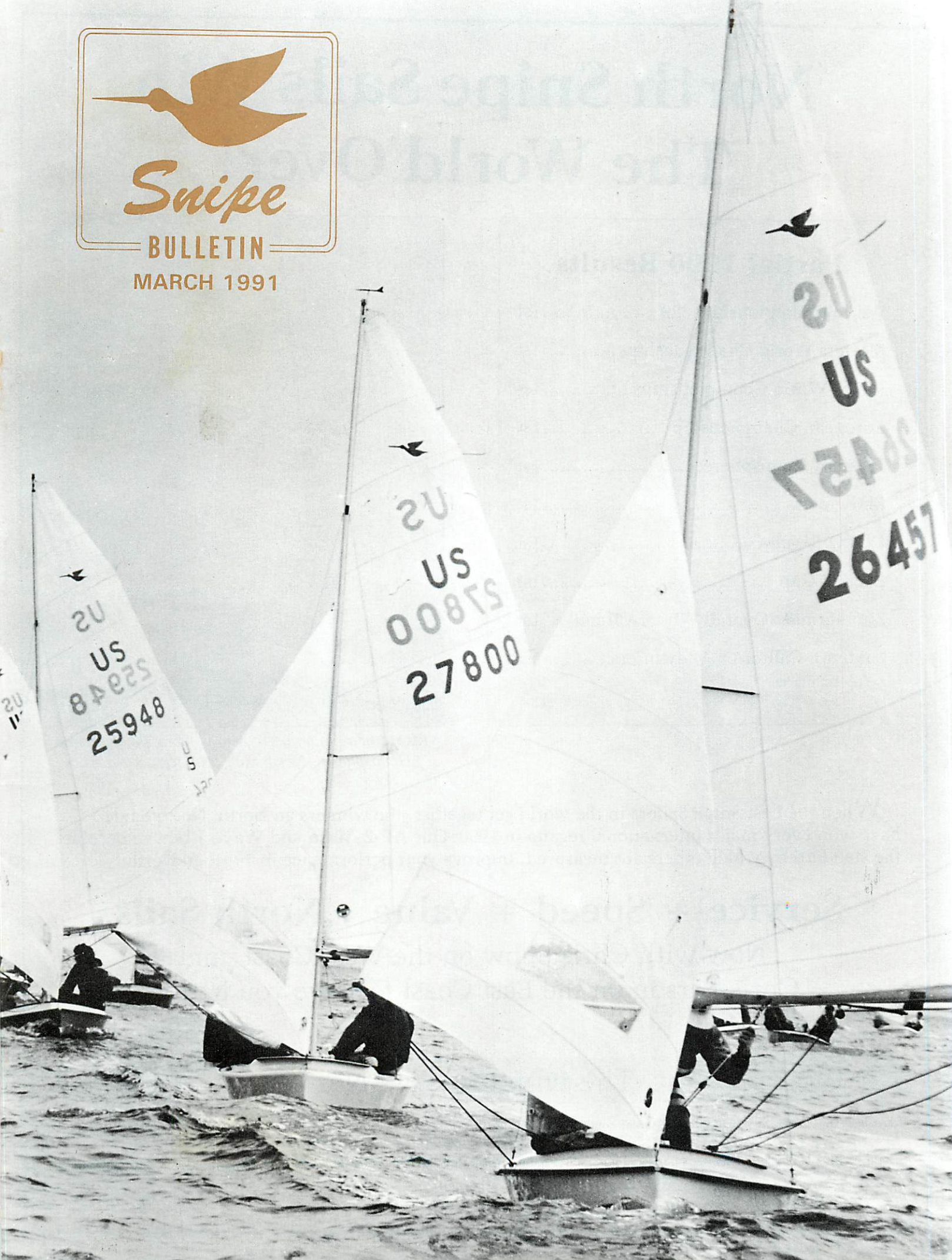




BULLETIN

MARCH 1991



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North Snipe Sails Win The World Over!

Partial 1990 Results

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



Means Davis photo

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

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

AROUND THE SNIPE WORLD

USSR: Excerpts from a letter to Burt Eaton from Alexei Fomin, new SCIRA USSR National Secretary:

"Your materials on Snipe measurement and construction have been translated and will be of real help to Leningrad constructors in building a high-class fiberglass boat. This work is expected to be finished by May, 1991...I should mention that the situation in my country is far from being favorable. Still there are some positive factors. The official registration of the Snipe Class Association will take one to two months...There is still one problem. We do not have the necessary currency for joining SCIRA and for the Soviet yachtsmen to participate in SCIRA races. In case our idea of the barter exchange and sale of our Snipes in Europe is a success this problem will be solved. We are able to build the high-quality boats, trailers, centerboards, rudders and halyards. We have already got the preliminary agreements with producers...I am sure that the commercial interest of the European firms in the Soviet Snipes will contribute to their popularity in the USSR...I am happy to tell you that in the New Year I will start to publish the magazine "Yacht Club" with much space for the publicity of the Snipe. By the way, you can reach me via Fax at 2002215. Sincerely Yours, Alexei Fomin.

DOMINICAN REPUBLIC: Excerpts from a letter from Sr. Hector B. Duval, President of the Federacion Dominicana de Yatismo:

"We feel very excited about the idea of starting, with your support, an official Snipe fleet in the Dominican Republic. We currently have Snipe sailors as the Snipe has been in our country since 1974, when the 12th Central American and Caribbean Games were held in our country...I also inform you that during the recently finished Central American and Caribbean games held in Mexico, all regional National Authorities Presidents agreed that the Snipe Class will sail in the 1993 Games, which will be sailed in Puerto Rico, giving us wide chances to reinforce our regional fleet.

"We need SCIRA's help with getting started with building fiberglass boats and information to help our sailors participate in regional regattas.

"With my very best regards, Hector B. Duval, President"

USA: ATTENTION JUNIORS! Joni Palmer is developing a database of all the Junior Sailing Programs in the U.S. Included are: Active Junior sailing program directors, advisors, parents, volunteers, and juniors. Please send the following information to Joni: First and last name of person, full address, including zip code, home, business, and Fax telephone numbers, yacht club or sailing organization name, USYRU area (A,B,C, etc.), your club's YRA, Junior Yacht Racing Association involvement (if any) and your affiliation with junior sailing, i.e. Coach, Program Director, Parent, etc.

Please mail to Joni Palmer, 4900 Hayden Run Road, Columbus, OH 43221.

