



*Snipe*

BULLETIN

JUNE/JULY  
1993



**Sobstad**



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# 1993 NORTH AMERICAN CHAMPIONSHIPS

• BRONTE HARBOUR Y.C.-OAKVILLE, CANADA •

*SAIL THE FRIENDLY FOREIGN WATERS OF LAKE ONTARIO  
AND TUNE UP FOR THE U.S. NATIONALS.*

## AUGUST 13, 14 & 15 1993

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# THE COMMODORE'S BULLHORN

## REGATTAS

The regatta season is underway for Snipe sailors living in the northern hemisphere. The European calendar of major events is three type-written pages. The World Championship in Porto Alegre, Brasil, has stimulated much enthusiasm in South America. Ted Pinkerton III, Chairman of the 1993 U.S. National Championship, and the members of Mentor Harbor Yacht Club are promising a superbly run regatta that will be fun for the entire family; and those Snipers who can find the time to include the North American Championship in Oakville, Ontario, Canada, can look forward to two wonderful weeks of great competition and fellowship with their Snipe friends.

The cost of regattas is becoming a concern for some competitors. Board Member Giorgio Brezich, who as National Secretary of SCIRA Italy is looking forward to hosting the 1995 Worlds, has several suggestions to make regattas more affordable for everyone. First, social fees should be optional and not be included in the registration fee. Second, for international events the host club should not be obligated to provide housing for the Board of Governors, National Secretaries, National Champions, Measuring, Jury, of Race Committee members. Third, entry fees should be adequate to cover expenses for running the regatta, but not a fixed amount such as those in Italy, where the federation dictates the fee. Regatta organizers must do everything possible to make regattas more affordable and this must start in the initial planning stages.

## JIB CLOTH INPUT REQUESTED

The ongoing debate about jib cloth weights has recently resurfaced with Darryl Waskow and Birger Jansen, among others, expressing their thoughts about the advantages and disadvantages of increasing the weight of the jib cloth material. Birger points out that after only one regatta in medium or heavy air that the jib leech begins to flap. Darryl says that if you race in the Nationals and Districts your jib will significantly lose its shape. Our Rules Committee Chairman, Dan Williams, thinks that a thicker jib cloth is preferable. Since some skippers may complain about the heavier jibs being slower, Dan feels it is best to get plenty of input from the general membership before the Board of Governors makes a ruling. Please send your thoughts on this most important mat-

ter to Chairman Williams, or discuss this with any member of the Board so that this topic can be fully evaluated at the World Board meeting in November.

## TOM PAYNE RESIGNS

Tom Payne has resigned as Executive Director. Tom has agreed to stay in office until his replacement is on board. U.S. National Secretary Peter Fenner volunteered to head a search committee to select Tom's replacement. On behalf of SCIRA I want to thank Tom for a job well done. Tom worked hard to improve both the *Bulletin* and the rulebook. He computerized the SCIRA office and traveled extensively to instill stronger bonds between Europe, Asia, South America, and North America. We wish him every success in his future endeavors. Thanks, Tom!

## MORE FROM THE COMMODORE:

*(This would have been the Commodore's column for July, but as your editor now has other employment, we were forced to combine the June and July issues.)*

## NATIONALS

Ted Pinkerton and his staff at Mentor Harbor Yacht Club have planned a sublime nationals. Don't miss this one. Mentor Harbor has a tradition of decorating their club with burgees from the competitors' yacht clubs so please bring a burgee from your club for Ted to display during the event.

Please encourage the junior sailors from your fleets to attend the Nationals. Lifetime memories of truly fun times emanate from the Junior Nationals. Many "Old-timers" developed their love for Snipes by participating in the Junior Nationals. Please bring your sons and daughters to sail on Lake Erie.

## MEMBERS RESPOND

Thank you for all of your letters. Your response to the questions raised in the Commodore's Bullhorn helps the Board an enormous amount to respond to your needs and desires. SCIRA is your organization as well as the Board of Governor's, therefore your input is critical so that the Board can make decisions that make your Class better for you.

The questions for this month concern the U.S. Nationals rotation and the current district borders. Since the U.S. Nationals is becoming a very expensive regatta not every District has a club willing to host

this regatta. Sometimes there is not a suitable site within a District. Should the U.S. Nationals be open to any club within the United States that is willing to host the event? Eliminating the current system of rotating through the seven Districts may provide more sites to choose from each year. The U.S. Board would be responsible for selecting sites that would distribute the event geographically throughout the country.

Should the Districts be changed, perhaps adding more Districts so there is better geographic distribution of fleets within a District? Qualifying for the Nationals could then be done through the District Championships rather than the fleets. Fleet participation could be a requirement to sail in the Districts. The number of boats eligible to sail in the Nationals would be based on the number of registered in that District.

Should the Crosby series be made optional? If the number of boats attending the Nationals was limited by the number of boats qualifying through the District Championships, and if the site for the Nationals could accommodate a large fleet, then all participants could race together. A shorter U.S. Nationals might stimulate more participation. A shorter regatta is less costly for the host club so more clubs might be willing to host the event. The logistics of running the Nationals would be much easier without the Crosby series of a separate course for the Wells series. Scheduling a lay day would be easier and a more relaxed race schedule would be possible.

Please send me your thoughts regarding the above issues prior to the U.S. Board meeting at Mentor Harbor Yacht Club. Good luck sailing and get our junior sailors into Snipes as often as possible.

Your Commodore, Terry Timm

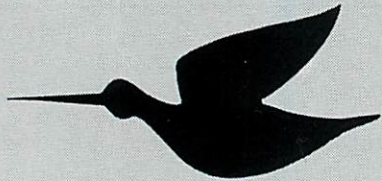
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**THE COVER:** "The Good Old Days." We found this photo in our files without any notes. Any ideas where and when it was taken? Let us know.

**THE COUNT:** Ninety numbers were issued this month: Sixty to Japan, ten to Persson Marine, seven to the U.S., five to Norway, five to Italy, one to Belgium, one to Sweden, and one to the U.K.

