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uncommon sense

by Tom Payne

WOODEN BOATS TAKE OFF!

If you read Sail magazine you may have seen a recent notice that the Class was looking for old wooden boats. We invited owners of old boats to contact us, with the hope that we could find some way to get them back into the Class. The response has been overwhelming with replies from 50 or so owners, most of whom still sail their classics.

Also noteworthy are the efforts of Past Commodore Jerry Thompson who recently commissioned Mike McLaughlin to rebuild Make Way, Snipe #8569. The resulting boat is beautiful, as participants in the Winter Circuit will testify. This is featured in the July/August issue of Wooden Boat Magazine along with a history of the Snipe. I just read the final draft of the article and I promise you that this is something that you *must not miss*. It will be on newsstands in mid-June.

Now the question arises: What can we do to get these wooden boat owners back into the Class?

I propose that the Class host a Wooden Boat Nationals where the winner would be determined not only on the race course, but also on the results of a "beauty contest." Maybe this could be held in conjunction with the U.S. Nationals, or some other regatta.

Your thoughts and comments are welcomed!

SAIL NUMBERS

It doesn't take a genius to understand the Class Rules on sail markings. If your sail doesn't have the Class Emblem on the sail, then it is not legal. The number on the sail should be your number, or the number of the boat that you co-own. Also, you must have your national affiliation indicated.

We get some nice photos for the *BULLETIN*, but we are unable to use them because someone has modified the sail number with black tape. UGLY, UGLY, UGLY!

SPEAKING OF NUMBERS:

Please make note of the new telephone number for the Class. (404) 781-8625. This is also the number for the new FAX machine which will be on-line by the time that you read this.

WRITE YOUR CONGRESSMAN!

We're doing our best to get the *BULLETIN* to you as soon as possible, but we have no control over the U.S. Mail. Some of our California members have complained that the April issue didn't reach them until the 29th of the month. We mailed them on the 10th, meaning that it took 19 days for delivery from Chattanooga, TN.

We've considered jumping a month, that is skipping June and making THIS issue the July one, but that would really only be psychological.

It's the timeliness of the news that really counts, and with the help of our reporters, you're getting regatta results faster than ever before.

We'll continue to try to get the *BULLETIN* out faster, but all members must understand that it's a team effort with the Editors (us), the typeset/layout (John Weber), the printers, the mailing service, and the Post Office involved.

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CHANGE OF ADDRESS

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

at the masthead

THE COMMODORE SAYS

Last month I went through the most important rule changes in the new edition of the international yacht racing rules.

I did not, however, handle Appendix 14, dealing with Event Classification and Advertising. The subject was discussed during the Western Hemisphere secretaries meeting in Bermuda last fall. It is a very important matter and I am quite sure we all have to discuss it again in a near future. Although 'no changes are contemplated before 1993, the Permanent Committee (IYRU) may approve changes in the interim.'

Everything connected with advertising is collected in this Appendix and mentioned in the rules as follows:

Part I, Status of the Rules. Appendix 14 may not be changed unless permitted in a rule itself. Appendix 14 permits such exceptions.

Rule 2, Notice of Race (e) shall mention the category to which the race belongs.

Rule 3, Sailing Instructions. In rule 3.1, Appendix 14 shall be included in the list of rules that must be changed. In rule 3.2 Contents (b)(i) the category of the event shall be mentioned.

Rule 26, Event Classification; Advertising, state that a yacht and her crew shall compete in conformity with Appendix 14.

Appendix 14 includes partly General stipulations, partly the different Categories of Events.

The General Stipulations state:

1. The time when Appendix 14 shall apply.

2. That the event always belongs to Category A unless otherwise prescribed in the notice of race and the sailing instructions.

3. That the notice of race and the sailing instructions may prescribe more restrictive criteria for any category of event than otherwise required for that category.

4. That the IYRU, a national authority, the ORC or a class association may develop rules for sanctioning events within its jurisdiction in any or all categories, as well as for giving consent for individual advertisements. Fees may be required.

5. That in world and continental events unless so prescribed by the class rules, a

competitor shall not be required or induced to display advertising on a yacht, clothing or equipment.

6. That when a protest committee after finding the facts, decides that a yacht or her crew has infringed this appendix, they shall act as they did earlier, that is: to warn or disqualify. Rule 74.4 shall not apply.

The Categories Mentioned in the Appendix are:

Category A. When a yacht competes in Category A, she is forbidden to advertise. Only the marks by the sailmaker, the boat-builder and the maker of clothing worn by the crew, is allowed as in the earlier rule 26.

After obtaining the approval, when relevant, of the national authority, ORC or class association, the organizing authority of a sponsored event may permit or require that a flag or a decal shall be displayed. Neither of them shall be larger than 45 cm x 60 cm.

Category B. Yachts competing in Category B may display advertising in accordance with the stipulations given herein. The stipulations are quite like the ones IYRU accepted when they changed rule 26 in the year 1987. As in Category A the same rules are valid for the organizing authority of a sponsored event.

Category C. Special events. This category is the 'Formula I' of the yacht racing. The rules for these events shall be prescribed or approved by the national authority for an event within its jurisdiction. They also must get approval by the IYRU and be stated in the notice of race and the sailing instructions. An example of this type of event is the Whitbread Round the World Race.

When you read this, we will be in the middle of the hot Snipe season. Many of you are qualifying for big events. I hope to meet some of you in Japan in August. But most of you will be fighting for a good standing in the Fleet and in the Point Score list. I will read the Point Score results with great interest in order to find out which was the Number One Snipe in 1989.

Yours,
Per-Ole Holm



Past Commodore Jerry Thompson congratulates Francis Seavy while Ed Huntley looks on. Dennis Kelly photo.

Seavy Named Honorary Vice-Commodore

The highlight of the Reunion marking the 50th anniversary of the Midwinters at Clearwater Yacht Club was a special presentation honoring a Snipe Legend: Francis Seavy.

A slide presentation by SCIRA Executive Secretary Tom Payne looked back at the history of the event and focused on Seavy's remarkable record. Over the

20-year period from 1951 to 1970 Seavy averaged third overall and won the event eight times.