USA: District Four has a new district-wide High Point Competition which will determine a high point champion. Trophies will be awarded to the top five skippers. The annual competition is open to all SCIRA and D-4 members and has a built-in incentive for attendance at sanctioned regattas that have been poorly attended or at non-sanctioned regattas that are of possible importance to the District or where Snipers might travel for promotional purposes. For the 1991-1992 scoring period the following "designated" regattas are included in the scoring: The 1991 Red Lobster Cup, The 1992 Commodore Rasco, The 1992 First Coast Championship, Jacksonville, FL, and the 1992 Race for Space

Points are awarded based on the final standings in each event. Each skipper will get 10 points for competing and 1 point for each boat that he beats. Certain regattas award 5 bonus points for attendance, an effort to spark more participation.

MARCH 1991

THE COVER: Lucas and Augie Diaz lead the fleet at St. Pete's Dead of Winter Regatta. Dennis Kelly photo.

THE COUNT: Sixteen numbers were issued, fifteen to Spain and one to Portugal.

NUMBERED SNIPEs: 27988

CHARTERED FLEETS: 813

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Terry Timm
214 W. Michigan Ave.
Saline MI 48176
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(USPS 611-500)

MARCH 1991
Volume XL No. 3

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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.



NOTICE!

The telephone number and the Fax number for SAGATRANS were mixed up in the invitations that Norway mailed for the Worlds!

THE PHONE NUMBER IS: 47-2-688880

THE FAX NUMBER IS: 47-2-681723

SCIRA BOARD OF GOVERNORS FOR 1991

Here are the mailing addresses and FAX numbers for the eighteen voting members of the SCIRA Board. (note: all FAX numbers are coded for dialing from the U.S.).

Commodore 1991, R. Means Davis, 5115 Northside Dr. NW, Atlanta, GA 30327 USA, 404-953-0895

Vice Commodore 1991, Fujiya Matsumoto, 38-1 Shinoharadai-Machi, Yokohama City Kanagawa Pref., Japan 222, 011-81 33-271-8864

Rear Commodore 1991, Terry Timm, 214 W. Michigan Ave., Saline, MI 48176 USA

Past Commodore 1991, Peter Fenner, 600 Goodwin Dr., Richardson, TX 75081 USA, 214-999-4279

Chairman, Rules Committee, Dan Williams, 1200 MacLellan Bldg., Chattanooga, TN 37402 USA, 615-267-4200

U.S. National Secretary, Phil Richmond, 142 Monticello Ave., Annapolis, MD 21401 USA, 301-268-6012

Sec. Gen. Europe/Nat. Sec. England, John R. Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BD, England, 011-44-81-688-7256

V. Secty. Europe/Nat. Sec. Norway, Birger Jansen, Broveien 44, 1315 Nesoya, Norway, 011-47-2-848262

Sec. North Europe, Ola Nygard, P.O. Box 14, N6801 Forde, Norway, 011-47-57-21-205

Secretary Southern Europe, Antonio Roquette, Rua Montebelo 28, Foz Do Douro, 4100 Porto, Portugal, 011-351-2-9481901

Sec. Gen. W.H./Nat. Sec. Uruguay, Luis A. Carluccio, Convencion 1124 11100, P.O. Box 11016, Montevideo, Uruguay, 011-598-2-962-638

V. Sect'y W.H./Nat. Sec. Argentina, John MacCall, Corrientes 484 #2 Piso, Capital Federal, Argentina, 011-54-1-393-2566

Board Member 1989-1991, Gonzalo A. Diaz, 8251 Cheryl Lane, Miami, FL 33143 USA, 305-541-0832

Board Member 1989-1991, Ron Fox, 2131 Tevis Ave., Long Beach, CA 90815 USA

Board Member 1990-1992, John S. Johns, 2965 Hickory Lane, Ann Arbor, MI 48104 USA, 313-971-0018

Board Member 1990-1992, Akibumi Shinoda, Japan Yachting Association, 1-1-1 Jinnan, Shibuya-Ku, Tokyo, Japan, 011-81 566-48-6506

Board Member 1991-1993/Nat. Sec. Italy, Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy, 011-39-40-306-327

Board Member 1991-1993, James Lowe, P.O. Box 1124, Nassau, Bahamas, 809-393-3592

ANNOUNCEMENTS

NORWAY'S NYGARD IS ELECTED TO BOARD

A fifteen-year Sniper, Norway's Ola Nygard joins the Board as the Secretary for Northern Europe. He first sailed Snipes with his brother, Amund, and they participated in local and National regattas. Ola's first International regatta was the 1982 Europeans in Italy, where he crewed with Birger Jansen. They finished 11th.

Ola has sailed in every Europeans since, including the 1990 Championship where he was 9th, and the top Norwegian boat. He also sailed in the 1989 Karatsu Worlds.

A certified sailing instructor who enjoys working with juniors, he finds time for official duties as well. He has served on the Board of his local Yacht Club for five years, and has been an officer in Fana Snipe Club, Fleet 676, for ten years.

When he's not busy sailing his Snipe, Ola is a lawyer/legal adviser in Norway's Royal Department of Agriculture.



Ola Nygard

ARGENTINA'S MACCALL— VICE-SECRETARY OF WESTERN HEMISPHERE

John MacCall is well-known for his winning ways in the Snipe. Consider his International record in the period from 1980: John won the Western Hemisphere Championships in 1984, and was fourth in 1986. In the Worlds he was fifth in 1981, fifth in 1983, second in 1985, and 16th in 1987. Quite a record!

John is also a hard worker for the Snipe Class; his most recent accomplishment was serving as the Chairman for the 1990 Western Hemispheres at Club Nautico Olivivos, in Argentina.

SCIRA neither endorses, nor requires, the drug testing policy as outlined in the entry form for the Pan-American Game Trials. Further, SCIRA and USYRU neither require nor endorse the indemnity clause as contained in the Pan-American Game Trials entry form. Questions regarding these matters, and your legal rights, if any, should not be directed to SCIRA.