**NUMBERED SNIPES:** 28615  
**CHARTERED FLEETS:** 817

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# Snipe

## BULLETIN

(USPS 611-500)

JULY 1993

Volume XLII No. 6

### S.C.I.R.A. OFFICERS

#### Commodore

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Ann Arbor, MI 48104

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Montevideo, Uruguay

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Jimmy Lowe  
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#### EDITOR

Thomas Payne

#### EDITORIAL & BUSINESS OFFICE

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#### ADVERTISING

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#### SUBSCRIPTION

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

#### CHANGE OF ADDRESS

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

## AROUND THE SNIPE WORLD

### SNIPES IN LARCHMONT RACE WEEK

Hans Oen writes: Larchmont Race week is held every year in Western Long Island Sound during the second half of July (July 17 & 18, and July 24 & 25). This event is under the management of Larchmont Yacht Club.

Larchmont Race Week was started in 1896 and was the first race week ever held in the U.S., growing in popularity until it culminated in a total of 447 boats, all starting in one area, in 1947.

This year the Snipes will get a separate start as a result of our reactivation of Snipe Fleet #006, and we invite all Snipe sailors to join us in good competition on the water and the festivities ashore.

For further information please contact Mr. Hans Oen at 914-381-5454.

### JOHN BROUGHTON'S FAX NUMBER IS: +44-081-467-0983

Please make a note of this, as John reports that he is missing some communications.

### SINCERE APOLOGIES

To Past Commodore and Class Counselor, Mr. Paul Festersen, a true character and clarinetist extraordinaire (The cat toots a mean lick on the licorice stick!). In my rush to produce the *May Bulletin* I somehow failed to list him in the 1993 Officer's Directory. Please note: Class Counselor—Paul Festersen, 1904 Farnam St. #510, Omaha, NE 68102, USA. Telephone: 402-344-3400, Fax: 402-344-3407

### GOOD NEWS!

We received a call from Jack Dent regarding his entry into the Snipe parts business under the name Carolina One-Design. Jack first came on the scene when he requested information about building a wooden Snipe. Some time later, after much consultation with Mike McLaughlin, Jack showed up with one of the most beautiful hand-crafted Snipes that your Editor has ever seen. Now Jack tells us that he is working at a "state of the art" machine shop, turning out "custom centerboards built to your weight and height specifications" and adjustable spreaders that will "knock your socks off". Jack is also supplying hiking straps, tillers, and other Snipe parts and pieces. Make a note of this somewhere in your rulebook so you'll have

this info for future use. Interested parties can reach Jack at 919-699-2529, evenings.

### DUHHH....

#### DID YOU GET MIXED UP?

We made a typographical error in the Sanctions listing. It went something like this:

July 10 & 11: Regatta "A"

July 19 & 11: Regatta "B"

July 10 & 11: Regatta "C"

We just received a letter and we won't mention who sent it but it said: "For two months you have listed the wrong dates for our regatta. You have July 19 & 11. It should be 10 & 11. I hope this doesn't affect the attendance."

Let me first apologize that we made this mistake and didn't catch it. Let me also suggest that anyone who lacks the common sense to figure out that this was a mistake and can't figure out the correct date from the information available has no business being out on the water in a small boat.

### BOW MAR FLEET 640 RESURFACES

Fleet Captain Scott Smith writes: "I need information on our fleet status and information to register our boats. We currently have 9 Snipes in our fleet, most of which are not registered, and we want to make everything official." Welcome back, guys!

We received this information too late to include in the Officer's Directory in the May issue so please make note of the following: Scott Smith, 4611 Homestead, Littleton, CO 80123. Phone: 303-797-2603, FAX: 303-893-2133

## NOW AVAILABLE!!!

### Officers Edition Rule Book

\$10.00

U.S.

\$15.00

Outside U.S.



# HELP WANTED!

by Tom Payne

Okay, all you Executive Director Wannabees, here's your chance to apply for the position. I'm sure you all have some pretty romantic ideas about this job (I know I did!), but here are the facts of the matter:

The job requires a lot of diverse skills, with a heavy emphasis on general office skills and writing ability. You've got to be able to type and do data entry at "A" Fleet levels. And you must have the ability to write and edit. Photographic skills are also a plus. You will also need database skills as you will be keeping the membership records, and other files of information that are required to run the class.

Financial and bookkeeping skills are also required as you must keep track of the daily receipts and disbursements, do the payroll and all of the tax reports that are required and then produce six-month and annual financial reports.

You should also have a good working knowledge of regatta management, race instructions, and the Snipe class rules in particular. You will do a rule book every four years.

There is also a lot of correspondence that you must keep up with. Letters come in from all sorts of people requesting all sorts of things, including prospective members wanting information about the class and people who have old Snipes who request rigging information, copies of Measurement Data Sheets, etc.

There is also the requirement of keeping up with agendas for the U.S. and World Board meetings and taking and publishing the minutes.

The biggest challenge is setting priorities and time management. You will face the everyday problem of board members and class members who expect you to drop everything and get right onto their project or fill their request. With the addition of a fax machine and telephone lines (The class did not have them before I came on board!) at times you will be swamped with requests for any and all of the services that the class now provides. "Please fax it to me now." and "Please send that next day." are frequent requests. You must also be very detail-oriented, as the slightest mistake, no matter how harmless, will be pointed out a couple of months after you make it. As you will learn, the majority of your time will be spent doing what might best be described as menial clerical labor.

You will also be expected to attend

events around the world, which is a great part of the job, despite the fact that the deadlines for the *Bulletin* must be met and the membership will still expect that everything be done on time despite the fact that you have been away. This means that you will be working hard to catch up on the things that you missed while you were out of the office "having fun".

One of the reasons that I "resigned" was the lack of any system for objectively evaluating job performance on a regular basis. This also applies to financial remuneration (salary) as there is no provision for periodic salary reviews, whether the news is good or bad.