Past Commodore Jerry Thompson presented a plaque which read: "In recognition of his record of excellence in Snipe competition, his lifetime of dedication to the Snipe Class, and his high standards of sportsmanship, Francis A. Seavy shall be forever known to Snipe Sailors and all Yachtsmen as Honorary Vice Commodore of the Snipe Class International Racing Association." (signed) Per-Ole Holm, Commodore.

AROUND THE SNIPE WORLD

Shawn Burke and crew Tom Payne of Lake Lanier Fleet 781 took top honors at Bermuda International Race Week, easily topping a fleet of 24 boats. Bermuda's Malcolm Smith took a victory in the final race to wrap up second overall. Californian Jerry Thompson was third. Complete report in July Snipe *BULLETIN*.

JUNE 1989

THE COVER: Heavy action at the Midwinters as Krebs and Pritchard battle for the lead. Dennis Kelly photo.

THE COUNT: Thirty-one numbers were issued with 15 to Norway, 10 to Brazil, six to Colombia, and one to the U.S.

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Improving downwind performance is easy when you understand the ultimate trim of the jib. Here's Steve Callison on . . .

JIB TRIM DOWNWIND

by Steve Callison

I have either learned or reinforced a lot of ideas about sailshape downwind over the course of this past summer, and now with a new season approaching this provides a good opportunity to review. Much of this came from conversations with fellow competitors and was sparked by a superb interview with Ed Adams which appeared in *Sailing World*.

Going downwind you want the jib to work just like it does upwind, maximiz-

ing airflow across it. Upwind, air is flowing across the sail over a foil shape (fig. 1). Downwind with the pole you are trying to achieve the same kind of air flow but, a curve ball is thrown at you — the air flow is now going from the leech to the luff, the reverse of what the sail was designed for (fig. 2).

With the air flowing in the reverse direction you need to use the few controls available to try and reverse the foil shape of the sail. Basically you have four con-

trols at your disposal: the jib sheet, jib halyard, jib cloth, and pole length. The following is an outline of some basic ways to use your controls to change the shape of the jib when you use your whisker pole.

JIB CLOTH — The jib cloth (or cunningham) helps position the draft of the sail. Tensioning the cloth moves the draft forward in the sail, towards the luff. With the pole up, more than ever you want to avoid having the jib cloth tensioned because this would move the maximum draft of the jib further away from the entry of the air (fig. 3).

In light air I leave my jib cloth uncleated and as the wind picks up I cleat it so the wrinkles coming off the luff of the sail are not extending further than six inches into the sail. All I am trying to assure is that the sail is not being tensioned at all along the luff.

JIB HALYARD — The jib halyard controls the fullness of the sail. As you ease the jib halyard the luff of the sail "sags" and pushes more cloth into the sail, making it fuller. As you tighten the halyard you are straightening the luff of the sail and pulling cloth out of the sail, making it flatter (fig. 4).

When running dead downwind you want a fuller jib so you ease your halyard off about 18". As you tighten up onto a pole reach you will gradually flatten the sail by tightening the jib halyard.

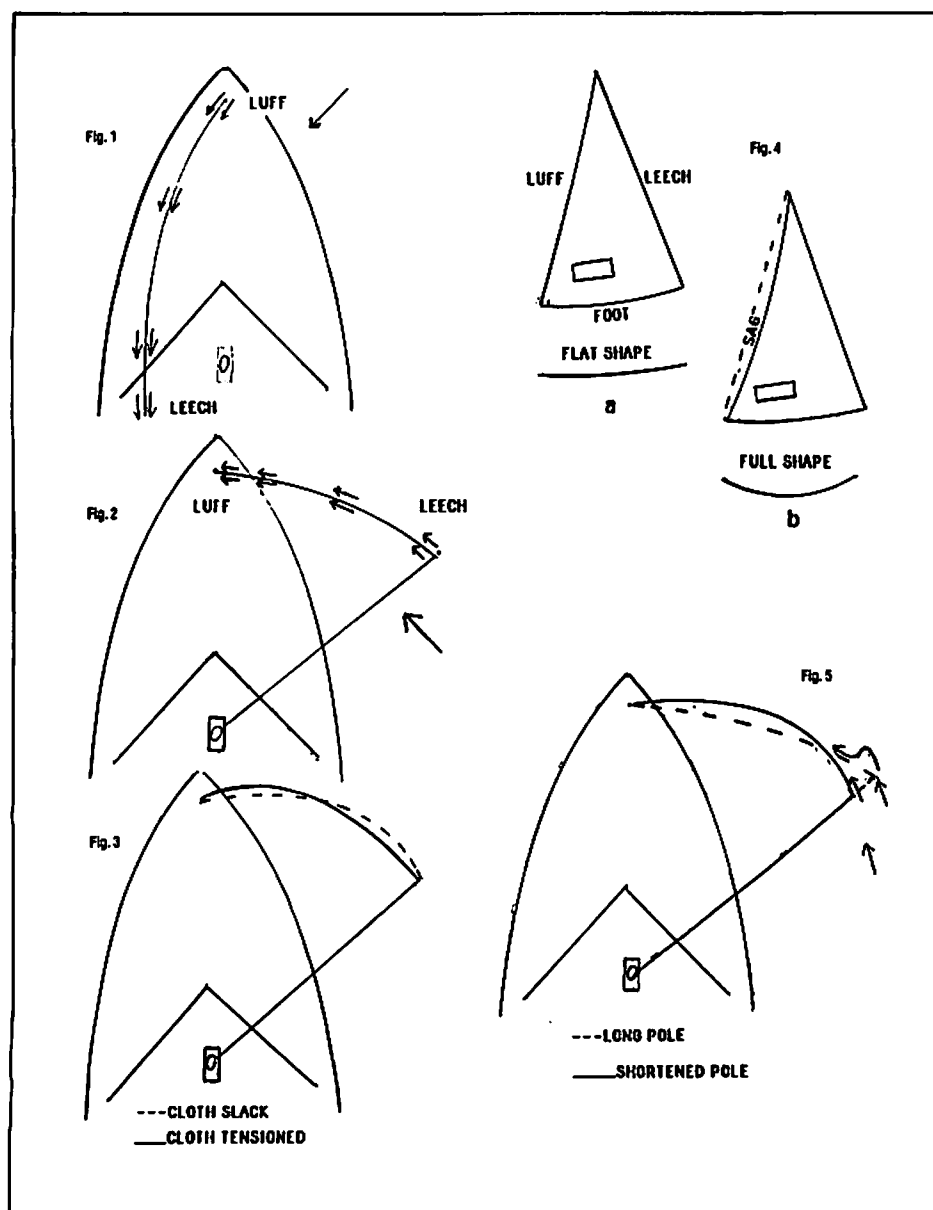


Figure 1: When air molecules hit the jib flow across the sail from luff to leech.

