNIPE as being the best." The new address is: SKIPPER SNIPE INTERNATIONAL A/S, Essen 11, 6000 Kolding, Denmark. Telephone 45-75-56-68-33. FAX: 45-75-56-69-96.

ESPERGAERDE, DENMARK: Veteran Sniper Jan Persson is now constructing his new design Snipe. The first boat was on hand in San Remo and caused much interest. Jan's address is: PERS-SON MARINE, Strandvejen 352C, DK-3060, Espergaerde, Denmark. Telephone +45 49 17 02 10, FAX: +45 49 17 06 20.

THE COVER: Birger Jansen and Carine Juliussen of Norway on a plane at Nassau. Dennis Kelly photo.

THE COUNT: Eleven numbers were issued: Ten to Spain and one to the U.S.
NUMBERED SNIPIES: 28140
CHARTERED FLEETS: 817

Coming soon!
Revolutionary
New
Design
Call for
more details.

For quality that lasts and lasts, look to McLaughlin!



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

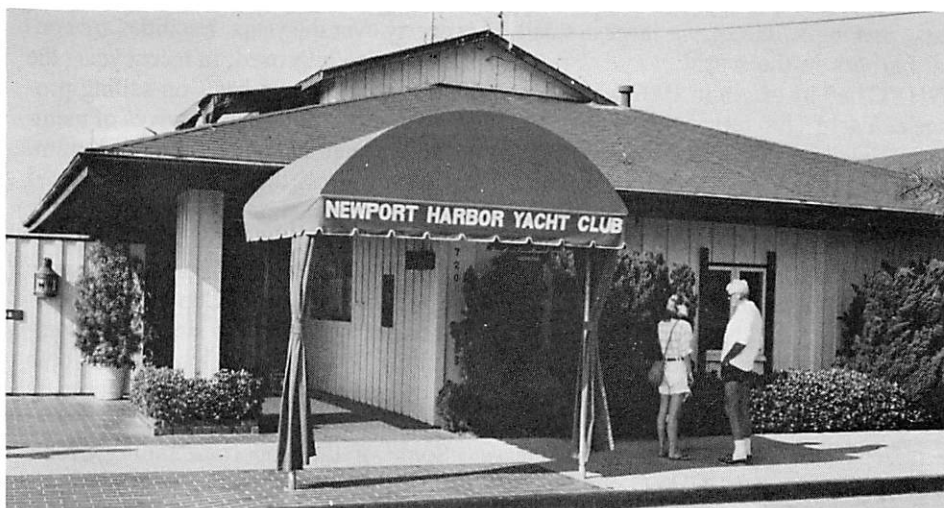
Now available in Europe
Antonio Bari
via Lorenzo 7
38100 Trento Italy
TEL 04-61/911-877

SOUTHERN CALIFORNIA, HERE THEY COME!

The 1991 Snipe U.S. Masters and North American Championships return to Southern California September 14th through 21st, 1991. Newport Harbor Yacht Club and the Newport Harbor Snipe Fleet are looking forward to welcoming Snipe sailors from the U.S., Canada, Bermuda, and the Bahamas to our club and local waters. Southern California offers great sailing in September and an abundance of attractions for family members to enjoy.

THE SCHEDULE

The 1991 Snipe Masters and North Americans will feature a mixture of racing and social events. Measurement, registration and a practice race for the Masters will take place Saturday, September 14th. The Opening Ceremonies for the Masters will be Saturday evening and from then on it is non-stop racing and fun for four days with seven races scheduled on the bay and different social events each night where we encourage you to enjoy one of the many local restaurants or bars. The North Americans will get underway on Wednesday, September 18th with registration, measurement and Opening Ceremonies. There are six races scheduled on an ocean course and social events every night except one.



THE HISTORY OF NHYC

Newport Harbor Yacht Club and the City of Newport each grew up together, both receiving their impetus for growth with the building of the ocean breakwaters forming the harbor entrance and the dredging of lower Newport Bay in the mid-1930s.

Today's Newport Harbor was formed as a nearly landlocked estuary of the Santa Ana River. Although the first wharf was built in 1870, the growth of the harbor was slow, as it was very difficult to navigate

in the shallow estuary. Newport's ocean wharf was a regular port of call for coastal vessels through the early 1900s, with rail transport for goods and passengers available from Newport Landing to inland destinations. The permanent population at that time was around 450 residents. This contrasts with today's year-round population of approximately 66,000 and a summer population averaging 160,000. The daily tourist population is estimated to reach over 200,000 on a hot sunny day during the summer months.



With its ocean beach frontage of over 6 miles, and harbor water frontage of about 26 miles, Newport Beach is unusual in southern California. It is an excellent small boat harbor, home to approximately 9,000 boats, making it one of the largest small boat harbors in the world.

NHYC had its origin in 1909 when Los Angeles Yacht Club formed an adjunct station in Newport Beach. This became the Newport Harbor Yacht Club in 1916 when the present club site was acquired. There were thirty original members. The yachtsmen encouraged the building of jetties and other needed improvements in the harbor, as only shallow draft boats could negotiate the bay, and then only with certain tidal conditions.

In spite of the difficulties presented by the treacherous harbor entrance and the shoals within the bay, NHYC continued to grow, and in 1921 it was the sixth largest yacht club in the United States with 350 members. The current club membership of approximately 1,000 members makes it the fourth largest yacht club on the West Coast. Club sailors were active cruising and racing year round, and the club sponsored many large regattas for south-land sailors. The Southern California Yachting Association held its first regatta in Newport in 1922. In 1928 the now-biannual TransPac race to Honolulu was sponsored by NHYC.

Ongoing efforts by Newport residents and boaters succeeded by 1937 in obtaining federal funds through the Public Works Administration, to complete dredging of the harbor and breakwater construction. The harbor and the entrance were made navigable and bay and ocean beaches were given their current configuration. At that time there were about 3,500 residents in the city. World War II brought many new people to the area; some of them stayed

and many returned, and the enormous growth of the area began.

Although the NHYC clubhouse has remained essentially the same as it was in 1916, the club has acquired additional property over the years. Facilities are constantly being improved. In recent years the club has placed emphasis on sailing programs for the children and wives of members. Through its junior sailing program, the Non Calms, the club has maintained continuing instruction for juniors and many skilled sailors have evolved from the program. NHYC has had representatives in the Adams Cup, Sears Cup and Prince of Wales nearly every year since those competitions began, and a long list of club members have competed internationally in various classes.