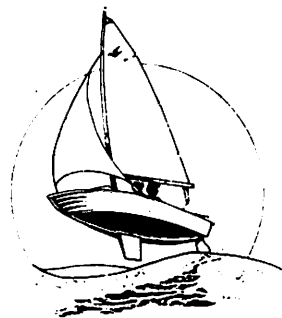
Because the *Bulletin* must be produced each and every month, there is no vacation, and my experience indicates that the board apparently considers that travel to, and work at, regattas is a vacation.

There are currently two computers here in the office, so you must be familiar with such things. We use the following programs: Rapidfile (database), Lotus 123 (spreadsheet), and Word 5.0 (word proc-

essing). We also use the Windows 3.1 operating environment and Aldus Pagemaker 4.0 and Word for Windows, along with other miscellaneous programs. If you have experience with Excel or Quicken that would be a plus as our version of Lotus is very old.

Adequate office and storage space is also a requirement. Our office is 165 square feet and we have a storage area of 80 square feet. There is also additional storage required for boxes of all sort of things that the class has collected over the years, and we have built plywood shelves that total 96 square feet. Of course the office must have multiple electrical outlets for all of the computers, printers, fax machine, etc. (No, the class does not reimburse you for electricity or office space!)

So, step right up! Send your complete resume to U.S. National Secretary, Peter Fenner, 600 Goodwin Dr., Richardson, TX 75081. These should be received no later than July 9, 1993. Do not call the Snipe office asking about the job.



## **"AT LAST"** A "One Design" insurance policy custom-tailored for the active one-design racer

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# 1993 U.S. SNIPE JUNIOR NATIONAL AND NATIONAL CHAMPIONSHIPS

Mentor Harbor Yacht Club

August 18-26, 1993

## REGISTRATION FORM

**ENTRIES MUST BE POSTMARKED BY JULY 30, 1993**

SPECIAL JUNIOR SKIPPER/SENIOR CREW CHAMPIONSHIP

No entry fee. Skipper must not yet be 20 years old on December 31, 1993.

U.S. JUNIOR NATIONAL CHAMPIONSHIP

No entry fee. Skipper AND crew must not yet be 20 years old on December 31, 1993.

U.S. NATIONAL CHAMPIONSHIP

\$100.00 Entry Fee

**ALL ENTRIES:** Complete the following form. (Incomplete forms will be returned!) *Enter only one event per form.* If you are sailing in more than one event, please complete and entry form for each event.

Fleet Captain must sign your form. Return completed forms to: SCIRA, 4096 Chestnut Dr., Flowery Branch, Ga, 30542-3064

.....

Skipper: \_\_\_\_\_ Crew: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Skipper's telephone: ( \_\_\_\_\_ ) \_\_\_\_\_

Hull number: \_\_\_\_\_ Sail number, if different from Hull number: \_\_\_\_\_

Builder: \_\_\_\_\_ Hull Color: \_\_\_\_\_ Deck Color: \_\_\_\_\_

*You must sail with your own sail number. If you will be sailing a borrowed or chartered boat please complete the following information:*

Owner: \_\_\_\_\_ Hull Number: \_\_\_\_\_

**JUNIORS ONLY:** Skipper's birthdate: \_\_\_\_\_ Crew's Birthdate: \_\_\_\_\_

If hull measurements are needed plan to arrive by August 18th. Junior measurement will also be held on August 18th. For and in consideration of the acceptance by the Mentor Harbor Yacht Club and the Snipe Class International Racing Association of my entry in this regatta, I hereby accept all the risks and responsibilities of my Yacht's participation in said regatta and waive any and all claims I may have against their members, officers, directors, committees, agents and/or employees arising out of or in any way connected with such participation. I agree to abide by the sailing instructions of this regatta, the rules of U.S. Sailing, and the rules of my class and by the rules of the host organizer:

Signature of Skipper: \_\_\_\_\_ Date: \_\_\_\_\_

I certify that this entrant is a member in good standing with SCIRA, and that he has sailed in at least 5 point score races or 5 Sanctioned regatta races this year:

Signature of Fleet Captain: \_\_\_\_\_ Date: \_\_\_\_\_

**SEND REGISTRATION AND FEE TO: SCIRA, 4096 Chestnut Dr., Flowery Branch, GA 30542**  
**ENTRIES MUST BE POSTMARKED BY JULY 30, 1993**

# 1993 SNIPE NATIONALS

## Entertainment Worksheet

### Evening Activities

**Number × Price = Total**

Wednesday, August 18  
 MHYC WELCOME Bar-B-Q  
 Dry Sail Area—Open Time  
 \_\_\_\_\_ × \$8 = \_\_\_\_\_

Thursday, August 19  
 JUNIORS DJ/POOL PARTY  
 MHYC Fleet will "host"  
 \_\_\_\_\_ × \$10 = \_\_\_\_\_

Friday, August 20  
 JR. AWARDS BANQUET  
 MHYC Main Dining Room  
 \_\_\_\_\_ × \$15 = \_\_\_\_\_

Friday, August 20  
 ATTITUDE ADJUSTMENT DRINKS  
 Dry Sail Area—Open Time  
 Courtesy of North Sails  
 \_\_\_\_\_ × \$8 = \_\_\_\_\_

Saturday, August 21  
 REGGAE BEACH BLAST  
 East Beach Dinner and Dancing  
 \_\_\_\_\_ × \$20 = \_\_\_\_\_

Sunday, August 22  
 HAPPY HOUR  
 SCIRA Open General Meeting  
 \_\_\_\_\_ × N/C = \_\_\_\_\_

Monday, August 22  
 SPLASH BASH—DJ  
 MHYC Fleet "Host"  
 \_\_\_\_\_ × \$12 = \_\_\_\_\_

Tuesday, August 24  
 POST RACE BEVERAGES  
 Dry Sail Area  
 \_\_\_\_\_ × N/C = \_\_\_\_\_

CLEVELAND "FLATS" NIGHT  
 Cleveland Snipe Fleet to "Guide"  
 \_\_\_\_\_ × N/C = \_\_\_\_\_