Figure 2: With the whisker pole up air flow is reversed across the jib and flows from the leech to the luff.

Figure 3: Keeping the jib cloth slack (---) with the pole up assures that the draft of the sail is as far back in the sail as possible. Tensioning the cloth (—) causes the draft of the sail to move towards the luff.

Figure 4: (a) With the jib halyard tight there is little sag in the sail and the sail stays flat. (b) With the halyard eased the luff of the sail sags giving the jib a full powerful shape for running.

Figure 5: Shortening the pole as you turn to run with the wind rounds out the entry of the jib (---) making a smoother entry for the air. Keeping the pole full length (—) both limits how far you can trim the pole back and overly flattens the entry making it difficult for the air to maintain a smooth flow across the jib.

On a close pole reach I will have tightened the jib halyard about three to four inches.

An exception to these rules are those glorious drifter days when the jib cannot hold its own weight. At those times you should tighten your jib halyard so that the sail has some support and will hold some shape. On those really light days this might mean you only ease the jib halyard four to five inches. As the wind picks up the sail begins to fill out and you can begin to ease the halyard further.

POLE LENGTH — Pole length is probably what I learned most about this past year. Using a pole launcher system has made it easier to adjust the pole to a variety of lengths, hence learning a lot about its effect.

The Snipe Class rules allow the pole to be a maximum of 104" long and on a pole reach it should be extended fully. As the wind comes aft and you begin to trim your jib sheet to bring the pole back, it is useful to begin to shorten your pole. On a dead run you might shorten your pole about six inches from the full length of 104".

Shortening the pole does two things: it allows you to trim the pole further aft and it rounds out the entry of the jib. With the

relatively long 104" poles, as you trim them aft the angles change and you stretch the foot of the jib, flattening the sail dramatically, if you shorten the pole as you trim the sheet this does not occur. As you shorten the pole it also makes the leech of the jib, where the air is entering the jib, rounder. This is exactly what you want; by doing this the air can enter the sail smoothly (fig. 5) and maintain a smooth flow across the surface of the sail.

If you do not have a pole launcher the conventional pole can be shortened by tying a loop of line around the mast near the gooseneck and putting the yoke of the pole in the loop instead of on the mast. The loop should be long enough to shorten the pole about six inches. So, on a tight reach the pole is fully extended and as the wind comes aft, or you bear off, you gradually begin to shorten the pole until on a run you have shortened it about six inches.

JIB SHEET — The jib sheet is the primary adjustment. To adjust it I trim the pole back until the leech of the sail begins to flutter and it looks like the jib is going to collapse, then I ease the pole forward so the jib is full and pulling.

On a run the pole is pulled fairly far aft. As the wind goes forward the sheet is

eased. As a general rule of thumb I drop the pole when the wind is on the beam or forward.

It is important to recognize that the jib sheet and pole length function closely together. As you are trimming the pole back, you are flattening out the jib so you need to shorten the pole but it is possible to over do it and make the jib too full. Perhaps a good rule of thumb is, as you trim the pole aft, when the foot of the jib gets tight you need to shorten the pole slightly until the foot of the jib takes a relaxed shape.

Jib trim with the whisker pole is very interesting and makes the Snipe unique. Probably the best thing to do is go out and play with all the adjustments and watch how they effect your jib. The time I learned the most was in a parking lot looking at a jib under flood lights!

I always try and imagine how an air molecule might like to flow over the sail and think of things by trying to put myself in their shoes (no complicated physics involved there!) The whisker pole definitely is another facet of the Snipe which makes it an intriguing boat and keeps it so we can all keep learning.

See ya this summer!

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Californians Keith and Claudia Dodson won the Circuit's overall Zimmerman title in perfect weather and tough competition. . .

WINTER CIRCUIT

It's Thursday in Miami, the day before the Don Q starts and the scene at the Coconut Grove Sailing Club is one of preparation. Keith Dodson, fresh from victory at the Midwinters, is a busy man.

"I've found this new Bondo™ with fiberglass. It's great. Just perfect for fairing that bailer." An hour later he is down to the final finest-grit sanding. Finally he is satisfied. "Perfect," he says.

Perfect for Japan's Nobuhiro Utada, that is. Keith didn't know it at the time, but Utada would challenge for the Don Q title, forcing the Dodsons to stick to his transom on the final leg of the final race as Utada sought to put three boats between himself and Keith. Keith and Claudia prevailed, but you get the feeling that Dodson would have helped 'Uta' on the night before the final race. That's the kind of a guy he is. Strictly first class . . . and a champion.

It was at the 1988 Don Q that Keith and Claudia announced their engagement so their return had to be something special, and their victory here, which solidified their grasp on the Zimmerman, made it even more so.

The fleets were a little smaller this year. Maybe because of the nasty full-tilt conditions of 1988. It's hard to get excited about a Florida vacation when the prevailing memories are of screaming hiking-muscles and non-stop saltwater drenching. Too bad. This year the conditions were like the most optimistic fantasies of the Florida tourist board. Spell it P-E-R-F-E-C-T!

50th Annual At Clearwater . . .

Forty-eight boats hit the line at Clearwater in the 50th Annual Midwinters. Actually there have been more than 50 Midwinters, but this was the 50th hosted by Clearwater. A great excuse for a party and Fleet Captain Ed Huntley and fleet members outdid themselves.

Brian Fishback with "spouse abuser" Lorie Stout crewing got off to a great start with finishes of 1-3 in the first day's action, as did the Dodsons with a 5-1 record. Charlie and Michelle Bustamante's 18-2 record, Leweck and Fisher's 17-15



Keith & Claudia Dodson (Payne photo)

and Ethan Bixby and crew Sandy Scheda's 22-4 were indications of just how tough the Gulf was going to be.