Some of the important sailing events NHYC has sponsored in past years include: The Star Class World Championships in 1927, 1936, 1958, and 1965; Olympic sailing trials in 1932 and 1968, and again in 1991 and 1992 for the men's and women's 470 classes. The club hosted the Adams Cup in 1961 and 1975, the Seats Cup in 1963 and again in 1990 along with the Bemis Trophy and Smythe Trophy: North American Soling and Etchell's championships in 1980, the Six Meter World Cup and Mallory Championships in 1983 and the Prince of Wales Trophy in 1978 and 1989. Among the Clubs most successful events are the biannual U.S. Yacht Club Challenge Cup and the Newport Beach to Cabo San Lucas, Mexico Race.

NHYC SNIPERS

Newport Harbor Yacht Club's Snipe fleet began in the early 1940's and for the next twenty years local sailors carried the NHYC burgee to other clubs worldwide, showing their winning skills and tactics

and putting the name of NHYC and its Snipe sailors on many national and international trophies.

In 1946, Bob Davis, with his father, Ken, as crew, won the World Championships on Lake Chautauqua, New York. Three national champions came from NHYC: Clark King, with Fred Schenck as crew, won the U.S. Nationals in 1950 on Alamitos Bay, and again in 1956 with Dick Lewis as crew. In 1954, Tom Frost with Fred Schenck crewing, placed second in the International Championship in Monaco. This team, whom the press dubbed "Tremendous Tom and Fantastic Fred", won the Snipe Nationals for two consecutive years in 1953 and 1954. Fred Schenck won the Nationals in 1957 with wife, Jean as crew, the first husband and wife team to achieve that honor. Fred placed third in the Worlds in Cascais, Portugal the same year. San Elliott of NHYC won the Junior Nationals in 1948 and 1950. Other well-known NHYC names in Snipe competition in those years include Don Ayres, Mike Jager, Phil Ramser, Ben and Norton Younglove and Pete Geib.

NHYC member Fred Schenck could well be called the grand old man of Snipe racing. Fred spent 27 years competing actively in the class as both skipper and crew, and will be racing again in 1991 in the Master's class. He is the oldest active Snipe sailor in time of sailing in the world. Fred got his first Snipe in 1937 and has maintained steady interest in the class since then. He was SCIRA Commodore in 1958.

In 1939 the Varalay Brothers Boat Company of Los Angeles produced a new Snipe built of western red cedar weighing about 450 pounds, which was significantly lighter than most boats built up until then. Phil Green of NHYC had the second of these new boats, and Fred Schenck had the fourth. In 1955 the W.D. Schock Boat Company of Newport Beach started building fiberglass Snipes, and the old heavy wooden boats were suddenly items of historical interest!

Snipes have always been on the roster of NHYC classes and are currently making a strong comeback. They NHYC fleet prospered through the 1950s but the advent of many new fiberglass classes weakened what had been one of the strongest Snipe fleets, nationally and internationally. Other Southern California Snipe fleets have flourished, however. The local Balboa Yacht Club fleet has always been strong, and in 1945 had a famous brother and sister team, when Bob and Betty White won the Worlds in Chicago. Today, the Snipe class is strong in Alamitos Bay, Mission Bay, San Diego and Redondo Beach, with new Snipe development taking place



in Santa Barbara. This year's North American Championships and U.S. Master's competition will revitalize the Class not only at Newport Harbor Yacht Club, but in all of California.

NHYC is looking forward to its sponsorship of another successful series of races with the Snipe U.S. Master's September 14-17, and the North Americans September 18-21. As in the past, NHYC intends to offer great sailing and warm hospitality to all participants.

TRAVEL AND ACCOMMODATIONS

You can fly into the Los Angeles International Airport, located approximately one hour from NHYC, or you can fly United, Alaska, American or AmericaWest Airlines to Orange County's John "Da Duke" Wayne Airport, located only 20 minutes from NHYC. We recommend that you rent a car during your stay. Local housing will be available on a first-come first-served basis. There are several local hotels and motels in the Newport Beach area. To obtain a list of hotels call NHYC at (714) 673-7730. We will be happy to mail or fax the information to you. NHYC's fax number is (714) 673-3972.

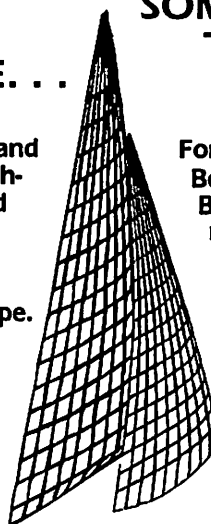
SOME THINGS CHANGE...

Computers, new cloth, and advanced construction techniques have revolutionized today's sailmaking. At Doyle-Boston sailmakers we make that technology work for you and your Snipe.



SOME THINGS DON'T...

For over 50 years Doyle-Boston sailmakers, formerly Boston sails. Has been making durable high quality sails, and supporting them with quick professional service, all at a reasonable price.



38807 HARPER AVE.
R.O. BOX 126
MT. CLEMENS, MI. 48046

FOR MORE INFORMATION CALL OR WRITE:

(313) 468-1488
FAX# (313) 468-9732

Or look for Drew Moeller in Snipe #25678

SNIPES U.S. MASTERS AND NORTH AMERICANS SCHEDULE

Saturday, September 14

9:00 A.M.- 4:00 P.M.	Masters Registration
9:00 A.M.- 4:00 P.M.	Masters Measurement
9:00 A.M.	Coffee and Rolls
2:00 P.M.	Masters Practice Race
6:00 P.M.	Opening Ceremonies

Sunday, September 15

10:00 A.M.	Masters Brunch
9:00 A.M.—12:00 Noon	Masters Registration
12:00 Noon	Masters Skippers Meeting
1:30 P.M.	First Race Masters
Following Race 1	Second Race Masters
6:30 P.M.	Dinner, Guest Speaker

Monday, September 16

10:00 A.M.	Brunch
1:00 P.M.	Third Race Masters
Following Race 3	Fourth Race Masters
Following Race 4	Fifth Race Masters

Tuesday, September 17

10:00 A.M.	Brunch
1:30 P.M.	Sixth Race Masters
Following Race 6	Seventh Race Masters
7:00 P.M.	Masters Trophy Dinner
1:00-5:00 P.M.	North Americans Registration

Wednesday, September 18

9:00 A.M.-12:00 Noon	NAs Registration and Measurement
9:00 A.M.	Coffee and Rolls
1:00 P.M.	NAs Practice Race
5:00 P.M.	NAs Skippers Meeting
6:00 P.M.	NAs Opening Ceremonies

Thursday, September 19

9:00 A.M.	Coffee and Rolls
12:00 Noon	NAs First Race
Following Race 1	NAs Second Race
7:00 P.M.	BBQ on the deck

Friday, September 20

9:00 A.M.	Coffee and Rolls
12:00 Noon	NAs Third Race
Following Race 3	NAs Fourth Race
To Be Announced	Party

Saturday, September 21

9:00 A.M.	Coffee and Rolls
12:00 Noon	NAs Fifth Race
Following Race 5	NAs Sixth Race
7:00 P.M.	Trophy Dinner

ENTRY FEES: U.S. MASTERS: \$125.00
NORTH AMERICANS: \$125.00
SAIL IN BOTH: \$250.00

SIXTEEN COMMANDMENTS

by Peter Galloway

This article was taken from SNAX, the USYRU One-Design Class Council program which exchanges articles from the various Class newsletters. It originally appeared in the Leading Edge and the Sonar Class newsletter.