Wednesday, August 25  
 MOVIES AND POPCORN  
 MHYC Spinnaker Room  
 \_\_\_\_\_ × \$8 = \_\_\_\_\_

Thursday, August 26  
 CHAMPIONSHIP BANQUET  
 (Free to Competitors)  
 \_\_\_\_\_ × \$25 = \_\_\_\_\_

Post Race "Beer Wagon" located in Dry Sail area each day—No Charge  
 MHYC Dining Room Open Nightly—M/C and Visa accepted

Box Lunches \_\_\_\_\_ days × \_\_\_\_\_ lunches × \$5/Lunch = \_\_\_\_\_  
 (Reserved by prior-day payment)

SNIPE Nationals T-Shirt \_\_\_\_\_ × ??? = \_\_\_\_\_      Total \_\_\_\_\_

Name: \_\_\_\_\_ Fleet No: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip \_\_\_\_\_

## HOTELS

Travelodge Hotel  
 7701 Reynolds Road  
 Mentor  
 (216) 951-7333  
 5¼ miles from MHYC;  
 reserve by July 1st, \$40-45/night

Super 8 Motel  
 7325 Palisades Parkway  
 Mentor  
 (216) 951-8558  
 5¼ miles from MHYC;  
 reserve by July 15th, \$35/night

Arbrogate Inn  
 7677 Reynolds Road  
 Mentor  
 (216) 946-0749  
 5¼ miles from MHYC;  
 reserve by July 15th,  
 \$36.96/night, \$210.00/week

Days Inn  
 I-90 and State Rt. 306  
 Mentor  
 (216) 946-0500  
 7¾ miles from MHYC;  
 reserve early, \$40/night;  
 sold out Aug. 20 & 21

Red Roof Inn  
 I-90 & State Rt. 306  
 Mentor  
 (216) 946-9872  
 7¾ miles from MHYC;  
 reserve early, \$34.99-47.99/night

Knights Inn  
 I-90 & State Rt. 306  
 Mentor  
 (216) 953-8835  
 7¾ miles from MHYC;  
 \$40.95-42.95/night

Marriott Fairfield Inn  
 35240 Maple Grove  
 I-90 & Rt 91  
 Willoughby  
 (216) 975-9922  
 Within 10 miles from MHYC

Harley Hotel  
 I-90 & Rt. 91  
 Willoughby  
 1-800-321-2323  
 Within 10 miles from MHYC

Clarion Hotel  
 State Rt. 91 & Rt. 2  
 Eastlake  
 (216) 953-8000  
 Within 10 miles from MHYC;  
 Reserve by July 21st, \$52/night  
 Blocks of rooms are being held at  
 several of these hotels, so please  
 state that your reservation is for the  
 Snipe National Championships.

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# SUMMERTIME SPEED TIPS

*For the past few years I have done all of the Bulletins on the word processor. I have always had the idea that sooner or later I would do a book on Snipe sailing, but it has been impossible to find the time. This is a collection of the type of things that I would include in such a book. My thanks to all of you who took the time to share your ideas, especially Peter Commette.*

## PREPARING FOR THE "BIG" EVENT—FEATURE STORY—April 1991

by Craig Leweck

*Craig Leweck needs no introduction for our regular readers. For those who are new to the Snipe Class, Craig was the U.S. National Champion and North American Champion in 1988 and 1989. He is currently campaigning a Tornado for a spot on the 1992 U.S. Olympic team.*

For a number of years I had been competing in National Championships, only to come up short in the final standing. However, in the last two years I have won four National Championships (Lido-14 and Snipe) and two North American titles. In looking back on the past few years I can cite a number of areas that I personally worked on which I feel had a great impact on my performance.

First off, you must realize that this is the most important event of the year. Whether your goal is winning the Fleet Championships, the Districts, or maybe you just want to grab some silver at a local regatta, the steps to success are the same. It may be a big event, such as the Nationals. Regardless of your goal, you must make it your number one priority. For me, the goal was the U.S. Nationals, a big event with photographers, trophies, and a place in Snipe history. In a sense, one is ranked in ability by their performance here. The significance is that you must take it seriously. You need to prepare not only your boat and equipment, but also yourself. Everything on your boat (this includes you and your crew) must be working smoothly for you to have your best showing.

Now that I have your attention, let's get started. With the season now in full swing, and the big events just days or weeks away, we should go through our check lists to see where we stand. All major changes to your boat should already have been completed. This includes replacing standing rigging, mast, boom, rudder, centerboard, or sails. It all should have been tested at least once to check to see if your objective for the change was met. We still have time to replace cleats, install new lines (unless they need a breaking-in pe-

riod to soften) and shock cord, tighten nuts and bolts, etc. Be sure that all number scales, felt pen marks, and any other sail trim aids that you have are clear and visible. These boat preparation steps leading up to the event will raise your confidence in your boat, rolling over to aid your confidence in your ability to compete.

Confidence is critical. Confidence cannot be bought, it must be earned. It requires enough time in the boat to be confident in both your boat handling and speed. It also requires enough competitions prior to the event to test your tactical skills under pressure. I carefully plan my regatta schedule so it leads into the Nationals, ensuring that I have enough time in the boat. We can all be book smart, but can we execute on the water? The key is to be so sure of speed and boat handling that you not only are allowed to look at the other boats, but also to anticipate their next move and then react accordingly. In addition, we must also be able to anticipate and react to changes in the wind. It is when you are able to function at this level that you will be able to turn in top scores.

For the items above to come together you must be terribly focused on the event. You cannot let anything interfere with your ability to accomplish the above stated tasks. You must think about the event constantly and do whatever you can for it to go smoothly once it starts. Once the event starts, it is critical that there are no obstacles. Your preparation up to this point should allow you to relax and for your ability to dictate your final score. If you can stay relaxed throughout the event you will be able to deal with setbacks on the course (bad start, bad shift, dirty air...) and help you salvage the race. Look forward, don't pout, and gain strength and confidence from a comeback performance. These are often turning point moments that will make the difference in the end. It is the guy that can't return from setbacks on the course who will suffer.