Monday's racing belonged to Lake Lanier's best, Dave Pritchard with Mike Funsch crewing, as they posted two bullets and put themselves back in contention after 7-16 finishes on the first day. Charlie and Michelle showed that they meant business with a sixth and a third. Also notable was Kirk Donaldson who posted two seconds after a disappointing 28-12 record on Sunday. Sam Mollet with new crew (and wife) Marge, was looking good with finishes of 12-7-8-10. Peter Commette, with crew Tarasa Davis, had not found his speed and began to suspect his mast.

Keith and Claudia showed that they were serious about taking the event as they cruised to a bullet in Tuesday's first race, with Pritchard and Funsch in third. The Bustamantes were still in the hunt with a second, proving that their speed was no fluke. Callison and Faust were back in it with a fourth.

The final race was taken by Leweck and Fisher, who were finally up to speed. Callison and Faust were second, sealing their fourth overall but it was the Dodsons who wrapped it up with a fifth as Pritchard and Funsch took a seventh and settled for second overall. Utada and Sugitani of Japan crossed in third, an indicator of what was to come in Miami. U.S. Navy pilot and women's 470 sailor Mary Brigden and crew Dave Ellis had a great last day with back-to-back sixes, and Charlie and

Michelle put the lock on third overall with a 10th in the finale.

It was a popular victory for the Dodsons, who filled the cup with the traditional champagne and led the partying.

The Don Q . . .

A big part of the story in Miami was "could-a-beens" as three contending teams were blown away by fourth-race over-earlies in the five race, no throw-out series. Most notable (and most heart-broken) were the Bustamantes who were in great shape with 6-4-3 finishes in the first three races. Commette and Davis were also victims which was unfortunate because Peter had the boat moving good after a mast switch. Also tossed were Norway's Jansen and Krefting, and Wakinaga and Maruyama of Japan.

Your reporter was aboard the line boat and witnessed the anguish as the Coconut Grove committee people pulled out the paperwork and matched the over-early bow numbers with names and realized that Charlie and Michelle were now out of the running. It also affected the Bustamantes as they blew off Sunday's finale, finishing a disappointing 23rd and refusing to be consoled by the fact that they have come so far in the past year and are picked by many to be strong in the Nationals.

At the top of the fleet the story was the Dodsons and a new player in the hunt for the title — Utada — who was now up to speed in his chartered boat. Also back on form were Leweck and Fisher.

Going into Sunday's finale three boats had a shot at the overall, with the Dodsons holding a slight advantage over Utada and Leweck. They jumped to the front of the fleet along with Callison and Commette.

Callison, Leweck and Commette fought for the lead as Dodson tried to hold off Utada. 'Uta' had managed to get by and played the right side, trying to get some boats between himself and the Dodsons. Dodson stuck to his transom like glue, letting the others slug it out up the left side. At the line it was Commette and Davis with a slight edge over Callison and Faust. Leweck and Fisher were close behind in

third. Utada crossed in fourth with the series winner Dodson right behind in fifth.

Back at the club it was time for packing and farewells, as many would not make the trip to Nassau.

The Japanese were headed home to their jobs at Honda, secure in the knowledge that Utada and Sugitani were up to speed with the best in the U.S. It was interesting to observe the intensity of their preparation. They photographed everything, measured everyone's boat, taking careful notes on rigging and tuning, and took home two suits of new sails from two U.S. sailmakers. Utada and Sugitani must be regarded as favorites in the upcoming Karatsu, Japan Worlds.

Don Q Credits ...

Hiddy Doren and her Coconut Grove Sailing Club girls — Judy Weech, Leah Black, July Lewis, Karen Skipp — put together the Don Q Saturday party starting right at the dock with Don Q Rum daiquiries served to the arriving competitors.

Rich Raymond and Jim Weber co-chaired the Don Q with Rich doing Friday and Saturday races, and with the help of many CGSC members and non-members and visitors and with the cooperation of the weather staged one of the best Don Qs.

Ideal Racing at Nassau

by Craig Leweck

Ideal conditions welcomed the fleet for the Nassau leg of the Winter Circuit. Light to moderate winds covered the course, with tropical temperatures to match.

Ed Adams with Zach Ovlov popped into the lead for Race One and held that position the whole way. Canada's Doug Nugent with Lisa Foulke rounded in second with Leweck and Fisher and Norway's Jansen and Krefting close on their heels. The racing was close, but Nugent held on for the deuce, with Marc Duvoisin and Steve Burke sneaking in for third ahead of Jansen and Leweck.

The second race saw Miles Pritchard, Leweck, and Gweneth Crook pop off the right side and into the lead. Leweck passed Pritchard on the second beat and held on for the bullet. Local sailor Pritchard took second with Keith and Claudia Dodson coming from behind to finish in third. While the right side of the course was proving to be unbeatable on the beats, Adams found something on the left just prior to the finish to nab fourth.

With two-thirds of the Bacardi Cup completed it was now time for the Bacardi cocktail party, a first-class affair for a well-dressed crowd.

Thursday morning's Bacardi final saw Adams with a one point lead over Leweck

with Dodson lurking a few points back. Off the line Leweck went straight for Adams, covering him toward the right side. They paid the price, as they rounded in seventh and ninth, with Dodson somewhere behind them. Adams and Leweck gradually worked through the fleet on the first reach, but Dodson got onto a mind-boggling plane that put him just ahead of Leweck. Craig managed to open up a com-

fortable lead on Adams but he soon realized that Dodson had a good chance to win the race, in which case he would have to finish fourth to win the regatta. He and Adams had worked to the unfavored left side of the course and would have to work back to the right to get back into the race.