All too often I'm approached after a race or during a regatta to discuss the day's events and the subject invariably gravitates to "how fast" I am or "if I just had your speed..." Frequently these conversations evolve into a description of some sort of problem the competitor is experiencing, like "I just can't point like the rest of the fleet" or "I just can't seem to get the boat going." These usually pivot around some complaint about the sails, the boat, or some lack of understanding of the "tune." The puzzling thing is that, for the most part, these competitors have exactly the same equipment as I do. The same hull, the same make and age of sails, the same mast. Why, then, are they so slow? Could it be that the whole problem is that they just

don't know how to get the most out of what they have? Perhaps—and I'll grant you that speed is a necessary ingredient in achieving success. You've heard time and time again that "you have to know how to go fast in all conditions," so I won't dwell on that topic. Much has been printed about how to achieve it already. Consider, however, that while this lack of success is usually blamed on speed, the problem is usually that these competitors have not been exercising their minds enough.

I like to think that success comes from making the fewest mistakes. That is, the boat that makes the fewest mistakes wins! When I don't win a race I can usually trace it to a few pivotal errors. This concept can be quite a revelation when you consider it: Have you ever thought about that mistake you made that cost you so much? Perhaps you went the wrong way, or you tacked when you shouldn't have. The purpose of this article is to make you think about some of the most common mistakes

and how to avoid them. I'll put them in terms of DOs and DON'Ts rather than just DON'Ts, because if you fail to DO, then that too is a mistake. So here they are—the 16 Commandments for Success.

1. DO keep your head out of the boat. Buddy Melges, I believe, was the one who coined this phrase. It simply means, keep your eyes open to what's going on around you and well ahead of you. Simply stated, it means THINK! This is perhaps the most important DO because it is all too easy to get distracted by the little sphere that surrounds you and your boat and not look far enough ahead of you to see what may be developing. The opposite of this is said to be "having your head in the bilge." The point is to never stop thinking.

2. DON'T get caught up in small battles. All too often people get wrapped up in getting around the next boat or defending against the boat behind, frequently at the utter disregard of the rest of the competition. A good example of this is luffing



1991 SNIPE U.S. NATIONALS

North Cape Yacht Club

(on the beautiful shores of Lake Erie, between Monroe & Toledo)

AUGUST 16-23, 1991

- Great Sailing
- Expanded Junior Nationals
- Camping within walking distance
- Great Club Facilities
- Awesome Showers
- Childcare/Babysitting Available
- Sandy Beaches with Playground area
- Parties
- Parties
- Parties

FOR MORE INFORMATION CONTACT TERRY TIMM:
2124 TUOMY RD., ANN ARBOR, MI 48104 (313) 662-3424

someone to the moon, thereby allowing those ahead of you to open up and those behind to catch up. Don't give distance away to those ahead of you or those behind you. You can't move up if you are so wound up in individual battles.

3. DO keep your eye on the big picture. Are you in the middle of a big pack approaching the layline? If so, you can bet there will be no clear air available for you when you finally tack. Keep your eye on what's going on around you and try to predict what will happen.

4. DON'T take unnecessary risks. Think in terms of odds: If you tack now, will your potential to gain exceed your potential to lose? Recently I witnessed a potentially serious mistake by a competitor who was leading the race on the second beat. He had the second and third boats well covered while all three headed to the right in a light breeze. Then he inexplicably tacked and sailed away on starboard, completely leaving his two closest competitors to head out to the right on their own. When the three boats came back together several minutes later he had neither gained nor lost. "So, what?" you might say. The point is, he exposed himself to

a great and unnecessary risk. Even if he thought there was an advantage the other way, what did he have to gain? He was already first! A few yards, maybe? He risked gaining a few yards against losing a few boats—bad odds, I'd say.

5. DO sail toward the mark. It amazes me how many people forget this basic rule: If the other tack would take you closer to the mark, then you should be on it. This is particularly true as you approach the layline. Except for extenuating circumstances (bad air, new breeze or major shift visible ahead, etc.), your opportunities are greatly increased if you sail toward the mark rather than at right angles to it.

6. DON'T hit the layline too early. This goes hand in hand with number 5, above. As you approach the layline your chances to gain become zero and your chances of losing are increased. Both lifts and headers work against you and the chance of opponents affecting your air becomes more likely. This is true downwind as well as upwind. Try not to hit the layline until you are within 10 to 15 boat lengths of the mark.

7. DO look for wind. Always keep your eye out for more wind. More often than

not, sailing in greater wind strength than your competition will result in gains even if you're sailing in a slight header. Also, given a choice between sailing in greater breeze versus sailing in less current, it is almost always better to sail in greater breeze. This is because the speed difference you can realize with greater breeze is usually more than any difference current will make. So look for greater wind and sail toward it.

8. DON'T forget to cover the fleet. If 80% of the fleet behind you is headed right and you are headed left, then you should tack. Remember to play the odds. Your potential for losing a lot of boats is greater than your potential for gaining if you don't cover the fleet.

9. DO look aft on downwind legs. Like riding in a car, everyone always wants to watch where they are going rather than where they have been. Have one of your crew look astern while on reaches and runs. That crew member should be constantly advising you about the competition astern, clear air, and puffs.

10: DON'T tack on top of people indiscriminately. Tacking on an opponent's air is a weapon to be used intelligently.