UNITED STATES PANAMERICAN GAMES TRIALS SNIPE CLASS INTERNATIONAL RACING ASSOCIATION APRIL 26, 27, 28, 1991 LAUDERDALE YACHT CLUB OFFICIAL ENTRY FORM

SKIPPER _____ SAIL NO. _____
 CREW _____ HULL COLOR _____ DECK _____
 USYRU Yes/No SCIRA MEMBER Yes/No FLEET OR CLUB _____
 SKIPPER'S ADDRESS _____
 City _____ State _____ Zip _____
 Home Phone () _____ Bus. Phone () _____

ENTRIES MUST BE SENT TO LAUDERDALE YACHT CLUB, 1725 S.E. 12TH STREET, FT. LAUDERDALE, FLA 33316, POSTMARKED ON OR BEFORE MARCH 27, 1991. A FOOD, BEVERAGE, AND SHORESIDE EVENT FEE OF \$50.00 WILL BE CHARGED.

NOTICE OF FORMAL DRUG TESTING: The United States Olympic Committee may test the first and second place skippers and crews using the USOC's Drug Testing Program. A positive result for an IOC banned substance will cause disqualification from this event and loss of eligibility as prescribed by USYRU. Many common over-the-counter medications and many substances routinely ingested can contain a banned substance. For further information about the drug testing process, the protection of your rights, and the status of specific substances and medications contact the USOC Division of Sports Medicine and Science, 1750 East Boulder Street, Colorado Springs, Colorado 80909, or call its Drug Control Hotline at 1-800-233-0393.

PLEASE ENTER MY YACHT IN THE REGATTA DESIGNATED ABOVE. In consideration of your accepting my entry, I hereby warrant that my boat will conform to SCIRA rules and that she will be seaworthy in hull, rig and gear and that she will be competently manned. I do for myself, my executors, administrators, personal representatives, heirs, next of kin and assigns waive any and all claims as may accrue to me or them against Lauderdale Yacht Club, its Race Committee, its officers, Governors, members, employees and agents and any one or more of them, arising out of the participation of my yacht in this regatta, or arising from any related activities. I do further agree to and do hereby indemnify the aforesaid organizations and persons from any claim, demand of judgment, including costs of attorney's fees and expenses in defense of such claims caused or brought by a guest or crew member of any boat or their executors, administrators, personal representatives, heirs, next of kin and assigns arising out of my yacht's participation in this regatta or any related activities.

Signed this _____ day of _____, 1991.

Owner or Charterer _____

LETTERS

The former Secretary of the Western Hemisphere, Mr. Id Crook, asked that we run the following letter:

Club Nautico Olivos was the site of the 1990 Western Hemisphere Championship. As a host they were super friendly and the hospitality was great! Races were run on time and the race management by Pedro Sisti could not be faulted. Unfortunately there were only 12 boats, and it is rather disappointing to go to the large expense of hosting this regatta for such a small turnout. I was personally embarrassed when my own country (Canada) did not participate.

John MacCall was a one-man army organizing all items from accommodations to money changing. He will be a great addition to the SCIRA Board of Governors.

Snipe sailing is alive and well in South America and one look at the Western results shows that the rest of us have some catching up to do on the race course.

I believe that the suggested revisions to the format of the Westerns (Increased number of qualifiers, *Snipe Bulletin*, Feb. 1991, page 10) will revitalize this event which is in need of a good shot in the arm. The Board should take a good look at the revisions.

It has been my great pleasure to serve on the SCIRA Board and I hope some contributions have been made. The Western Hemisphere is now in good hands with Luis A. Carluccio of Uruguay as Secretary and John MacCall of Argentina as Vice-Secretary. We look forward to seeing you all in the Bahamas for the 1992 Westerns! Signed: Id Crook.

I am the registered owner of Snipe #14847 and have been a member of SCIRA for a couple of years while I have been restoring "Tangerine" to her former glory.

I have been meaning to write for many months but kept silent because I hoped that what I was seeing was going to be a temporary thing. I am referring to the lack of attention to Snipes by the *Bulletin* and to the constant attention being paid to race results and races all over the world complete with boring pictures of skippers and crews receiving awards in some far-away regatta...I would much rather look forward to getting the *Bulletin* with the hope that I might find some bit of information that I might use in my attempts at sailing the

boat with more success or pleasure.

The most recent issue (January) was the crowning blow and indicative of how unimportant the boat has become to the *Bulletin* when the editors (sic) chose to put a picture of Commodore Means Davis on the cover instead of a picture of a Snipe. I'm sure that Means is a great guy but I joined the Association so that I could find out more about Snipes and I can't care less what the Commodore looks like.

The Snipe is a great boat but that isn't enough. The main emphasis must be the people and the enjoyment of sailing the boat. We must get new people into our boats and show them how much fun it can be.

The "hotshots" of the fleets have got to take some of the less skilled members out on the water and show them the tricks and make them know that they are an important part of SCIRA!

The *Bulletin* must become our link to the mass of knowledge our members have accumulated. Let's get it turned around and headed in the right direction before it's too late!

Sincerely, Ralph Umbertis, Ft. Bragg, California

Editor's reply: I agree with you, Ralph! The hardest part of my job (as the one and only Editor) is finding a balance of topics that will be of interest to each of our readers. Snipe owners have a wide range of interests, so we must consider the racers, the novices, the pleasure sailors, and the wooden boat crowd. Sixteen pages each month is not much space to fit all of this into, but we continue to try.

The bottom line, and this has been repeatedly stated by each of my predecessors, is that it is the Snipe Class International RACING Association, so when push comes to shove, we must include regatta results. Now, as far as the Commodore's cover photo, that's tradition. Besides, everyone in Means' family thought it was great!

To Mr. Dan Williams, Chairman SCIRA Rules Committee.

Dear Dan,

I recently had an experience with my Snipe #24109 that I would like to share with you and the SCIRA Board.

On December 8, 1990, the Coral Reef Yacht Club held their Annual Regatta. A

front was moving through and at the start the winds were about 20 knots. I had just started the race when I heard a loud metal snap. The rig went loose and I realized that the swaged fitting on my jib luff wire had snapped.

With little effort my crew soon had my hankless jib in the cockpit without having to go onto the foredeck. In a second we were heading home, upwind, without the jib, hitting 2 and 3 foot waves with our rig holding up beautifully. We sailed the three to four miles safely. I am sure that we could not have managed this wind and wave action had we not converted our boat to the functional jibstay and removed the jib hanks, as allowed under the Test Program, and as outlined in the Proposed Rules Changes for 1992.

I feel that had it not been for my shortened forestay I would have at minimum lost my mast. No hanks is a must if you want to be able to release the jib halyard for the downwind legs, but more important, the crew, in high seas, can bring the jib down and into the cockpit without having to go forward onto the deck.

The safety factor must be seriously considered as the Board of Governors prepares to vote on this matter.