Leweck crossed over just before the second weather mark to round in fourth,

XXIII DON Q RUM KEG REGATTA Coconut Grove Sailing Club, Miami, FL, March 17-19, 1989 (Top 30 of 55 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
26175	Keith & Claudia Dodson	Alamitos Bay	3-1-7-1-5	16.5	1
27280	Nobuhiro Utada/Soriaki Sugitani	Honda YC, Japan	5-2-2-6-4	19	2
27107	Craig Leweck/Tom Fisher	Mission Bay	7-5-4-2-3	21	3
27092	Steve Callison/Jane Faust	Hoover	13-3-1-12-2	30.75	4
26307	Bryan Fishback/Lorie Stout	Severn SA	15-14-13-3-9	54	5
24776	Gonzo Diaz/Eric Krebs	Coconut Grove	12-11-15-5-11	54	6
25948	Ethan Bixby/Sandy Scheda	St. Petersburg	19-6-5-9-19	58	7
20560	Jeff Lenhart/Mike Bartell	Mission Bay	2-15-19-7-17	60	8
25084	Peter Commette/Tarasa Davis	Miami	1-9-10-pms-1	77.5	9
27276	Tom Lihan/Kim Logan	Lauderdale YC	26-8-17-15-14	80	10
26395	Gonzalo Diaz Sr./Jose Cardet	Coconut Grove	10-19-26-18-8	81	11
26461	Kirk Donaldson/Dan Norton	Barton BC	21-21-16-13-10	81	12
25992	Bart Hackworth/Paul Kerner	St. Francis YC	17-26-29-8-6	86	13
25489	Fred Rozelle/Linda Schulte	Crescent SC	11-18-20-20-18	87	14
24686	Marc Duvoisin/Shawn Burke	Miami	30-20-8-17-13	88	15
27410	Birger Jansen/Janett Krefting	Norway	4-10-9-pms-12	92	16
25172	Charlie & Michele Bustamante	Miami	6-4-3-pms-23	93	17
26207	Tatsuya Wakina/Satoru Maruyama	Honda YC, Japan	8-24-6-pms-7	102	18
26110	Rick Wood/Neil Gerren	Portage Lakes	16-7-34-30-15	102	19
8569	Jerry Thompson/Nadine Franczyk	Alamitos Bay	9-27-30-14-24	104	20
25949	Chris Snow/Ken Campbell	Severn SA	28-36-14-11-16	105	21
26810	Rob & Lisa Gorman	Eastern YC	14-17-21-4-dns	111	22
26994	Bill & Sherry Welch	St. Petersburg	40-16-28-19-22	125	23
26995	Dave Williford/Tracy Terrel	Miami	20-40-12-27-29	128	24
24087	Sam & Marge Mollet	Portage Lakes	32-32-18-21-26	129	25
25417	Myles Pritchard/Robert Dunkley	Royal Nassau	24-30-36-22-20	132	26
21791	Bill Buckles/Tom Gonzalez	Cleveland YC	27-25-11-24-dns	142	27
26459	Alex Stout/David Zinn	Severn SA	23-12-24-28-dns	142	28
26466	Ron & Win Payne	Lauderdale YC	25-29-23-16-dns	148	29
23391	Charlie Hagedorn/S. Higginbotham	Miami	33-38-25-26-27	149	30

MID-WINTER CHAMPIONSHIP Clearwater Yacht Club, Clearwater, FL, March 12-14, 1989 (Top 30 of 48 Boats)

Boat	Skipper/Crew	Club	Races	Points	Finish
26175	Keith & Claudia Dodson	Alamitos Bay	5-1-4-4-1-5	14.5	1
25951	David Pritchard/Mike Funsch	Lake Lanier	7-16-1-1-3-7	18.5	2
25172	Charlie & Michele Bustamante	Miami	18-2-6-3-2-10	23	3
27092	Steve Callison/Jane Faust	Hoover	3-8-9-8-4-2	25	4
26307	Bryan Fishback/Lorie Stout	Severn SA	1-3-24-7-11-4	25.75	5
26108	Doug Clark/Mike Devlin		2-9-5-5-5-12	26	6
27280	Nobuhiro Utada/Soriaki Sugitani	Honda YC, Japan	4-5-12-17-8-3	32	7
27107	Craig Leweck/Tom Fisher	Mission Bay	17-15-3-13-7-1	38.75	8
26461	Kirk & Phyllis Donaldson	Barton BC	28-12-2-2-10-18	44	9
26810	Rob & Lisa Gorman	Eastern YC	6-10-7-11-15-15	49	10
25948	Ethan Bixby/Sandy Scheda	St. Petersburg	22-4-14-9-19-9	55	11
25084	Peter Commette/Tarasa Davis	Miami	11-11-10-6-21-38	59	12
26460	Mary Brigden/Dave Ellis	Severn SA	19-17-21-12-6-6	60	13
24087	Sam & Marge Mollet	Portage Lake	12-7-8-10-32-25	62	14
25840	Brent McKenzie/Shawn Burke	Lake Lanier	9-21-11-16-16-11	63	15
26207	Tatsuya Wakina/Satoru Maruyama	Honda YC, Japan	10-18-13-25-12-14	67	16
25045	Buzzy & Gail Heausler	Clearwater	14-21-17-22-9-13	74	17
24776	Gonzo Diaz/Eric Krebs	Coconut Grove	24-13-22-14-13-17	79	18
25992	Bart Hackworth/Chris Obenshain	St. Francis YC	15-6-30-24-14-23	82	19
8569	Jerry Thompson/Nadine Franczyk	Alamitos Bay	20-24-15-21-17-16	89	20
26459	Alex Stout/Dave Zinn	Severn SA	16-27-31-18-23-8	92	21
24686	Marc Duvoisin/Steve Burke	Miami	23-20-20-19-20-26	102	22
25066	Keith Crum/Peter Merrifield		21-29-16-15-22-32	103	23
24116	Doug Nugent/Scott Cline		13-28-26-23-25-24	111	24
25058	Mike Toppa/Libby Roebuck	Clearwater	8-19-18-27-48-48	120	25
26098	Johan Setterberg/Tom Groonell		25-26-19-32-36-28	130	26
21791	Bill Buckles/Tommy Gonzalez	Cleveland YC	37-30-23-30-18-30	131	27
25375	Fried Elliott/Pete Fenner		29-36-25-33-29-20	136	28
27410	Birger Jansen/Janett Krefting	Norway	16-23-27-43-27-48	136	29
26994	Bill & Sherry Welch	St. Petersburg	27-22-36-29-31-29	138	30