Everyone Can't Win

But we can all try. We here at Sobstad want to thank those who have chosen to try with Sobstad.
(Partial List)

Andy Barnes—San Diego, CA
John Brannan—Indianapolis, IN
Sean Burke—Atlanta, GA
Packy Davis—San Francisco, CA
Fried Elliot—Dallas, TX
Richard Evnen—Lincoln, NE
Peter Fenner—Dallas, TX
David Forquer—Atlanta, GA
Paul Gallo—San Diego, CA
Hal Gilreath—Arlington, VA
Mats Gothlin—Sweden
Steve Jacobson—Westminster, CA

Basil Kelly—Bahamas
John Lally—Winthrop, MA
David Lence—Peabody, MA
Buzz Levinson—Indianapolis, IN
Lisa Leweck—San Diego, CA
Dee Lockwood—Durham, OR
Brig North—Dallas, TX
Andrew Ozaki—Lincoln, NE
Bill Page—Boston, MA
Jan Persson—Denmark
Antonio Roquette—Portugal
Tony Rugens—New Britain, CT

Malcolm Smith—Bermuda
Karen Spinzia—Newport, RI
Shawn Sullivan—Naugatuck, CT
Ralph Swanson—Winchester, MA
Mike Toohey—Omaha, NE
Chuck Tripp—Redondo Beach, CA
Rafael Vidal—Spain
Jack Wagener—Lincoln, NE
Ed Weitz—Council Bluffs, IA
Dennis Westover—Redmond, WA
Staffan Wollin—Sweden
Mike Zalzal—Cincinnati, OH

Sobstad is dedicated to the sport of sailing and to those who have decided to do it in a Snipe
Please contact us if we can be of any help.

Call, Write, or Fax Today!

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



When you tack in his face you force him to tack. By doing so you have sacrificed your cover over him and provided him the opportunity to pass you. Better to give him clear air, thereby assuring that he'll stay behind you. Only tack on your opponent's air if there is a clear disadvantage for your opponent to tack, such as when you are tacking onto or near a layline.

11. DO wave port tackers across. If you are headed the way you want to go and a port tacker is trying to cross you but it's close, wave him across and he should "cross". It's better to give up a little distance by ducking slightly than to be forced about when he tacks directly in front of you. On the other hand, force him to tack if you want to go the other way.

Use this weapon intelligently.

12. DON'T hit that other boat! I don't care if you are right—when there is contact, one of you is obligated to protest or one of you will be thrown out. Alter course and then protest him, yes, but don't hit him. Your chances in court are 50/50 at best because you never know what your opponent will claim. If there is no contact and you are the protestor, the likelihood of your being thrown out is low.

13. DO stay out of congestion. When there are a lot of boats around you there is a lot of disturbed air. Stay clear of large packs and sail in clear air.

14. DON'T pinch. Too many sailors pinch in light air. This only works if the water is flat—it is deadly slow if there is

slop. Keep the boat moving. The reciprocal of this is to keep your boat on its feet when it's breezy. Don't try to keep the windward telltale streaming straight back. Point up until the boat is on its feet. A heeling boat makes too much leeway, and this is often mistaken as "not pointing".

15. DO tack in strength. Always try to tack when you are in the most breeze. You'll accelerate a lot faster, thereby saving many boat lengths.

16. DON'T forget to re-sail the race. Do this in your mind after it's over. Only then can you analyze your mistakes and learn from them. Remember: the boat that makes the fewest mistakes wins!

TIPS AND TECHNIQUES: THE POLE LAUNCHER

by Gonzalo Diaz

Many Snipers are going to the pole launcher system. It's a tough transition for some and these tips from the "Old Man" should help.

WHEN SAILING UPWIND:

Trim the jib and then automatically trim the pole line to stop it from hanging loose below the boom. Mark this position on the pole line with a magic marker.

LAUNCHING THE POLE:

If you have trouble in bringing the jib clew onto the pole, try adjusting the shockcord tension. It helps to have the skipper hold and trim the weather jib sheet to have the jib drawing instantly when the pole is launched.

DOWNWIND JIBING:

Let the pole go in slowly and cleat the

line a few inches before the pole is completely retrieved on the boom. Mark this position on the pole line with a magic marker. This way you keep the pole line from hanging loose from the boom while jibing.

APPROACHING THE LEEWARD MARK:


Keep trimming the jib halyard (magic box) and readjusting (releasing) the jib sheet in preparation for rounding the leeward mark. Do this in two or three stages. In the last stage, and along with other adjustments, do a final set of the jib halyard and retrieve the pole right on the mark.

RETRIEVING THE POLE:

Do not release the jib sheet. On the contrary, trim it hard before releasing the pole. This is mandatory in heavy weather! To further help retrieve in heavy air: try to pull on the jib sheet while the pole is being retrieved.

In all cases when retrieving, it helps if the skipper trims the main to bring the boom in line with the pole's trajectory. This action is very important if the pole is to leeward of the boom!!!

**Support
Bulletin Advertisers!**



**NEWPORT HARBOR YACHT CLUB
&
Newport Harbor Snipe Fleet**

are looking forward to hosting the


**1991
Snipe Masters & North Americans**

September 14-21, 1991

We invite all you Snipers to come to Newport Beach, California
to enjoy our wonderful fall sailing weather

Sunny Skies - Warm Temperatures - Great Racing - Fun Parties
Lots of Good Friends to Share it all With

For Information Contact: Newport Harbor Yacht Club (714) 673-7730



CLASSIFIED

Classified ad rates ten cents a word. Minimum charge is \$3. Ads accepted on a cash basis only. Send remittance for the proper amount. Forms close on the 1st of the month preceding publication. Ads received after that date will appear in a later issue.

ACRYLIC SNIPE DRYSAIL COVERS. Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of delrin fully enclosed with velcroed zipper flap. A flat type cover with halyard cockpit lifting bridle made for the boat with the mast up or down and boom off. No. 1 has a 6" skirt \$189.00 in white and \$199.00 in blue. No. 2 has full sides to the chine @ \$265.00 in white and \$275.00 in blue. No. 2 same as No. 1 but has custom looking tapered full skirt for ultimate protection with zipper at bow for glove like fit. Rudder covers \$38.00 shipped UPS ppd. for orders with payment in full. Visa, MC, AmEx, or COD available. Special colors upon request. Contact Chris Rooke (901) 744-8500, ROOKE SAILS, 1744 Prescott So., Memphis, TN 38111

WEATHERMARK:TOP COVER: Full deck and topside cover including PVC/Polyester construction, drawstring skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$150 (white only). **SUPER-PADDED CENTERBOARD COVER** with carry handle \$49. **SUPER-PADDED RUDDER COVER** \$35 (both blue). **CONTACT:** WEATHERMARK, INC. Dave Pritchard, 6087 Holiday Road, Buford, Georgia 30518. (404) 945-0788. FAX (404) 932-0622