Best regards, Dick Slosar, Islamorada, Florida

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- 1st, 2nd, 3rd 1990 U.S. Nationals
- 1st Overall 1990 Winter Circuit
- For quality that lasts and lasts

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PROPOSED RULES CHANGES FOR JANUARY 1, 1992

By Dan Williams, Chairman, Rules Committee

Once every four years, it is the Rules Committee Chairman's unenviable task to gather up the various proposed Rules changes that have accumulated over the previous four years, write up a set of Proposed Rules Changes, and ask for comment from the general membership. The comments will be sent to the members of the Rules Committee, who will then make a final recommendation to the World Board of Governors meeting at the World Championships in Norway, in August of 1991.

So here goes for the 1992 Proposed Rules Changes. Please note that these Proposed Changes, if approved, would apply only to new boats made after Jan. 1, 1992, unless otherwise noted.

RULE 8: The new IYRU Instructions to Class Measurers, effective March 1, 1990, states: In a One Design Class, everything that is not actually stated as permitted shall be regarded as prohibited. This statement is all right for those One Design Classes with only one or two builders worldwide.

In our Class, with ten or twelve builders worldwide and a sixty-year accumulation of gadgets and strings to pull, I think it would take a major rewrite of our Rules in order to comply with the IYRU statement. If you read our Rule 8 in its entirety, it is a very strong statement that I think has served our purposes well. It has been suggested that we need to stiffen up this Rule, but I think we should leave it alone.

RULE 8.14: Add a sentence: Pole launcher and retractor systems using shock cord retractors are allowed.: **APPLY TO ALL BOATS.**

RULE 8.15: Rewrite as follows: Carbon or aramid fibers are not to be used in the hull construction of the boat. Aramid fiber lines may only be used in the running rigging. Micro-grooved film is not to be used. **APPLY TO ALL BOATS.**

RULE 32: In the second paragraph, change the second sentence to : Rudders

must be mounted essentially parallel to the transom. **APPLY TO ALL BOATS.**

RULE 32: In the second paragraph, final sentence: It has been proposed that the tiller be weighed with the rudder to a new higher minimum weight than the present 6 lb. (2.72 kg) minimum weight of the rudder alone. The reasoning for this change is that some skippers use a bolted connection between the tiller and rudder. This connection becomes quite corroded in seawater and difficult to disassemble for weighing the rudder alone. My feeling is that we are better off leaving this part of the rule alone. I don't see the need to rewrite the rules just to accommodate a few skippers, but I'm open to suggestions on this matter.

RULE 37: The metric equivalent dimension to 1-1/4" is 31.8 mm., not 38.1 mm. Also add a sentence: Any taper in the mast above the stay intersection shall be essentially a uniform taper. **APPLY TO ALL BOATS.**

JUST THE FACTS MA'AM

Fact 1) There are four major U.S. sail lofts—three in California and one in Ohio.

Fact 2) For the past three years, every major championship in North America has been won by one of the West Coast lofts.

Fact 3) Of the three lofts, Sobstad Sails is the #1 choice for new sail purchasers on the West Coast.

Fact 4) It is now Fall Discount time at Sobstad Sails.

Sobstad Sailmakers can provide *all* the variables that amount to success in the Snipe. Call now and get it all in time for the Fall season. And do it at a savings!



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SOBSTAD 90 — THE PATH TO A GREAT FINISH!

RULE 41: Under the prodding of the SCIRA U.S. Long Range Planning Committee, the Rules Committee collected data on the location of the shroud, jibstay, and jib halyard intersections on ten current production boats worldwide. We found that out of a total of 30 possible dimensions (10 boats x 3 measurements), all but seven fell between a range of 14'8 and 10'0 and all but nine fell between a range of 14'9 and 15'0. Therefore the Rules Committee proposes to rewrite Rule 41 as follows: The shroud, jibstay, and jib halyard intersections with the surface of the mast shall be between 14'9 (4496 mm) and 15'0 (4572 mm) above the sheer. See sketch on Measurement Data Sheet (MDS) for method of determining the intersections.

If we adopt this change we will no longer worry, on new boats, about shroud and jib halyard intersections versus jibstay intersection, only that all three intersections fall in the given range. We would also need to change the note on the MDS.

RULE 48: The Rules Committee proposes that the following new second and third sentences be used: The jibstay must be all metal, 3/32 inches (2.4 mm) minimum diameter, either wire of rod, and must be fastened to a tang or other deck fitting. Its length shall be such that when all three stays are hooked up and the mast pusherpuller is off, the mast will only move 1-1/2 inches (38.1 mm) at the deck.

The two new sentences incorporate part of the Shortened jibstay and No Jib Hanks Test Program that has been underway since August, 1989. The other part of this Program is in a proposed change to Rule 72. The Rules Committee would like to hear from all skippers who have been participating in this program. **APPLY TO ALL BOATS.**

RULE 51: In the Circular Letter dated October, 1990, the Rules Committee allowed boats that had a pole launcher system that was not easily removed to weigh in a 384

lbs. (174.2 kg.) minimum. This was a temporary measure until the subject could be more permanently addressed in the Proposed Rules Changes. As I see it, we have three options: 1. Continue to weigh some boats at 381 lbs. (172.8 kg) and others at 384 lbs (174.2 kg). This is the most troublesome to carry out. 2. Weigh all boats at 384 lbs and include a whisker pole in all weighing. This is the easiest option. 3. Weigh all boats at 381 lbs. and still include a whisker pole in all weighing. This option is in effect a **WEIGHT REDUCTION!** **APPLY TO ALL BOATS.**

RULE 58: There has been much discussion about the role of anchors (and paddles) in current Snipe racing. Some of the new hulls do not have much, if any, cockpit storage space, and anchors (and paddles) tend to get in the way. Also, a 50 foot (15.2 m.) anchor line isn't much good in 200 ft. (60.8 m.) of water, and a 4 lb. (1.8 kg.) anchor does not have much holding power. The Snipe's designer, Bill Crosby, would find all of this disconcerting because he used to carry a 30 lb. (14 kg.) anchor in his Snipe.

The SCIRA Legal Counsel, Paul Festeren, believes that the best course would be no change in our requirements. He also feels that the Class would have some serious legal liability exposure if we make anchors (and/or paddles) optional. He thinks that if we do make a change, it would be better to eliminate them, not make them optional. If we do retain anchors, we will change the final sentence of this Rule to read: A suitable anchor, with flukes or hooks, and a minimum weight of 4 lb. (1.8 kg.) must be carried with 50 feet (15.2 m.) of suitable line. **APPLY TO ALL BOATS.** Additional note: In any case, we should probably delete the second part of the second sentence beginning with: and race committees may...