DUDLEY GAMBLIN TROPHY
 Royal Nassau Sailing Club, Nassau, Bahamas, March 22-25, 1989
 (Top 12 of 31 Boats)

Boat	Skipper/Crew	Country	Places	Points	Finish
26099	Ed Adams/Zac Orlav	USA	2-7-2-3-3	17	1
27410	Birger Jansen/Janett Krefting	Norway	1-4-1-4-11	20.5	2
20560	Jeff Lenhart/Mike Bartell	USA	5-6-6-1-6	23.75	3
26174	Keith Dodson	USA	4-1-7-5-9	25.75	4
27107	Craig Leweck	USA	6-2-4-15-1	27.75	5
24776	Gonzo Diaz	USA	3-5-10-7-8	33	6
24116	Doug Nugent	Canada	9-12-3-6-5	35	7
25235	Jimmy Lowe	Bahamas	8-3-11-14-7	43	8
24686	Marc Duvoisin	USA	12-10-5-10-18	55	9
24087	Sam Mollet	USA	27-14-13-2-2	58	10
25077	Malcolm Smith	Bermuda	14-8-12-21-12	67	11
25516	George Damianos	Bahamas	11-19-8-17-13	68	12

BACARDI CUP
 Royal Nassau Sailing Club, Nassau, Bahamas, March 22-25, 1989
 (Top 12 of 31 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
27107	Craig Leweck/Tom Fisher	USA	5-1-4	9.75	1
26175	Keith Dodson/Claudia Dodson	USA	6-3-1	9.75	2
26099	Ed Adams/Zac Orlav	USA	1-4-5	9.75	3
27410	Birger Jansen	Norway	4-9-3	16	4
20560	Jeff Lenhart	USA	7-8-2	17	5
24686	Marc Duvoisin	USA	3-6-9	18	6
24116	Doug Nugent	Canada	2-11-11	24	7
25235	Jimmy Lowe	Bahamas	17-7-6	30	8
25417	Myles Pritchard	Bahamas	19-2-10	31	9
24776	Gonzo Diaz	USA	8-16-8	32	10
8569	Jerry Thompson	USA	9-10-14	33	10
24687	John Dunkley	Bahamas	16-15-7	38	11
24805	Robert Dunkley	Bahamas	11-17-17	45	12

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McLAUGHLIN 24442. Light gray with blue stripes. Cobra mast, pole launcher, compass, covers. Coast trailer; double decker if desired. \$2,850. Buzz Lamb, (615) 877-6357.

WINTER CIRCUIT

(Continued from page 9)

just ahead of Bahamian Jimmy Lowe. The run was uneventful, but the final beat was a classic. Dodson took the gun, but he could only wait to see how the others finished. While Leweck covered Lowe, Adams got enough separation to move way up in the very shifty conditions. Leweck tacked over just in time to stay ahead of Adams, who had overstood the finish.

The bizarre conditions of the last leg were the first indicators of an approaching rain squall. The squall first drenched the fleet, then sent the boats on a frighteningly forceful plane toward the club docks.

Meanwhile, the scores showed that Adams, Leweck and Dodson had tied on points, with Leweck taking the overall on the tie-breaker. Dodson took second and Adams settled for third.

As quickly as the first series had ended, a new one began. The squall's timing was perfect, leaving behind postcard-perfect conditions for the Gamblin series.

Adams jumped into the lead in the first race only to be reeled in and eventually passed by Jansen. Gonzo Diaz and crew Eric Krebs hung onto third, with Dodson and Jeff Lenhart in fourth and fifth.

Thursday night's Commodore's Party appropriately hosted by Commodore Peter Andrews in his beautiful home, welcomed the fleet with an open bar and plates of hors d'oeuvres. Great (and well-dressed) company made for a grand evening.

While the right side of the course was now famous for good fortune, Friday morning's race illustrated how a little can be good, but too much can be disastrous. The starboard end of the line was favored but a big lefty after the start brought those down the line to the front. Major puffs and shifts kept the lead in doubt until the fleet neared the weather mark, where those who took an extra bite to the starboard layline got shut out by a huge starboard lift/puff that those below received. This last shift put Lowe into the lead, with Leweck and Bermudian Malcolm Smith just behind.

Lowe had a nice lead at the leeward mark over Leweck, while Dodson had moved up to press Leweck from behind. The second beat saw Leweck and Dodson making small gains on Lowe and just before the mark Dodson got a big left shift to take the lead. The positions held on the run, but Leweck passed Lowe on the final beat making the finish order Dodson, Leweck, Lowe.

The third race was easily the shiftest of the series. A huge right veer came through just after the start which put those who

went that way well into the lead. Nugent gained the most and was able to hold on despite a light and shifty mess at the weather mark, which was anchored just off the shore, adding to the confusing wind conditions. Those who had gone left were saved from apparent disaster by a late puff, and rounded in decent shape.

From the second beat on, no position was safe. The leaders rounded and jibed and soon found themselves in a huge hole. The first boat to bear away from the mark moved up from 14th to fifth, passing those who were trying to get back into the breeze. On the final beat the leaders split to the corners, where it would be anyone's guess who would take the win in a dying breeze. Jansen came in from the left to take his second victory of the series, with Adams, Nugent and Leweck crossing just ahead of the right-side threat of Duvoisin, Lenhart and Dodson.

Jansen now lead the regatta with 5.5 points, Adams had 11, Dodson 11.75, Leweck 12, and Lenhart 17. The final two races on Saturday would prove different enough to significantly change the standings.

For the first beat of the morning race the right side held court like never before.

Adams led from the start, but was eventually ground down by Lenhart and Master Sam Mollet, finishing in that order. Leweck never recovered (15th) from a first leg trip to the left, leaving only four to challenge for the top spots.

The deciding final race was a sprint to the right where Leweck grabbed the lead and never looked back. Mollet and Adams worked through a crowd on the second reach to round in second and third. The real question, however, was where was Jansen? Answer: He had finally succumbed to the dangers of Montegu Bay and was stuck back in 11th, a result that would drop him to second overall, leaving the title for Adams and Orlov. Dodson's ninth in the finale allowed Lenhart to slip into third, with Keith and Claudia taking fourth overall and wrapping up the Zimmerman.