CAN'T AFFORD A NEW SNIPE? Call Bill Buckles at One Design Leasing for details about leasing a new Mueller. (216) 288-0002 or write: One Design Leasing, P.O. Box 78, Lorain, OH 44052

REGATTA TEES at great prices! Top quality screenprinting using your design or custom artwork created by this Snipes. **IMPORTANT:** to get the best design at the best price, plan **TWO MONTHS AHEAD!** References and prices by phone: BTGRFX, Rob Brodsky, 713-230-5819, or write 8002 Skyline, Houston, TX 77063

WANTED: Used Snipe, #24500 or above. Within 300 mile radius of Ann Arbor, MI. Call Woody Holman 313-663-9522 days or 313-665-4893 evenings. (July)

NATURAL WOOD SPECIAL: CHUBASCO #16698, clear varnished mahogany deck and spruce chines, excellent condition, unused since 1980, aluminum spar, 2 season North sails, trailer. \$2,500 or best offer. Andy Hall 1-800-225-2383 or 617-729-4888. (mjj)

CHUBASCO 19057—Good condition, white hull and deck, teak rails, several sails, Aluminum trailer, custom rudder, compass, top and bottom covers. Dry sailed only! \$950 Nashville, TN 615-292-8116 (jja)

CHUBASCO 22319, white with gold deck, Southern trailer, and seawall side lift. Two suits of sails, one new, Cobra mast, all for \$1,500.00 Norm in Kansas City, 816-741-9358 (mjj)

MCLAUGHLIN 24188—4 sails, one never up, year-old cobra mast, two compasses, magic box, top cover, trailer, and dolly. Ready to race former fleet champ boat. 616-866-9169 after 6 eves. Boat in Michigan. (mjj)

MCLAUGHLIN 25073: White hull and deck. New Cobra II, Minimum weight. Custom pole-launcher. Long magic box. Faired hull, all go-fasts. Trailer and covers. Will deliver. \$3,500. Call Darryl (609) 683-1198 nights or (609) 683-9100 days.

MCLAUGHLIN 25172—"Ehecattl"- White/white. Custom built by Charlie Bustamante for a light team. Features Proctor Miracle mast, special "Onella-rig" ratcheted jib system allowing crew to uncleat in a full-hike gust! Faired bottom, garage kept. (The boat, not the skipper!) Top/bottom covers and one suit of Fishers. Asking \$3,500. Miami area. Days: 407-982-2862. Eves: 407-368-0285

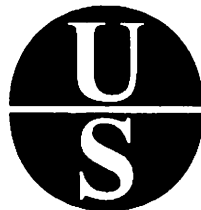
MCLAUGHLIN 25677—Green hull, white deck, Cox trailer. Ready to go! \$2900.00. Call Tom 913-432-1972 days, or 816-578-4694 evenings. (july)

MCLAUGHLIN 25684—Excellent condition. Cream colored hull. Good race record. Several suits of sails including a suit of Fisher used only one regatta. Cobra II mast. Pole launcher, compass, all covers. Excellent Tennessee trailer. \$4100. Call Bill. Days: 908-704-3645. Eves: 908-870-1492 (jj)

MCLAUGHLIN 25735—Fast boat in good condition. White hull and deck with blue stripe. Minimum weight, with lead. Cobra II mast and many Fisher sails. All covers, trailer and many extras. Rob, Akron, Ohio, 216-644-4022. (mjj)

(Continued on next page)

1ST IN SNIPE



Ullman Sails

Improve your Snipe's performance with the **BEST** Snipe Sails available!

Ullman Sails, Inc

410 - 29th Street
Newport Beach, CA 92663
(714) 675-6970

Ullman Sails, Atlanta

(404) 945-0788

Ullman Sails, Dallas

(214) 741-2364

Ullman Sails, Florida

(813) 951-0189

Ullman Sails, Japan

466 26 6324

1991 Results

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

1990 Results

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

It takes a MIRACLE to WIN!

MIRACLE RESULTS

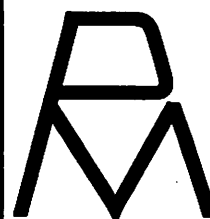
1990

- 1st & 2nd US Nationals
- 1st, 2nd & 3rd North Americans
- 1st Japan Nationals
- 1st Winter Circuit

ALSO

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

Proctor Masts, USA



410 - 29th Street
Newport Beach
California 92663
(714) 673-7817

Also available:
1x7 Rigging
Adjustable Spreaders

MCLAUGHLIN 26004—Finally available! Meticulously maintained and garage kept. Color is custom-mixed light blue (with extra gelcoat). Extended teak treatment for rails. Includes trailer, covers for everything, all double-ended control lines, pole launcher and/or regular pole, and any used sails you want. **PLEASE TAKE SOME!** Customized extras include a compass your crew can read while under a wave, adjustable hot pink hiking straps (a fashion **MUST!**), jib fairlead ratchet/cam cleats, and wooden rudder. Yours for only \$4,000. Call Lee Griffith, Yardley, PA 215-493-8031 (jj)

MCLAUGHLIN 26107—Starting a family and must part with my baby. Excellent condition, rigged for racing. White deck and bottom with red and black deck trim. Cobra mast, anodized centerboard, two sets of sails, compass and all covers. Also has a double-deck trailer. \$4,500 or best offer. Atlanta (404) 447-0739. (jj)

MCLAUGHLIN 26108—Race-ready, white hull and deck. Top, bottom, blade and mast covers. Cobra II mast with adjustable spreaders, and byform rigging. Custom rudder, faired bottom, refitted trailer, 3 sets of sails, including polyant main. Loads of spares. Annapolis \$4,600. Doug Clark (301) 757-7376 or (301) 267-3962. (jj)

MCLAUGHLIN 26448—Excellent condition, like new! Top and hull covers, galvanized trailer, Cobra II mast. Ready to race! Green hull, white deck, teak trim, \$4,000 Marblehead, MA 617-631-7373 or 617-631-0825 (jj)

MCLAUGHLIN 26808—Grey hull with blue stripe, white deck. Southern trailer, covers. Excellent condition. \$4,500. Andy Towles, 8909 SVL Box, Victorville, CA 92392. Call 619-951-1331. (jja)