RULE 59: Rewrite the first sentence as follows: There shall be no advertising mat-

ter whatsoever in or on any boat or its sails. This incorporates the contents of Circular Letter dated October 25, 1990. **APPLY TO ALL BOATS.**

RULE 65: The Class has had a Mylar jib test program going since August, 1989. So far, there has not been much feedback to the Rules Committee on this program. We will be gathering more information this coming Spring to make a recommendation to the Board. If we do decide to allow Mylar jib cloth, it would probably be as an optional material and subject to the same minimum weight of 3 oz. per square yard (101.7 gr. per sq.m.) as our current sailcloth. **APPLY TO ALL BOATS**

RULE 72: The Shortened Jibstay and No Jib Hanks Test Program proposed making jib hanks optional. Therefore, if the shortened jib stay is adopted (in Rule 48), this Rule could be rewritten as follows: Jib hanks shall be optional. If used, there shall be a minimum of 5 and a maximum of 10 hanks, one at each end of the luff and the others evenly spaced between them. Jibs may be sheeted inside of outside the shrouds. No battens or headboards allowed in the jib. If glove fasteners...at the head. **APPLY TO ALL BOATS.**

MEASUREMENT DATA SHEET: Add a 1/2 in. (12.7 mm) maximum radius note to the sheer radius sketch in the lower right hand corner. Also, change the stay intersection-with-mast note to agree with any changes in Rule 41.

This is all of the Proposed Rule Changes for 1992 that the Rules Committee is currently aware of. We invite your thoughtful comments and any additional Proposed Changes that you think should be considered for 1992.

Happy Sailing. Dan N. Williams, Chairman, SCIRA Rules Committee.

PROPOSED RULE BOOK CHANGES FOR THE 1992-96 SCIRA RULE BOOK

by Pete Fenner—Past Commodore

RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL CHAMPIONSHIP REGATTA (Currently Page 94)

1. Race Courses [Change the first sentence of (a) to read:] (a) All courses shall (replace will) be either Olympic triangle-

windward-leeward-windward or 2-1/3 laps of a triangle with all marks left to port as shown in the accompanying diagram—Required Championship Course and Starting Line.

[REASON: The clear history and intent of SCIRA is to run similar port courses around the world. The IYRU rules state

that the word "shall" is mandatory and other words are permissive (will is not defined by IYRU.) At the 1990 European, Junior Worlds, and World Masters the race committee ran starboard Olympic courses. The jury decided (informally—there was no protest) that the current SCIRA wording combined with various

paragraphs in the IYRU rules do not prohibit a starboard course. By changing "will" to "shall" and specifically stating a port course, I hope to clarify our desire to have port courses.]

[Add a new paragraph number 14: 14. Regattas Using Borrowed or Chartered Boat. In SCIRA events where the competitors are required to use chartered or borrowed boats, the intent is to make the equipment used in the event as equal as possible and not to prejudice any competitor for the failure of borrowed or chartered equipment. In the event of a failure of this equipment:

(a) The organizing committee and race committee of the regatta shall provide the crew using the failed equipment with opportunity for effective repair. If the equipment breaks down before or during a race in the regatta, then the crew shall be provided with every possible avenue for redress available under IYRU rules.

(b) The jury hearing a request for redress shall interpret a failure to be beyond the fault and control of the crew experiencing the failure unless specific evidence is found which shows the crew to be at fault.

[REASON: Our current rules do not address borrowed boat regattas. At the Junior World Championships, the International jury took the position that breakdowns, particularly in the first race, were being caused intentionally by the competitors. This attitude was fostered by the equipment chairman who own boat broke, and he felt that "it had not broken in 10 years" so they must have "used it wrong" or intentionally broken the equipment. As a close observer of the event, it became apparent to me and most of the competitors that these early breakdowns were on boats not as well prepared or maintained as the 18 new boats also used in the event. Still the jury, only one of which was (and is) a Snipe sailor, maintained that the earlier incidents did not deserve redress. This left a bad impression on several competitors and possibly changed the results of the regatta.]

PROPOSED CHANGE TO THE CONSTITUTION FOR THE 1992-96 RULE BOOK

[Add a Section 33 to the Constitution to read:]

Section 33. IYRU Representative. The

Board of Governors shall nominate and elect an official representative of the Snipe Class to the International Yacht Racing Union—IYRU—general meeting and International Classes Committee. The IYRU Representative shall be elected in "Rule Book revision years" and serve a term of four years. Such representative shall be either the Commodore or a Past Commodore of SCIRA at the time of his or her election. Candidates for the position of IYRU Representative shall be willing and able to attend the major IYRU annual meeting in each of the four years of his term. The IYRU Representative shall make a written report to the Commodore, SCIRA Board, and all National Secretaries within 60 days following each IYRU meeting. Such report shall identifying all issues pertinent to SCIRA or any SCIRA Country. The IYRU Representative shall have one vote on the Board of Governors. In the event the IYRU Representative is unable to attend an IYRU annual meeting, the Commodore or other Flag Officer shall represent the Class at that meeting.

[In addition I propose the following Board Resolution in support of the IYRU Representative:]

Start the 1991 season off right with 1990's BEST Snipe Sails!

- 1st 1990 U.S. Nationals
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- 1st, 2nd, 3rd & 4th 1990 U.S. Masters
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- 1st 1990 Japan Nationals
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- 1st 1990 Japan Nationals
- 1st 1990 Winter Curcuit

Other Results

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- 1st 1988 & 1989 North Americans
- 1st 1987 & 1988 Winter Circuit

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RESOLVED: Support for IYRU Representative Travel Expenses. In order to secure effective, long-term representation of the International Snipe Class to the International Yacht Racing Union—IYRU—and to both protect the interests of our class and assist in our long term growth, SCIRA shall budget and pay one-half (1/2) the actual travel and living expenses of the IYRU Representative to attend one IYRU Annual meeting each year. Such financial support shall not exceed \$2,000 per year. In the event the IYRU Representative is unable to attend the IYRU Meeting, then this financial support shall go to the Flag Officer who attends the meeting.