Though all the races and the evenings at Club Waterloo (amidst the Spring-breakers) and elsewhere, the highlight of the week is still the trophy presentation. Commodore Andrews kept the speeches brief, the trophies were awarded, the meal was finished and the band dove into some great dancing tunes for a perfect conclusion to a grand week and another fantastic Winter Circuit.

AUGUST 5-6

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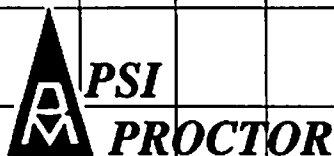
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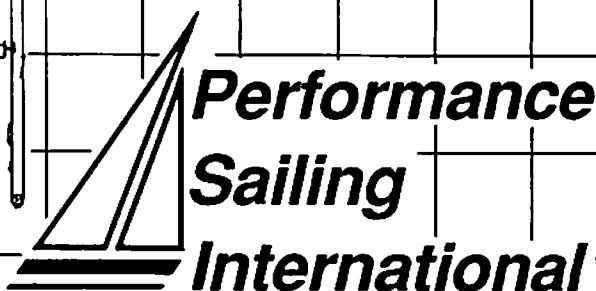


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September 18	2 races	Brunch & Legends Dinner
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Sailor/author Dave Perry reviews key changes that will affect all racing sailors.

UNDERSTANDING RULE CHANGES

The 1989-1992 edition of the yacht racing rules went into effect last month. There are many substantive changes in this edition that will directly alter the way we race, including a new penalty for touching marks, major changes to Rule 54 — Propulsion, and a new rule regarding protest flags.

*Sailor/author Dave Perry has revised his authoritative book, *Understanding the Yacht Racing Rules*, to include the new changes through 1992. Here are key excerpts from Perry's book.*

PART I, RULE CHANGES

Fundamental Rule C, Fair Sailing: The rule now includes the defined term "sailing" and the requirement to comply with recognized principles of fair play and sportsmanship, incorporating those important values into the IYRR.

Fundamental Rule D, Accepting Penalties: The rule, given prominence as Fundamental Rule, now makes it mandatory to retire or accept an alternative penalty when you know you've infringed a rule.

Definition of Sailing: The rules now define what "sailing" is, building this fundamental concept into the rules and providing a clear counterpoint to Rule 54, Propulsion, which essentially establishes what is not considered "sailing."

Definition of Tacking: This greatly simplified definition eliminates all consideration of whether a yacht is beating to windward or not. Regardless of her point of sail prior to tacking, a yacht's tack is complete when she has borne away to a

close-hauled course.

PART IV, RULE CHANGES

Rule 32: Now it is mandatory to penalize r-o-w yachts that had the opportunity but failed to make a reasonable attempt to avoid a collision resulting in serious damage.

Rule 38.2(c): The hail "obstruction" or words to that effect from a windward boat now carries the same requirement as a hail of "mast abeam" — i.e., that the leeward boat must stop luffing.

Rule 42: The phrase "other than at a starting mark surrounded by navigable water" has been removed from the rule. This clarifies that an inside boat is entitled to room under 42.1(a) at an obstruction that also happens to be a starting mark (i.e., a race committee boat), provided the inside boat attains an overlap on the outside boat in time, etc. This commonly arises when the "leeward" end of the starting line is a committee boat. Inside boats are also entitled to room at starting marks once they have started — i.e., crossed the starting line after the starting signal. Rule 42.4, the anti-barging rule, applies as always.

Rule 42.3 (a)(ii): The addition of the phrase "by luffing" clarifies that a boat clear astern need only luff (i.e., alter course to windward) in an attempt to avoid establishing a late inside overlap on a yacht that has tacked clear ahead of her inside the two-length circle. She needn't gybe radically or try other measures.

Rule 42.3(c): This was the rule that per-

mitted outside leeward yachts near marks to take inside yachts to the wrong side of the mark. This rule has been deleted in its entirety. If an outside leeward yacht wishes to try to take an inside windward yacht to the wrong side of the mark, she must exercise her leeward yacht rights and her right to luff before she becomes "about to round the mark."

Rule 45: This rule has been changed to conform to the entirely new form of exoneration for touching a mark (Rule 52). Previously the mark needed to be rerounded. Now the infringing yacht does not need to reround the mark, but she has to make two 360-degree turns, including two tacks and gybes. If she touches a starting mark before the starting signal, she can exonerate herself immediately.

Rule 46.3: This rule is a definition of "capsized" for sailboats, useful for applying Rules 46.1 and 46.2. Essentially you are "capsized" from the time your masthead hits the water until the boat is righted, the crew is on board, and the boat has steerageway.

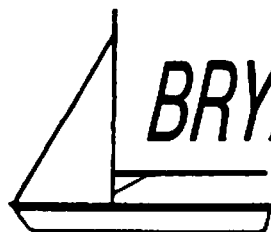
PART V — RULE CHANGES

Rule 52: Now when you touch a mark you do not have to reround it. Instead, you must get clear of all other boats as soon as possible after hitting the mark, and do two complete 360-degree turns ("720") in the same direction, including two tacks and two gybes. After hitting a starting mark you can exonerate yourself immediately.

Rule 54.1: The basic rule now says you can only compete by "sailing," which is a new definition in Part I. This, in itself, represents no change to the way yachts are to be sailed.

Rule 54.2: Merely doing any of the actions listed in 54.2 (pumping, rocking, ooching, sculling, and repeated tacks and gybes unrelated to changes in the wind or to tactical considerations) is illegal,

(Continued on page 14)



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Sanctioned Snipe Regattas

JUNE 17-18, WHITTEMORE-ST. JOHN, Quassapaug, CT. Shawn Sullivan, 474 Spring St., Naugatuck, CT 06770

JUNE 17-18, WOLVERINE REGATTA, Barton Boat Club, Kirk Donaldson, 1720 Chandler, Ann Arbor, MI 48105.

JUNE 17-18, FIREWATER REGATTA, Bob Ewold, 610 Driftwood Dr., Lincoln, NE 68510

JUNE 23-25, Europa Cup, F.V. Flores, SCIRA Spain, Apartado 493, 30080 Murcia, Spain.