It all adds up...your commitment, effort, and degree of preparation will directly re-

late to your final score. You mainly need to beat a guy by 1/4 point to win, and oftentimes that is all it is. In your preparation for the BIG EVENT be sure that you cover all these bases. Why? Because winning is not only a great reward for your preparation, but also a lot of fun. Trust me...I know. Good Luck!!!



---

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(615) 875-4040



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# SOME THOUGHTS ON STARTING AND GOING FAST UPWIND IN A BREEZE AND CHOP

By Peter Commette

*Regular readers of the Snipe Bulletin need no introduction to Peter Commette. He is one of the world's best Snipe sailors and his record in other classes is even better, with a Laser Title to his credit.*

As the years go on, there seem to be fewer and fewer techniques which I utilize that my competitors don't. Moreover, of those left-over techniques, there are fewer and fewer which I feel comfortable in believing give me a speed advantage. However, there still are two points of sail concerning which I can offer some help to a few. These points of sail are; escaping the starting line and going fast upwind in a breeze and chop.

The key to sailing fast upwind in a breeze and chop is to keep the boat moving. This means that it is critically important to keep your lee bow clear so that you can dive off when you need speed. From this first philosophy of keeping your lee bow clear, comes a starting philosophy and a few starting techniques. I will not go into an in-depth discussion of starting, since most of you know that I am the king of PMS, and you know better than to listen to me.

Nevertheless, one of the things that you must do in a chop in heavy air is start near someone that you are faster than. If the better hole is to leeward of the person whom you are faster than, then take the hole, stuff yourself up as near as possible to him and concentrate on trimming in before the boat to leeward of you. If the better hole is to windward of the person whom you are faster than, concentrate totally on stuffing the person to windward of you and trimming in before he does. The key to trimming before them is to listen for the sound of ratchets and watch body and eye movements.

The key to controlling the person to windward of you is to stop your boat dead, as near to him as possible, with your bow at least two feet in front of his. Don't be afraid to push your boom out to stop your boat, and be careful of your mast coming to windward and hitting the boat to windward of you as he takes your air.

"How do you protect your hole?" some of you might ask. First of all, you want to take someone else's. That means com-

ing in late and setting up no earlier than one minute before the start. Second, you must be alert. Watch for port tackers and boats going behind you that might want to take YOUR spot. Let them see early on that you will protect it. Make eye contact and let them know that you are watching them. When someone makes a movement for your hole, before he gets an overlap, bear off at right angles and place your boat across the hole. By placing your boat across the hole, you will either force the other skipper to look somewhere else for another hole, or when he is finally overlapped, you can get away from him by swinging your boat around through a wide arc and sailing straight upwind almost 180 degrees in the other direction back up to the boat to weather of you.

Once you start and you have your lee bow clear, start with the heavy air technique.

First, it is important to point off the starting line. For that you need a straight jib stay. Any sag in the headstay whatsoever will hinder your pointing ability. Your cunninghams also should be loose for pointing until you are safe from the boats around you, but remember that you are going to have to hike extra hard with the loose cunninghams.

To keep your headstay straight it is absolutely imperative that your aft puller be on to the pre-bend position and your vang be set. If the vang is too tight, you will lose power in your mainsail. If it is too loose, the jibstay will sag when the mainsheet is eased.

While the vang is important, it's the traveller that is the single most important key to heavy-air speed. The traveller should be kept directly underneath the boom when the boom is trimmed at its normal heavy air position. That way you will always be trimming down on your boom and thereby keep the jibstay straight. How far can you go with the traveller?

I have let mine down as much as one and one half feet to keep the boat flat and the jibstay straight.

In these conditions (chop), a correct technique for playing the waves is critical. You must look beyond your bow at all times to see the waves before you hit

them. I am not a big proponent of steering up on the face of the wave and down on the back, or steering off on the face of the wave and up on the back. I save that for bigger seas in the ocean, if I bother with it at all.

I find that it is much better to look at waves as being presented to you in "blocks". There are blocks of good waves that will not disturb your bow. There are blocks of bad waves that will disturb your bow, and there are flat spots. Each of these three conditions requires the bow of your boat to be positioned differently relative to the wind.

In the waves that disturb the bow of your boat, you have to bear off and ease the main and jib a little to get through them. I also heel my boat up a little bit, which I admit is of questionable value. Finally, the skipper and crew have to roll onto their aft thighs and lean back.

In the waves that will not severely knock my bow around I sail straight ahead on my normal course. In these waves I also keep the boat as flat as possible. Make sure you do not over-trim the jib. You need power in it and the leach free.

The waves which will not knock your bow around too much are also the key transitional waves. Not only do they allow you to bear off and get some good speed for the bad waves that are coming next, they also won't hurt too much if you want to pinch up and get into a flat spot to windward. Flat spots are where you can really make tracks.

What I mean by saying that you can make tracks in the flat spots is that I view the flat spots as gifts. They are my free shots to windward. When I get into a flat spot I trim down extra hard on my main and pinch like crazy, sometimes carrying a little bit of a luff in the jib. Trim the jib a little tighter, too.

However, the key to a flat spot is not to be a pig. The boat cannot take this sort of pinching for too long, and, assuming that waves will be on the other side of the flat spot, you have to pull off in time to get speed before you get back into the waves.

Try the above and let me know the results. Good Luck!!!

# 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 of defending against the boat behind, frequently at the utter disregard of the rest of the competition. A good example of this is luffing 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



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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 you 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. 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 tackler 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 on 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.