MCLAUGHLIN 27000—White hull with 3 graduated blue deck stripes and two graduated hull stripes. Blue liner. All go-fasts including Cobra II spars, pole launcher for 103" pole, plus standard 103" pole w/swivel cleat. 15" magic box with swivel cleat. Double-sided jib cunningham, main cunningham, traveler and vang. Suunto tactical compass. Padded hiking straps, 2 crew, 2 skipper, crew's adjustable while hiking. Sailors Tailor covers include: top cover with full skirt, board, rudder and anchor bag. The bottom cover is old. 1987 Tennessee galvanized trailer w/spare hub, bearings, and wheel with tire. Newest sails: Fisher w/15 races. One set old Fishers, and one new lightweight Fisher jib. This boat is in excellent condition. Selling because of health. \$4,100 Mike Sullivan, 429 Coachway, Hazelwood, MO 63042 314-831-1092

MUELLER 25127—Minimum weight, Cobra II mast, grey hull & deck, covers, trailer, sails, pole launcher. Fifth in Kansas Nationals, all race adjustments, padded straps \$2700. Custom rudder: \$275. Chris. 412-348-8330 Pittsburgh (jj)

PERFORMANCE SAILING INTERNATIONAL (PSI) #27363. EZ-Loader trailer, Proctor mast, Fisher sails. All like new, ready to travel, race and win! \$3,500.00. Boat is in Boynton Beach, FL. Tom Wasserman 1-800-329-0123

SOUTHERN 24561—Gray hull, pole launcher, Cobra boom, Mongoose mast, split main sheet traveler, new compass, 2 sets sails (new Fishers, used Shore), magic box, faired bottom, top cover, Southern trailer, delivery possible. See boat at District Two Championships. \$2,500 Wichita, KS 316-685-7832 (jj)

VARALAY 12921, Wooden Classic with aluminum mast, trailer, all good condition \$575 Eves: 414-294-6375 Wisconsin. (jj)



Sanctioned Snipe Regattas

July 13 & 14, **DISTRICT THREE CHAMPIONSHIPS/GOVERNORS CUP**, Tim Dixon, 12 Hickory Point, Springfield, IL 62707, 217-529-7414

July 13 & 14, **WINCHESTER INVITATIONAL**, Jennifer Rousmaniere, 11 Wild Rose Dr., Andover, MA 01810, 508-474-9207

July 13 & 14, **CENTRAL NEW YORK STATES**, Leo Murphy, P.O. Box 66, Cuba, NY 14727, USA, 716-372-2853

July 20 & 21, **NEW YORK STATES**, Fritz and Jane Graham, 357 North Shore Rd., Cuba, NY 14727, USA, 716-968-3324

July 20 & 21, **DISTRICT I JR. CHAMPIONSHIP**, Art Rousmanier, 11 Wild Rose Drive, Andover, MA 01810, 508-474-9207

July 23-28, **INTERNATIONAL NORDIC CHAMPIONSHIP**, Bastad, Sweden, Bastad Sport and Yachting Club, Box 1111, S-269 01 Bastad, Sweden. Telephone: 46-431-763-26 or FAX: +46-431-763-26

July 26-28, **U.K. NATIONALS**, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

July 27-28, **LAKE ONTARIO OPEN**, John Dentinger, 136 Vassar St., Rocjester, NY 14607, 716-461-1551

July 27 & 28, **HEART OF AMERICA**, Joe Bartels, 161 Lake Shore South, Lake Quivera, KS 66106, 913-268-6370

July 27 & 28, **ATLANTIC COAST CHAMPIONSHIPS**, P.J. Shaffer, 29 Rhode Island Ave., Newport, RI 02840, 401-849-6527

August 2-10, **35TH SNIPE CLASS WORLD CHAMPIONSHIPS**, Birger Jansen, Broveien 44, N1315 Nesoya, Norway. Entries are limited.

August 3 & 4, **OCEAN COMMOTION**, Deke Sheller, 627 Pinehurst Ave., Salisbury, Maryland 21801, 1-800-252-2217

August 3 & 4, **BIRD BATH V**, Bill Parkhurst, 205 Oakhill Ave., Sheffield, AL 35660, 205-383-8791

August 3-4, **ONTARIO OPEN AND CANADIAN NATIONALS**, Jack Mitchell, Bronte Harbor Yacht Club, 567 Plains Rd. W., Burlington, Ontario, Canada, 416-529-6564

August 3-18, **PAN-AMERICAN GAMES**, Havana, Cuba. Contact your National Authority

August 10 & 11, **MICHIGAN STATE OPEN**, Drew Moeller, 849 Grosse Pointe Ct., Grosse Pointe City, MI 48230 (H): 313-881-0556, (W): 313-468-1488

August 15-23, **U.S. NATIONALS AND JUNIOR NATIONALS**, Terry Timm, 2124 Tuomy Rd., Ann Arbor, MI 48104, USA

August 24 & 25, **BOARD OF GOVERNORS**, Jim Barnes, 95 Lyons Plains Rd., Weston, Ct. 06883 USA, 203-221-0582

August 24 & 25, **TAMPERE REGATTA**, Roger Nylund, P.O. Box 169, SF 20101 Turku, Finland

September 7 & 8, **SOUTHEAST CHAMPIONSHIP**, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

September 7 & 8, **RON PRIME MEMORIAL**, Arthur Cunningham, 27 Poor Richards Dr., Bow, NH 03304 USA, 603-226-0231

September 14 & 15, **JOE RAMEL MEMORIAL**, Carl Chinnery, B4 Lake Lotawana, Lake Lotawana, MO 64063, 816-578-4810

September 14-21, **U.S. MASTERS AND NORTH AMERICAN CHAMPIONSHIPS**, Newport Harbor Yacht Club, 720 West Bay Ave., Balboa, CA 92661, USA

September 14-16, **SPANISH MASTERS NATIONALS**, Classe Snipe De España, Apartado 483, 30080 Murcia, Spain

September 14 & 15, **MYSTIC LAKE OPEN**, Martin Fraser, 30 Roneale Rd. West Medfors, MA 02155 USA, 617-395-3116

September 21 & 22, **BATTLE OF ATLANTA**, Brent McKenzie, 3925 Cranbrook Ct., Lilburn, GA 30247, 404-279-0391

September 21 & 22, **OHIO OPEN**, James Cummings, 469 Crestwood Ave., Wadsworth, OH 44281 USA, 216-336-3390

September 21 & 22, **LONG ISLAND OPEN**, CALL OF FALL, David and Joan Lawson, 76 Wyatt Rd., Garden City, NJ 11530 USA, 516-742-2574

September 21 & 22, **NORTHEAST CHAMPIONSHIP**, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

September 28 & 29, **CALL OF FALL AT LAKE MOHAWK**, John Marx, 448 W. Shore Tr., Sparta, NJ 07871 USA, 201-729-0313

September 28 & 29, **CRACKER BARREL D-4 TEAM RACE**, John Muhlhausen, 1146 Green St., Roswell, GA 30075, 404-642-1146

September 28 & 29, **CARLYLE SILVER CUP**, R. J. Sepanski, 8 Ginger Ridge Ct., Edwardsville, IL 62025, 618-656-3428

October 5 & 6, **FRIGID DIGIT**, Tom Sprehe, 300 Holly Trail, Crounsville, MD 21032 USA, 301-923-7684

October 26 & 27, **HALLOWEEN REGATTA**, Ken Haney, 978 Columbia Dr., Decatur, GA 30030 USA, 404-288-5386

Support *Bulletin* Advertisers!