JUNE 23-25, Copa De Europa Femenina (female skipper and crew), F.V. Flores, SCIRA Spain.

JUNE 23-30, U.S. NATIONAL CHAMPIONSHIPS, Miami, FL. Dr. Bill Smoak, 1 Grove Isle Dr., #408, Coconut Grove, FL 33133

JUNE 24-25, BROADSTAIRS OPEN, John Broughton, SCIRA UK

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

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

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

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

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

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

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

JULY 15, HOLM REGATTA, John Broughton, SCIRA UK

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RULE CHANGES

(Continued from page 13)

whether or not the action is capable of propelling the yacht.

Rule 54.3: The exceptions to Rule 54 have been changed dramatically. You are specifically allowed to roll-tack and roll-gybe with specific limitations, and to have ONE pump per wave on the sheet or wishbone controlling any sail with specific limitations. You cannot roll (dramatically heel, as opposed to a slight heel) your boat to leeward immediately prior to a roll-tack or roll-gybe, *ooch at all* (not even to initiate surfing or planing), pump more than ONCE per wave or gust, pump the spinnaker "guy," pump using anything but the sheet (i.e., no pumping with the vang or special pumping line), pump by grabbing all parts of a multi-part mainsheet system (essentially, you now have to use all parts of the system), and pump to attempt surfing or planing upwind.

Rule 64.3: The tack of the spinnaker no longer needs to be in close proximity to the spinnaker pole when you are hoisting, gybing, or lowering the spinnaker. This clears up the issue of the legality of "gybe sets" and "floater (windward) drops," both done with the pole momentarily off the spinnaker.

OTHER RULE CHANGES

Rule 4.1, First Substitute — General Recall Signal: This now means that the preparatory signal will be made one minute after this signal is lowered. Previously, the next signal was the warning signal unless the sailing instructions stated otherwise.

Rule 25.2: This rule, governing the size, shape, and color of sail numbers and national letters has been made stricter and more uniform. Letters and numbers must be a single color and strongly contrasting with the sail, with continuous lines and uniform in thickness, and in roman style (upright) without serifs (the short lines put across the top and bottom of letters and numbers). A table of sizes related to a yacht's overall length is provided.

Rule 26, Appendix 14, Rules 2(e), 3.1(iv), 3.2(b)(i): These all deal with the new concept of classification of events for the purpose of determining how much advertising is permitted. The three classifications from which event organizers can choose are outlined in Appendix 14 (if not otherwise specified by the organizing authority, an event is automatically Category A). In Category A, only event sponsorship is allowed. In Category B, advertising, including event sponsorship, individual boat sponsorship, advertising on sails, hulls and clothing is permitted — but

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within defined limits. Category C is the no-holds barred area, intended to encompass pure professional events.

Rule 68.3(a): USYRU prescribes that the protest flag must be red, unless the sailing instructions provide otherwise.

Rule 69(a): "Protest committee" has been added, clarifying that redress can be requested when an action or omission of the protest committee has materially prejudiced a yacht's finishing position through no fault of her own. This will be useful when the protest committee denies a party to a protest their rights or conducts a hearing in contravention to the rules, particularly over the objection of the party to the protest concerned.

Rule 69(c): "Disabled" has been replaced with "damaged," requiring that redress can only be sought when physical damage has occurred to the yacht in question.

Rule 70.1(b): This rule permits the protest committee to penalize a yacht under Rules 54.2 and 54.3, Propulsion, without a hearing. The USYRU prescribes that this rule only applies when the sailing instructions specifically say so.

Rule 74.5(c): This is a significant

change. Disqualification under Fundamental Rules C, Fair Sailing, and D, Accepting Penalties, cannot be "dropped" in series permitting the worst race to be excluded for scoring purposes. Under Rule 74.5(c) Rule 54, Propulsion, is also exempt from exclusion, but the USYRU prescribes that DSQs under Rule 54 can be "dropped."

Rules 77 and 78: The procedures for filing appeals have been significantly changed. The essence of the changes is that now the parties will send their appeals and materials to the appeals committees, and the appeals committees will gather all the necessary information and circulate it to the parties.

Appendix 2 — Sailboard Racing Rules: The definitions of "capsized" and "recovering" are now based on the board's way as opposed to her masthead location. The "720" rule for the exoneration of a Part IV foul is always in effect unless stated otherwise in the sailing instructions. Funboard Racing Rules have been added.

Appendix 3 — Alternative Penalties: The appendix has been rewritten. Significant points include: a "720" is not an ad-

mission of guilt; a yacht can do an "insurance 720" and protest another yacht in the same incident, claiming it was their fault; a yacht fouling before starting does not have to wait until the starting signal to do her "720," she can do it immediately; and the second circle no longer is required to follow "immediately" after the first, however the yacht must remain clear until her turns are completed and she can be disqualified if she gains a significant advantage having done her turns.

Appendix 4 — Teams and Match Racing Rules: Modifications include: some changes to the Team Racing rules; the inclusion of the "Green flag" rule for accepting a penalty; a new section on match racing rules, which include several modifications to Part IV rules; and a section on on-the-water judging particularly applicable to match racing.

Understanding the Yacht Racing Rules Through 1992 is available from Dave Perry. Write to Rules Book, PO Box 337, Southport, CT 06490. \$17.45 paperback; \$26.45 hardcover. Price includes shipping. Make checks payable to: Dave Perry. (Shipping outside U.S. or Canada, add \$7.00).

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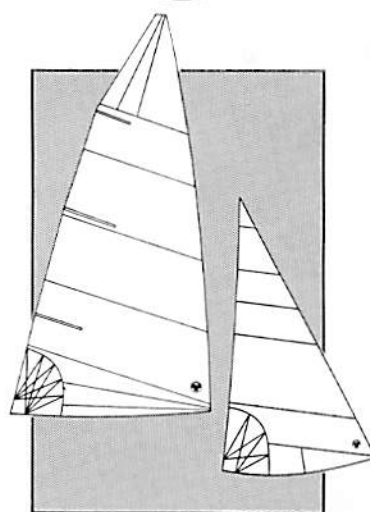
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