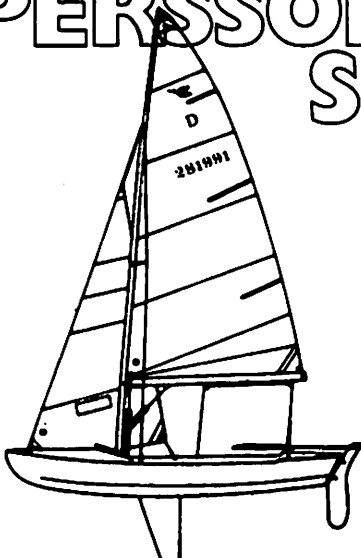
**14. DON'T pinch.** Too many sailors pinch in light air. This only works if the water is flat—it is deadly slow if there is slop. Keep the boat moving. The reciprocal of this is to keep your boat on its feet when it's breezy. Don't try to keep the

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!

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**A FEW HIGHLIGHTS FROM 92**

EUROPEAN CHAMPIONSHIP Kokkola, Finland,	No 1 & 4
South European Championship Gijon, Spain	No 1 & 2
Open Scandinavian Championship Kolding, Denmark,	No 2, 3 & 4
Norwegian Championship Sandefjord, Norway,	No 1 & 4
Spanish Championship Santiago la Ribera, Spain,	No 1, 2, 3, 4 & 6
Danish Championship Greve Str., Denmark,	No 2, 3 & 4
Snipe Gold Cup Juetsminde, Denmark,	No 2, 3 & 4
Spanish Masters Santiago la Ribera, Spain,	No 1 & 3
Prinsessa Sophia Cup Mallorca, Spain,	No 1 & 4
Trofeo S.M.El Rey Malaga, Spain,	No 1 & 2
World Masters Vilamoura, Portugal,	No 1, 2 & 3
Pacific Coast Championship San Francisco / USA	No. 1 & 2
North American Championship USA	No. 2

- ★ Looking back at '92 we are very proud to see, PERSSON SNIPE dominate the result list only one year after the first PERSSON SNIPE was born.
- ★ Some of our customers won races, but all improved their own results and that's important!
- ★ First time a PERSSON SNIPE went to the EUROPEANS, it won, brilliantly sailed by Carlos Uamas and Javier Guitierrez, Spain.
- ★ Santiago Lange and Cole Parada from Argentina tried a PERSSON SNIPE and won the South European just ahead of Carlos and Javier.
- ★ Paulo Santos and Da Silva, Brasil won the World Masters in a borrowed PERSSON SNIPE in a close fight with Jerry Thompson/ Sherry Eldridge, USA. Claus Carpelan/Freddy Wegilius, Finland finished third - all sailing PERSSON SNIPEs.



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# 'THE RULES'

This originally appeared in the Star Class newsletter STARLIGHTS. We found it in SNAX.

The following RULES were submitted by an anonymous skipper, and the Editor expects a set of RULES to be submitted by an anonymous crew in the near future.

1. The skipper always makes the RULES.
2. The RULES are subject to change at any time, without prior notification.
3. No crew can possibly know all of the RULES.
4. If the skipper suspects that the crew knows all the RULES, then the skipper must immediately change some or all of the RULES.
5. The skipper is never wrong.
6. If the skipper is wrong, it is due to a misunderstanding which was a direct result of something the crew said or did wrong, or general ineptness or stupidity on the part of the crew.
7. If rule #6 applies, then the crew must apologize immediately for causing the misunderstanding.
8. The skipper may change his/her mind at any point.

9. The crew may never change his/her mind without the expressed written consent of the skipper.

10. The skipper has every right to be angry or upset at any time.

11. The crew must remain calm at all times, unless the skipper wants him/her to be angry or upset.

12. The skipper is under no obligation to let the crew know whether or not he/she wants him/her to be angry or upset.

13. Only the skipper may determine when things are all right again.

14. The skipper may begin a conversa-

tion at any given point in his/her mind and the crew is expected to know the topic and reason for the conversation.

15. "Common Sense" is defined as what the skipper believes to be true.

16. In all circumstances the crew is expected to know what the skipper meant to say, even when it is not the same as what the skipper actually said.

17. The crew may never quote the skipper.

18. Sail trim, right of way, and compass headings do not apply, except as defined by the skipper.



## Snipe Pacific Coast Championships California Yacht Club

Marina del Rey, California  
July 10 and 11, 1993

**Rules:** This regatta will be governed by the International Yacht Racing Rules; the prescriptions of the U.S. Sailing (formerly USYRU); the rules of the Snipe Class International Racing Association; the California Yacht Club Sailing Instructions; and this notice of race.

**Eligibility:** This regatta is open to all registered yachts of the Snipe Class International Racing Association.

**Schedule of Events:**

**Registration:** Closes 0845, Saturday, July 10  
**Competitors Meeting:** 0900, Saturday, July 10  
**First Warning:** 1150 Saturday

**Advance Registration:** Yachts may register in advance by completing the attached form and sending it with the appropriate fees to:

Ray Mahaffey  
213 Fowling St.  
Playa Del Rey, California 90293

**Fees:** \$20.00 entry will include Wine and Beer Saturday and Sunday, Saturday evening Pool Side BBQ and Sunday hors d'oeuvres.

**Regatta Site:** The regatta will be sailed west of the entrance to the Marina del Rey Harbor. Tows will be available to all competitors.

**Further Information:** Ray Mahaffey (310) 827-4008  
Dick Schmidt (310) 472-3933

Pacific Coast Championship Advance Registration Form  
Enclose \$20.00 for each entry  
(Checks payable to California Yacht Club)

Skipper Name \_\_\_\_\_ Crew Name (Required) \_\_\_\_\_

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Phone Number \_\_\_\_\_ Hull Color \_\_\_\_\_

Sail Number \_\_\_\_\_ Boat Name \_\_\_\_\_

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**SNIPE 19740—3 jibs and mains (1 main is Fisher, used only one season).** Cobra II mast, top, bottom, rudder and tiller covers, compass and trailer. Excellent boat for beginners on up, ready to go. \$1,000 OBO. Call 216-992-5450 (Ohio) (jjas)