[REASON: In my travels as a SCIRA Flag Officer, I have come to see that the IYRU is very important to SCIRA and our long term success. With the coming of professionals to sailing and an "open" Olympics, amateur sailing gains added importance as the training ground for these professionals. In addition, the national sailing federations like the USYRU as well as the IYRU are gaining considerable importance and power as the governing bodies of both amateur and professional sailing (at least in the Olympics). The Snipe Class has always been restricted to amateur sailors, and we plan to continue

that status. However, as a sailboat for amateur racers, the class is at a disadvantage in attracting commercial funding compared with the more visible Olympic and Professional classes.

While our strong class organization is a bulwark against being exploited by the professional aspects of the sport and the nationalism of the federations; we must establish effective, long-term representation to the IYRU to protect our position as well as put forth our own ideas.

The International Classes Committee of the IYRU is working to effectively counter-balance the long term desires of the National Sailing Federations who are the main voting members of IYRU. (IYRU is a union of National Federations.) The Classes Committee recognizes the importance of a long term representative in influencing the policies and rules of the IYRU. That body recommended to the International Classes that they elect Presidents or representatives to IYRU to four-year terms.

Our Commodore or a Flag Officer would certainly be our best representative since he (or she) is perceived as truly speaking for the class. However, in any organization which officially meets only once per year, it requires the same representative attend several meeting in succes-

sive years to build the contacts and cooperation necessary to be effective. Unfortunately, our Commodore only serves for one year and I do not favor lengthening that term. Therefore, I have proposed a new Board position of IYRU Representative to be filled by a Commodore or Past Commodore of the class. This new officer would have the responsibility of representing the Board of Governors and the Commodore at to the IYRU, attending IYRU meetings, and reporting issues key to SCIRA to the board and National Secretaries.

To both emphasize the importance of having a high ranking representative at the IYRU annual meetings and assist in gaining the long term commitment the representative desired by the SCIRA Board, I have proposed that SCIRA International pay a portion of the representatives actual expenses for attending the meeting.

Gentlemen, the "rules of the game" are changing both on the water and, more importantly, off the water. We need to secure ourselves an effective seat in the rules making body so that the new rules do not preclude our continued existence. I believe this new position would be very helpful in protecting our long term best interests.]

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MCLAUGHLIN 24681—Antique deck with blue pinstripes, white hull. Cobra II mast, all go-fasts, Ullman sails, covers, trailer. Asking \$3,200. Call (217) 793-3359 evenings. (mam)

MCLAUGHLIN 25090—Excellent condition. White hull, white deck, new teak rails. Cobra II mast. Tenn. trailer, top cover. North main and jib, Sobstad main and jib used ten times. Fisher main and jib, brand new. Dry sailed only. Race ready. \$3,700. Call Jay: (508) 358-5952 (eves), or (508) 443-7464 (days) (ma)

MCLAUGHLIN 25165—Minimum weight, Cobra II mast, covers, custom built trailer, custom rigged boat with pole launcher. Quick Sale! \$3,900. Pedro Lorson, (516) 933-2700 days or (516) 944-9807 eves. (m)

MCLAUGHLIN 25371—Red hull, cream deck, Cobra II mast, all go-fasts, new Fishers, older Ullmans, compass, new top/side cover, newly refinished Tennessee trailer, \$3,300 Days: (404) 587-6841 Eves: (404) 442-9102.(ma)

MCLAUGHLIN 25779—Cobra II mast, Tenn.

trailer, top & bottom covers, good condition, pole launcher, good race record. \$3,600 or best offer. Vince (301) 574-6449, Baltimore, MD (mamj)

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

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

MCLAUGHLIN 26289—Off-white, beige. Great racing record. Cobra II mast, two new sails, plus three old sails. Galvanized trailer, compass. Ready to race. Contact Jens Hookansen (401) 849-4886 (H) or (401) 253-3964 (days). (mam)

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MCLAUGHLIN 25172—"Ehecatl"—White/White. Custom built by Charlie Bustamante for a light team. Features Proctor Miracle mast, special ratcheted jib system allowing crew to un-bleat in a full-hike gust, faired bottom, garage kept. Top/bottom cover & one suit of Fishers. Asking \$3500. Days: 407-982-2862, Eves: 407-368-0285 (mam)



Sanctioned Snipe Regattas

April 6 & 7, GEORGIA STATE CHAMPIONSHIPS, Wilby Coleman, 1203 Hickory Dr., Valdosta, GA 31602, 912-224-1092

April 12-14, COPA DE ESPAÑA, Classe Snipe De España, Apartado 483, 30080 Murcia Spain

April 12-14, JUNIOR COPA DE ESPAÑA, Classe Snipe De España, Apartado 483, 30080 Murcia, Spain

May 3-5, CBYRA OLYMPIC CLASSES, Eric Purdon, 459 Harwood Rd., Harwood, MD 20776, 301-849-3831

May 11 & 12, SOUTHERNS, Herman Green, 4124 Hamill Rd., Hixson TN 37343

May 11 & 12, BLUE CIRCLE OPEN, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

May 18 & 19, COLONIAL CUP, Jennifer Lawson, Rt. 1, Box 4, Ridgely, Md. 21660

May 25 & 26, KEURUU REGATTA, Roger Nylund, P. O. Box 169 SF, 20101 Turku, Finland

June 8 & 9, BLUE-GRAY REGATTA, Darryl Waskow, 8-E Brookline Ct., Princeton, N.J. 08540, 609-683-1198

June 8 & 9, FIREWATER REGATTA, John Buckley, 7300 NW 112th St., Lincoln, NE 68524

June 8 & 9, HELSINKI REGATTA, Roger Nylund, P. O. Box 169 SF, 20101 Turku, Finland

June 15 & 16, DISTRICT FOUR CHAMPIONSHIP, Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, Clearwater Yacht Club 813-796-3805

June 15 & 16, STONE INTERNATIONAL, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

June 15 & 16, DISTRICT ONE CHAMPIONSHIP, Mary Jodice, 5 Prospect St., Apt. 1, Marblehead, MA 01945, Marblehead Snipe Fleet, 617-631-2347

June 22 & 23, DISTRICT TWO CHAMPIONSHIP/MIDWESTERN CHAMPIONSHIP, Richard Monts, 11 Sequoia, Wichita, KS 67206, 316-685-7832

June 29 & 30, DISTRICT FIVE CHAMPIONSHIP/BOLDE MOTHERS, Leo Murphy, P.O. Box 66, Cuba, NY 14727, 716-372-2853

June 29 & 30, HEIMON CUP, Roger Nylund, P. O. Box 169 SF, 20101 Turku, Finland

July 8-15, CHAMPIONSHIP OF SPAIN, Classe Snipe De España, Apartado 483, 30080 Murcia, Spain

July 8-15, JUNIOR CHAMPIONSHIP OF SPAIN, Classe Snipe De España, Apartado 483, 30080 Murcia, Spain

July 8-15, WOMENS CHAMPIONSHIP OF SPAIN, Classe Snipe De España, Apartado 483, 30080 Murcia, Spain

July 11-14, FINNISH NATIONALS, Roger Nylund, P. O. Box 169 SF, 20101 Turku, Finland

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

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

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

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

August 3-4, ONTARIO OPEN AND CANADIAN NATIONALS, Jack Mitchell, 567 Plains Rd., W. Burlington, Ontario, CANADA, 416-529-6564

August 3-18, PAN-AMERICAN GAMES, Habana, CUBA. Contact your National Authority.