NORDIC TOUR TO ITALY

The final destination for this year's version of the annual 5000 kilometer tour made by Nordic Snipers to southern waters was San Remo, Italy, and the caravan included six Snipes from Norway, three from Sweden, and three each from Denmark and Finland. For several years our annual journey took us to Palma Mallorca for the Princess Sofia, but this year a change was in order, so most of us headed to Italy.

Several teams made the trip a few days early to compete in the Coppa San Michele Regatta arranged by the Club Velico Est Verbano, in Levano on Lago Maggiore, on the Swiss/Italian border. Due to the lack of wind the fleet of 24 Snipes sailed only two shortened races on VERY cold water. Antonio Bari and his crew, Bruno Bensa, took the top honors with two bullets. On shore, the friendly people at the Club did their best to keep us warm with their hospitality, including food and drink.

Then we were off to San Remo, hoping for better luck with the winds. Fifty-one Snipes, representing eight nations, including Belgium and France, were on hand to contest the South European Championships. The event was run as part of the Yacht Club San Remo's Spring Olympic Regatta, and included a handful of Lasers who shared the course with the Snipes, and a hundred or so Solings and Flying Dutchmen on a second course. Four races were scheduled for the Snipes but again the lack of wind reduced the sailing to two races. A lot of boats took a PMS for the first race, including Hakan and Rikard Bjurstrom of Finland, and Birger Jansen of Norway. This dropped their overall finishing position to the middle of the fleet instead of the top. Norway's Erling Nesse and crew, Michael Irgens took the win in race one, followed by Italy's Enrico Michel and Giovanni Turazza.

In race two it was Italy's Dario and Maurizio Bodino, recovering from a first race PMS, followed by Giuliano De Matte and Stefano Fantoni. Enrico and Turazza took a fifth to wrap-up the overall title. Italy's National Secretary and new SCIRA Board Member Giorgio Brezich, with crew Maurizio Demarch were sixth overall.

A lot of interest was generated by Jan Persson of Denmark who sailed the prototype of his new Snipe, a new construction characterized by a low maststep and a small, deep cockpit, and several other interesting features.

*Roger Nylund,
National Secretary for SCIRA Finland*

ANNAPOLIS HOSTS COLONIAL CUP

Ed Adams and Carol Neuman of Newport won the 1991 Colonial Cup over a competitive field of thirty-three Snipes. A cold front passed through Annapolis on Friday night making for some great heavy-air sailing on Saturday. This year's regatta took on a different character as Jennifer and Rick Sturmer did an outstanding job of organizing the event. Grateful Dead tunes, tie-dye regatta t-shirts and a great Mexican dinner made for an enjoyable weekend. This was a truly great variation of another hard party and excellent sailing Snipe Fleet 532 event.

Saturday morning dawned with threatening skies and the wind out of the east at twenty knots. A double triangle was set up off Greenbury Point in the blustery breeze. Hal Gilreath and Mike Hartman of Annapolis popped off the line, hit the first shift and were never headed as Adams and Neuman were second followed by Andy Pimental and crew, Anne-Marie Weldon in third. The top three boats separated themselves from the pack by a large margin. Bryan Fishback and Lori Stout beat the remainder of the fleet to capture fourth. The big breeze contributed to some exciting reaches, pounding upwind legs and

ATTENTION!!!

1991 U.S. NATIONAL ENTRANTS!

THERE IS A SERIOUS ERROR ON THE ENTRY FORM!

THE CORRECT DATE FOR THE ENTRY DEADLINE IS JULY 15.

Please postmark your entries by this date. Your Fleet Captain has been informed by letter from the Snipe office, and the printer has made a special effort to get this July *Snipe Bulletin* to you in time for you to meet this deadline date. PLEASE SEND YOUR ENTRY TO THE SNIPE OFFICE, TODAY, so that our friends at North Cape Yacht Club can make the necessary plans for your attendance.

Our sincere apologies to Chairman Terry Timm, our friends at North Cape Yacht Club, and all of the Committee members who will be inconvenienced.

MICHIGAN STATE OPEN SNIPE CHAMPIONSHIP



August 10-11

Hosted by Crescent Sail Yacht Club
Fleet 5 on Lake St Clair

Race with us the week before the Nationals.
North Cape is only an hour away.

Andrew Moller Regatta Chairman
849 Grosse Pointe Court - Grosse Pointe City, Mi. 48230
(313) 881-0566 home (313) 468-1488 wk
(313) 468-9732 fax

numerous capsizes. The Race Committee, concerned over safety, postponed the second race until the cap-sized crews were rescued. The postponement sent everyone ashore to refresh themselves at the beer truck. After the wind abated to a more manageable strength, the fleet set forth for the second race. Some sailors opted for the warmth of shore and the Labatts truck, having satiated their daily sailing requirement.

Adams and Neuman won the shifty second race that saw numerous position changes with each leg. While the fleet jumbled behind him, Adams maintained his lead throughout the race. The Race Committee proved adept at responding to a major shift, adjusting the course correctly and preventing an abandonment. Doug Clark and Scott Taylor got their new Jibe-Tech (their Worlds boat) going and followed in second with Gilreath and Hartman in third.

At the end of Saturday's sailing, Adams, Gilreath and a consistent Fishback occupied the top three spots. Those who sailed the second race joined those who were already into the social hour. Everyone retired to the beer truck to soothe some early season bumps and bruises and to discuss the day's wild rides.

Sunday's wind was again out of the East at 10-12 knots. Griff Hall and Sherry Eldridge led for the first triangle in the oscillating breeze. Clark and Taylor sailed an excellent second beat to move into first. Adams was second and Fishback was third. Gilreath followed in fourth to keep the regatta close going into the final race. The sun emerged for the final race, warming up the air and causing the breeze to lighten and clock right. Adams and Neuman locked up the regatta with a bullet. Gilreath's fifth and Clark's third put them in the second and third positions, respectively.