**CHUBASCO 16333—Natural Western Red Cedar.** Light, beautiful, fast. 716-392-5152 (jas)

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**MCLAUGHLIN 23712—Excellent condition.** White. Cobra II mast, 2 sets of sails, one good, other fair. Top, rudder, centerboard, tiller covers. Race ready with rod rigging, magic box, compass, dual control lines. Galvanized trailer with spare tire. \$1,700. Without trailer: \$1,400. Lake Charles, LA evenings: 318-477-4482. (jja)

**MCLAUGHLIN 24109—Blue, white deck and** bottom. Cobra II, pole launcher, Sailor Tailor covers, race ready, good condition. With galvanized trailer: \$2,100. Without trailer: \$1,800 or best offer. Must sell! Key Largo, Florida. Evenings: 305-664-8843. (jja)

**MCLAUGHLIN 24116—Blue, white deck &** bottom. Cobra II, pole launcher, dual controls, minimum weight. Fast boat, great shape, ready to race. Full covers, 2 suits sails. \$2,500. SoCal. 310-395-9842. (jj)

**MCLAUGHLIN 24633—Excellent condition,** under minimum weight, 2 suits of sails, double ended controls, pole launcher, 2 Cobra II masts, trailer, top and bottom covers good race record. \$3,200. Call 203-723-8694. (jja)

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**SKIPPER 22420—Excellent condition,** orange hull, ivory deck, all Harken. Cobra mast, 2 suits of sails, Southern trailer. Make offer. 217-854-7076 (ja)

**VARALAY 10101—All natural cedar.** U.S. National champion 1956. Completely restored clear epoxy over glass. Modern equipped with rolled decks, air tanks bow and stern, new cut down trunk and logs. Lightweight. New high speed matching clear wood trailer with new auto tires and dropped wide axle. Trailer inspected and licensed. Boat was on permanent exhibit in museum. \$1,500. Burt at home evenings: 516-594-9342. Long island. No mast or sails. Two rudders and tiller, stainless steel fittings.

## FROM THE RULES CHAIRMAN

by Dan Williams

In Ed Adams' very excellent article on rigging a Snipe in the May issue of *Sailing World*, he writes of adding weight to the mast to bring it up to minimum weight. SCIRA does not object to aluminum sleeves or stiffening panels added to a mast to bring it up to weight, but we do not allow lead or other non-structural weights for this purpose. (Rule 45).

The *Snipe Bulletin* has recently run an advertisement from Laylin Associates on their electronic water speed instruments. This is just a reminder that Rule 8.16 states: "No electronic devices other than timers shall be used on the boats." This prohibition covers all sanctioned regattas and point score races.

Happy Sailing, Dan Williams



## Sanctioned Snipe Regattas

**JUNE 26 & 27: DISTRICT TWO CHAMPIONSHIP:** Doug Day, 7146 N.W. Country Club, Kansas City, MO 64152. 816-746-4899

**JUNE 26 & 27: ATLANTIC COAST CHAMPIONSHIPS:** Larchmont YC: William Kelly, 447 E. Boston Post Rd., Mamaroneck, NY 10543, TEL: 914-698-0676, FAX: 914-698-2870.

**JUNE 26 & 27: DISTRICT THREE CHAMPIONSHIP/Michigan State Open:** Daniel Orr, 7080 Oakley Park, West Bloomfield, MI 48323. Home: 313-363-3378, FAX: 313-994-6418.

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

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

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

**JULY 1-4: DANISH CHAMPIONSHIP:** Horsens, Denmark: Holger Hansen, Skovly 48, DK-6000, Kolding, Denmark, FAX: +45-5-586202

**JULY 3 & 4: MISSOURI VALLEY AND I.N.S.A. CHAMPIONSHIP:** Bill Brush, 631 N. 62nd St., Omaha, NE 68132. 402-551-6702

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

**JULY 7-10: SWEDISH CHAMPIONSHIP:** Royal Sailing Club, Stockholm. Christer Jacobsson, Foreningsgat. 37, 25241 Helsingborg, Sweden

TEL: +46-42-146182 FAX: +46-40-290665

**JULY 10 & 11: PACIFIC COAST CHAMPIONSHIP:** Ray Mahaffey, 213 Fowling St., Playa Del Rey, CA 90293, 310-827-4008, or FAX: 310-306-2743, OR: Dick Schmidt, 510 Cashmere Terrace, Los Angeles, CA 90049, Tel: 310-472-3933 or FAX: 310-206-5895.

**JULY 10 & 11: WINCHESTER INVITATIONAL REGATTA:** David Lence, 3 Temi Rd., Peabody, MA 01960. 508-535-0317

**JULY 10 & 11: DISTRICT ONE CHAMPIONSHIP:** Jack Williams, 25 Orchard St., Glen Head, NY 11545, TEL: 516-759-0732

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

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

**JULY 10 & 11: NEW YORK STATE CHAMPIONSHIP:** Jane Gram, 357 North Shore Rd., Cuba Lake, NY 14727 716-968-3324.

**JULY 17 & 18: GOVERNOR'S CUP REGATTA:** Tim Dixon, 12 Hickory Point, Springfield, IL 62707. 217-529-7414.

**JULY 24 & 25: DISTRICT ONE JUNIOR CHAMPIONSHIP:** Art Rousmaniere, 11 Wild Rose Dr., Andover, MA 01810. 508-474-9207.

**JULY 24 & 25: DISTRICT THREE JUNIOR CHAMPIONSHIPS:** Paul Levinson, 8802 Wintergreen Way, Indianapolis, IN 46256. 313-577-1532