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

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

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

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

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

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

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

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FIRST WIN FOR LUCAS IN ST. PETE'S DEAD OF WINTER

Lucas Diaz and his crew/dad, Augie, had a big problem at the start of the final race in the 1991 Dead of Winter regatta: They were over-early! To make matters worse, the boat that they had to stay close to, skippered by John Jennings with crew Kim Ross, had another commanding lead.

Lucas and Augie started the regatta with a bullet in Race #1, while Jennings and Ross were struggling to find some speed in the moderate conditions. Meanwhile, Snipe newcomer and Brown University All-

American Mike Zani and crew, Bradford Gibbs, were having few problems, and sailed to a second. Ethan and Trudi Bixby were third. Meanwhile, Jennings and Ross could do no better than seventh.

It was a different story in races two and three. Jennings and Ross were fast...and smart! They took two bullets, and on one occasion they passed Lucas and Augie downwind.

The surprise in race two was the performance of new District Four Governor, Don Hackbarth and crew, Vicki Nyshay. Many D-4 veterans remember the time when being behind Don was a signal to start

thinking about dropping out. That is no longer true, and it's concrete evidence of two factors, the first being the benefit of the hard work that Atlanta Yacht Club Fleet 330's members have put into getting their "novice" sailors up to speed, and, more importantly, Don's dogged perseverance. On rare occasions in the past, Don would find himself near the front, only to drop back rapidly. In DOW race #2, he rounded the weather mark in first and was able to hold on for a fourth. This may not seem like a big thing to many Snipers, but for Don this was a real accomplishment.

Saturday night's dinner-party at the St. Pete Yacht Club was a big success. Just ask Terry McSweeney and John Hill, who were winners of new sails donated by Fisher and North. The evening broke up early as RC Chairman Dick Funsch had set an early start for Sunday morning.

The regatta was decided in the final fifty yards of the final race. Jennings and Ross would win the finale, meaning that Lucas and Augie, who had worked and worked to get into fifth place, needed a fourth to win. The boat that they had to pass was Hal Gilreath, with crew, Tom Payne. With 200 yards to go, Lucas crossed about three boatlengths behind, continued on for a bit and then tacked. He dropped down a bit, footing for more speed, and in a few minutes he was past, into fourth place, and into the record books as the winner of his first (probably of many!) major Snipe regatta.

Something new was added this year: a "B" fleet, and it seemed to be successful as seven teams signed up. It was another son/father victory, as St. Pete's Matt Gauthier, with dad, Ray, crewing, took a narrow one-point win over Bryant Carpenter and Nick Carper.

It was another successful Dead of Winter for Fleet 801. The weather was great, especially when you consider years past, and the hard work paid off with 42 boats on the line. After the trophies were awarded, SCIRA Executive Director Tom Payne surprised retiring Fleet Captain Bill Welch with an official SCIRA flag in appreciation for all that he and wife, Sherry, have done to promote Snipes in the St. Pete area, and in recognition of their leadership role in making the Dead of Winter Regatta one of the major events on the U.S. Snipe calendar.

DEAD OF WINTER REGATTA January 5 & 6, 1991 St. Petersburg Yacht Club

"A" Fleet—Top fifteen of thirty-five

Finish	Skipper/Crew	Fleet	Places	Points
1	Lucas/Augie Diaz	Miami	1-2-2-4	8.75
2	John Jennings/Kim Ross	St. Pete	7-1-1-1	9.25
3	Mike Zani/Bradford Gibbs	Brown Univ.	2-5-5-2	14.00
4	Ethan/Trudi Bixby	St. Pete	3-3-9-6	21.00
5	Hal Gilreath/Tom Payne	Annapolis	8-7-7-5	27.00
6	Mike/Libby Toppa	St. Pete	4-6-6-14	30.00
7	Bill Buckles/Tommy Gonzalez	Cleveland	10-14-4-7	35.00
8	Jim Karalekas/Greg Enos	Miami	6-9-11-9	35.00
9	Mike Funsch/Phil Casesa	St. Pete	9-10-13-3	35.00
10	Mike Pinckney/Dave Archer	Charleston	5-8-18-8	39.00
11	Ian Brown/Nigel Cochran	Canada	14-13-3-10	40.00
12	Keith/Betsy Crum	Clearwater	12-12-12-12	48.00
13	Will Glen/Guillo Clinton	FSU	22-11-8-13	54.00
14	Ray Schmit/Teresa Alexander	Narragansett Bay	13-20-10-25	68.00
15	Ken/Kay Voss	Miami	16-19-17-17	69.00

"B" Fleet—Seven boats

1	Matt/Ray Gauthier	St. Pete	27-31-29-35	122.00
2	Bryant Carpenter/Nick Carper	Atlanta	34-32-25-32	123.00
3	Bill/Tennessee Watson	Annapolis	35-38-35-38	146.00
4	Ritchie/Brian Sonner	St. Pete	38-36-39-37	150.00
5	Ted/Alice Kersker	St. Pete	39-34-41-DNC	156.00
6	Paul/Terry Klutts	Atlanta	41-40-40-36	157.00
7	Nick/Marta Kozlov	St. Pete	40-39-36-DNC	157.00



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Dead of Winter winners
Lucas and Augie Diaz.
Dennis Kelly photo.





Happy trophy winners at the 1991 Dead of Winter Regatta. Dennis Kelly photo.

COMMETTE AND SUDDATH SPOOK HALLOWEEN REGATTA

On October 27th and 28th the 1990 Halloween Regatta was held on Lake Alatoona at Atlanta Yacht Club. This year the Friday night chili party was quite a success with some groups partying until past midnight. The children's party, organized by Craig and Sannie Jones was enjoyed by all of the Ninja turtles and other trick-or-treaters!