Handmade ceramic bowls were awarded to the top five finishers and Jennifer thanked all those who made the regatta so enjoyable. If you want to experience unmatched sailing and socializing at a Snipe regatta put the Frigid Digit on your calendar (October 5 & 6). It will prove to be another hard party event in the Annapolis Fleet/Severn Sailing Association tradition.

Hal Gilreath

READ THIS!

For the best service from the SCIRA office, please follow these guidelines:

- Send requests for information in writing.
- If you call and leave a message, leave your address; it is too expensive to return all phone calls.
- Contact all volunteers directly. See the Officer's Directory in the April Bulletin.
- Contact District Governors for local information needs.
- If something is not being done: Volunteer!
- Give us two weeks' notice if you need mailing labels.
- Renew your membership in January of EACH year. Don't wait until you arrive at a regatta!
- Send your Classifieds and Regatta Reports on time. Ask your fleet captain or see the Classifieds for deadline information.
- Let us know AT ONCE if you move. We cannot be responsible for Bulletins mailed to the wrong address. Is your mailing label correct?

COPPA SAN MICHELE Club Velico Est Verbano, Italy March 23 & 24, 1991 Top 10 of 24 Boats

Finish	Crew/Skipper	Fleet	Places	Points
1	Bari/Bensa	CVS	1-1	0.00
2	Longhi/Monteggi	CVO	3-3	11.40
3	Brezich/Michel	STV	2-5	13.00
4	Conelli/Seveso	CVBV	6-2	14.70
5	Gothlin/Anagrsso	BANG	9-4	23.00
6	Michel/Turazza	SVOC	7-6	24.70
7	Bettetini/Pirazzi	CVO	5-10	26.00
8	Braga/Parodi	AVAV	8-13	33.00
9	Bernardis/Dalla Rosa	AVT	15-9	36.00
10	Esposito/Ciccarone	CVMV	13-11	36.00

SOUTH EUROPEAN CHAMPIONSHIPS Yacht Club San Remo, Italy March 26-30, 1991 Top 20 of 51 Boats

Finish	Skipper/Crew	Country	Places	Points
1	Enrico Michel/Giovanni Turazza	Italy	2-5	13.00
2	Giuliano De Matte/S. Fantoni	Italy	10-2	19.00
3	Lenmart Rook/Fredrik Rook	Sweden	5-6	21.70
4	Mats Gothlin/Lars Andersson	Sweden	3-10	21.70
5	Giorgio/Patrick Longo	Italy	6-7	24.70
6	Giorgio Brezich/Maurizio Demarch	Italy	4-14	28.00
7	Stephan/Michelle Irgens	Norway	12-13	37.00
8	Antonio Bari/Bruno Bensa	Italy	11-15	38.00
9	Erling Nesse/Michael Irgens	Norway	1-32	38.00
10	Dirk/Dina DeBock	Belgium	8-19	40.00
11	Johan/Kristina Rook	Sweden	14-17	43.00
12	Alessandro Casciaro/M. Ciavatta	Italy	27-8	47.00
13	Ranier/Tuulia Vilkkila	Finland	15-23	50.00
14	Luis/Aurora Rodriguez	Spain	17-22	51.00
15	Jan Persson/R. Stensler-Thomsen	Denmark	8-34	54.00
16	Andrea Piazza/Lucia Lubich	Italy	31-12	55.00
17	Giorgio Dell'Acqua/ P. Lamberti	Italy	16-29	57.00
18	Gregor Stimfel/W. Gherardini	Italy	7-38	57.00
19	Dario/Maurizio Bodino	Italy	PMS-1	58.00
20	Paolo Vicidomini/Monica Vestri	Italy	20-26	58.00

1991 COLONIAL CUP RESULTS May 18 & 19, 1991 Severn Sailing Association, Annapolis, Maryland (USA) Top 20 of 33 boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Ed Adams/Carol Neuman	Newport	2-.75-2-.75	5.50
2	Hal Gilreath/Mike Hartman	Annapolis	5-3-4-5	12.75
3	Doug Clark/Scott Taylor	Annapolis	16-2-75-3	21.75
4	Bryan Fishback/Lori Stout	Annapolis	4-4-3-11	22.00
5	John Keane/J. Tagliamante	Marblehead	6-DNF-10-9	30.00
6	Andrew Pimental/A. Weldon	Newport	3-DNF-7-2	35.00
7	P.J. Schaffer/Brian Taboada	Narr. Bay	7-12-8-8	35.00
8	Henry Filter/Nancy Green	Cottage Park	13-6-5-13	37.00
9	Roger Link/Sue Kaufman	Annapolis	5-9-18-6	38.00
10	Doug Hart/Steve Swenson	Annapolis	11-14-13-4	42.00
11	Pedro Lorson/Mimi Lorson	Sea Cliff	14-10-11-10	45.00
12	Bill Page/Mary Jodice	Marblehead	10-8-17-17	52.00
13	Griff Hall/Sherry Eldridge	Annapolis	15-7-6-DNF	54.00
14	Ahab Stout/Debra Lawson	Slabs Y.C.	9-11-15-20	55.00
15	Lee/Karla Griffith	Pine Beach	20-15-16-7	58.00
16	Chris/Don Hains	Oakville, Canada	12-16-19-16	63.00
17	J.Ganson Evans/No crew	Hoover	27-DNF-14-15	79.00
18	"Hawkeye" Dull/E. Edge	Annapolis	DNF-DNF-9-18	82.00
19	Andrew White/B. DeBrinket	Annapolis	8-DNC-20-DNF	89.00
20	Guy/Petra Johnson	Annapolis	18-DNC-22-14	89.00

**THE STAR CLASS
TECHNOLOGY**
World Champion 1990



**THE EXPERIENCE OF
TORBEN GRAEL**
Two times Snipe World Champion



NEW LILLIA'S SNIPE



Lillia Boatyard - 22010 Musso (CO) - Italy
Phone 0039/344/81223 - Fax 0039/344/81568

WE'RE DRIVEN TO SUCCEED!

Leading edge performance backed by quality and personal service.

1991 FISHER SNIPE RESULTS

Midwinters — 1, 2, 4, 6, 9

Pan Am Trials — 1, 2, 4

Bacardi Nassau — 3

Don Q — 1, 2, 5, 6

Gamblin Nassau — 2

Overall Southern Circuit — 2, 3

Chesapeake Olympic Classes — 1, 2, 3

We'd like to
add your name
to the Fisher Team!



FISHER SAILS
330 W. Spring St.
Columbus, OH 43215

TEL (614) 221-2410
FAX (614) 221-1228

The Winning Standard in One-Design Performance!