**JULY 24 & 25: BRIODY (Lake Ontario Regional Open):** Norm Dahl, 577 Bending Bough Dr., Webster, NY 14580 716-872-5485.

**JULY 24 & 25: MIDWESTERN CHAMPIONSHIP:** James Rix, 647 Fabrique, Wichita, KS. 67218. 316-686-1327

**JULY 24-27: EUROPEAN JUNIOR CHAMPIONSHIP:** Real Club Nautico La Coruna. Tel: +34-81-203265 FAX: +34-81-203008

**JULY 30-AUGUST 1: NORDIC CHAMPION-**

**SHIP:** Birger Jansen, Broveien 44, 1315 Nesoya, Norway +47-28-849509 Fax: +47-2-848262

**AUGUST 1: MINOR SEA ROUND: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.**

**AUGUST 7 & 8: GOLD CUP: SKB Hundige, Denmark: Holger Hansen, Skovly 48, DK-6000, Kolding, Denmark, FAX: +45-5-586202**

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

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

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

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

**AUGUST 21 & 22: GOLD SUN TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.**

**AUGUST 26-28: MAHON CITY TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.**

**AUGUST 28 & 29: ROCKY MOUNTAIN SNIPE CHAMPIONSHIP:** Carl Lundstrom, 8105 W. 22nd Ave., Lakewood, CO. 80215 303-238-5070

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

**AUGUST 28 & 29: BOARD OF GOVERNORS REGATTA: Dave Rogers, 385 Park Ave., Naugaruck, CT. 203-729-9617**

**SEPTEMBER 3-5: IBERIAN CHAMPIONSHIP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.**

**SEPTEMBER 4 & 5: MELILLA GREAT TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.**

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

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

**SEPTEMBER 11 & 12: INDIANA OPEN: Paul Zent, 7251 Irvington Ave, Indianapolis, IN 46250. 317-849-0779.**

**SEPTEMBER 15-18: EUROPEAN MASTERS CUP: Real Club Regatas La Ribera, Murcia, Spain. Tel: +34-68-570250 FAX: +34-68-570254 or Secretaria Nacional para Espana, Juan Ramon Jimenez 2-2c, Murcia, 20011 SPAIN TEL: +968-217409 FAX: +968-21 50 44.**

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

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

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SEPTEMBER 25 & 26: BATTLE OF ATLANTA: Clay Hudgins, P.O. Box 1509, Flowery Branch, GA 30542-1509. 404-287-8408

SEPTEMBER 25 & 26: SNIPE SILVER CUP: Ray Sepanski, 8 Ginger Ridge Ct., Edwardsville, IL 62025. 618-656-3428

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

SEPTEMBER 25 & 26: LONG ISLAND OPEN & CALL OF FALL: Jack Williams, 25 Orchard St., Glen Head, NY 11545, TEL: 516-759-0732

SEPTEMBER 26 & 27: IBERIAN CHAMPIONSHIP: Real Club Astur De Regatas Tel: +34-85-342260 or SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

SEPTEMBER 26 & 27: BOBES CUP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

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

OCTOBER 2-5: U.S. MASTERS CHAMPIONSHIP: Privateer Yacht Club, P.O. Box 1041, Hixson, Tennessee 37343 (more details when available).

OCTOBER 4-9: SPANISH NATIONAL CHAMPIONSHIP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

enez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 16 & 17: FIRST SHOT OVER CHARLESTON: Mike Coffman, 12 Sheridan Rd., Charleston, SC 29407. Tel: 803-769-5095 Fax: 803-792-8319

OCTOBER 16 & 17: HISPANIDAD TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 23 & 24: GUECHO TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

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

OCTOBER 30 & 31: ALMIRANTE FARRAGUT: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 30 & 31: DILLER'S TROPHY: Real Club Nautico Madrid Tel: +34-1-411 2394 or SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

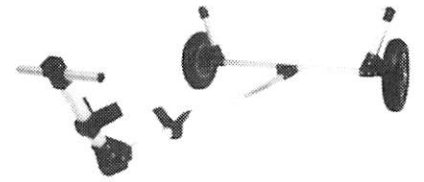
OCTOBER 30 & 31: RAFAEL SANS TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

DECEMBER 4-6: SPANISH NAVY TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

DECEMBER 4-6: PALMA CITY TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

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*Kurt Mayol and Laurel Timpson  
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12-9 Nagai, Yokosuka  
Kanagawa-ken, JAPAN  
81-468-57-1262  
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# 1993 U.S. SNIPE MASTERS CHAMPIONSHIP OCTOBER 2-5, 1993

Snipe Fleet #142 and the Privateer Yacht Club extend a warm invitation to all Wise Old Sailors (age 45 and over) to participate in the 1993 U.S. Snipe Masters Championship to be held on Lake Chickamauga, Chattanooga, TN, October 2-5. Please join us for four days of racing, social activities, renewing acquaintances, and sea stories.

**ELIGIBILITY:** Skippers must be at least 45 years old. Combined ages of skipper and crew must equal or exceed 80 years. Skippers must meet all SCIRA membership and yacht membership requirements.

**BOATS:** Charter boats will be available on a first-come basis.

**HOUSING:** Private housing will be provided on a first-come basis. There are many fine motels within seven miles of the club.

**SOCIAL EVENTS:** Daily social events and entertainment are planned for competitors, families, and friends. Inclusive for each boat are receptions, Awards Banquet on the Riverboat "Southern Belle," brunches, kegs, favors, and the Opening Cocktail Party.

**WATCH FUTURE BULLETINS FOR MORE INFORMATION ABOUT THE SOCIAL  
ACTIVITIES AND DETAILS OF EXPECTED RACING CONDITIONS!!**

## ENTRY FORM

**1993 U.S. SNIPE MASTERS                      OCTOBER 2-5, 1993**  
*Registration Deadline Sept. 12, 1993!*

*YES! Please enter me in the 1993 U.S. Masters Regatta:*

Skipper	Crew
Skipper age	Date of Birth
Crew age	Date of Birth
Address	Address
City	State
Zip	Zip
Day Phone	Night Phone
Sail Number	Yacht Club/Snipe Fleet

I have enclosed \$150.00 Check payable to: U.S. Snipe Masters (Entry Fee per Team).

I need a charter boat:  Yes     No

I would like private housing:  Yes     No.

***Return completed entry form and check to:***

U.S. Snipe Masters Championship  
Attn: Herman Green  
4124 Hamill Road, Hixson, TN, 37343  
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