Juniors from AYC and PYC gathered Saturday morning for a race run by John Muhlhausen and Don Hackbarth. The competition was fierce and the winner was AYC's Scott McCormack with crew, Jennifer Tumlin.

The first race of the afternoon was sailed in conditions that tested the light wind skills of all the sailors. Tarasa Davis and crew, Laurie Remter from AYC, did us all proud by winning the first race in their fleet, while Hoover's Greg Fisher, with four-year-old daughter Martha crewing took top honors in the other fleet.

After the race everyone went to the docks to visit and wait for more wind. Finally it did fill in for a while, and another race was started. It turned out to be a good test of everyone's drifting skills as Peter Commette and Connie Suddath and Steve Burke and Tracy Taylor to the wins in the two fleets.

Meanwhile, in the Goblin Fleet, it was Ken and Lyn Haney from AYC who showed their skill and knowledge of Lake Alatoona by winning the first race and skillfully drifting to a second in the second. Bill and Tennessee Watson, now living in Birmingham, Alabama, after moving from Annapolis, showed us their light-air skills by taking a win in the second Goblin race.

The slow going meant that the regatta was running an hour behind schedule but everyone managed to get cleaned up to enjoy the hors d'oeuvres organized by Marianne Hackbarth and provided by AYC mem-

Halloween "Goblin Fleet" winners: Ken, Lyn (and future Spook skipper) Haney, Tennessee and Bill Watson, and Jim and Jay Howell. R. Plunkett photo.





Halloween "Spook Fleet" winners. Too numerous to name!
Russell Plunkett photo.

HALLOWEEN REGATTA
Atlanta Yacht Club
Top thirty of fifty-six boats

bers. The next order of business was a barbecue dinner and then it was time to party to the live band, Natural Fax, and time for the costumes! Among those spotted were Abraham Lincoln, Barbara and George Bush, the Statue of Liberty, the black-eyed pea, skeletons, kudzu monsters, a pair of onions, the Flintstones complete with Bam-Bam, witches, and all manner of ghouls, ghosts, and goblins. (Eds. note: and one particularly ugly woman!)

Sunday morning's race was beautiful, with winds blowing 10 and gusting to 12...what a welcome change from Saturday! This made for some great sailing, with Peter Commette and Connie Suddath taking top honors in the Spooks and Bill and Tennessee Watson winning the Goblins. Ten trophies were awarded in Spooks, three to Goblins, and three to the Juniors. The top placing Junior was Chad Headlee from Lake Lanier and the top Master was AYC's Woody Norwood.

Along with the usual trophies are the special awards organized by Don Hackbarth. Some examples are the strip award, loudest skipper, long distance, party, largest fleet, take back that race, port tack and battered crew awards, just to name a few. Hot buttered rum and cider, made by Jill Stang and Susan Pettigrew, were served in souvenir mugs after the Sunday races and during the trophy presentation.

So you see, the Halloween Regatta is about racing Snipes, but we also party a lot and visit with our old friends and make new ones, too. So in closing, all of us at AYC say: "Ya'll come back next year!"

Kathy Bronaugh

Late addition to Classified:

PHOENIX 23584—Excellent racing condition. Fisher sails, Cobra II mast, pole launcher, rod rigging, magic box, trailer and top cover. Asking \$1,600. (212) 866-7608 (mam)

Finish	Skipper/Crew	Fleet	Places	Points
1	Peter Commette/Connie Suddath	Miami	2-1-2	4.75
2	Shawn Burke/Jillian Pritchard	Lake Lanier	2-4-7	13.00
3	Tarasa Davis/Laurie Remter	Atlanta	1-8-6	14.75
4	Woody Norwood/Carolyn Marks	Atlanta	5-2-8	15.00
5	Hal Gilreath/Nancy Green	Annapolis	7-6-5	18.00
6	Mike Pinckney/Polk Wagner	Charleston	14-3-3	20.00
7	Steve Burke/Tracy Taylor	Lake Lanier	16-1-4	20.75
8	Andy/Kathy Fox	Orlando	7-10-4	21.00
9	Buzz Heausler/David Clements	Clearwater	13-9-1	22.75
10	Pete Duvoisin/Jeff	Privateer	9-4-10	23.00
11	Marc/Angela Duvoisin	Titusville	9-3-11	23.00
12	John/Kitza Muhlhausen	Atlanta	16-5-3	24.00
13	Brent McKenzie/Greg Chinik	Lake Lanier	12-2-10	24.00
14	Paul/M. J. Gillis	Miami	3-9-13	25.00
15	Tommy/Jack Smith	Lake Lanier	5-10-12	27.00
16	Chad Headlee/Mark Reddaway	Lake Lanier	4-6-18	28.00
17	Matt/Holly Gregory	Privateer	3-DNF-1	32.75
18	David Forquer/Lee Cushman	Atlanta	6-15-14	35.00
19	John Sepanski/Mark Aljets	Lake Carlyle	11-7-17	35.00
20	Ian Prime/Sara Wilson	North Cove	6-22-8	36.00
21	Bob/Nancy Foster	Clearwater	10-12-14	36.00
22	Don Hackbarth/Cris Stang	Atlanta	14-8-15	37.00
23	Rick Wood/Unknown crew!	Portage Lakes	19-17-2	38.00
24	Jules/Rebecca Ivester	Charleston	12-18-9	39.00
25	James/Annie Howard	Lake Lanier	24-12-5	41.00
26	Susan/Scott Taylor	Annapolis	24-11-6	41.00
27	Frank Pointiou/Chaunce Clark	Atlanta	13-5-23	41.00
28	Tom/Gina Payne	Lake Lanier	19-18-7	44.00
29	John/Leslie Freeman	Atlanta	8-19-17	44.00
30	Don/Jay Pettigrew	Atlanta	20-7-19	46.00

GOBLIN FLEET
Seventeen boats

1	Bill/Tennessee Watson	Annapolis	8-1-4	12.75
2	Ken/Lyn Haney	Atlanta	1-2-10	12.75
3	Jim/Jay Howell	Muscle Shoals	3-4-6	13.00
4	Terry McSweeney/Carie Keller	Cleveland	6-5-3	14.00
5	Bob Whitman/Bruce Kitchen	Cowan Lake	11-6-2	19.00
6	Skip/Greg Remter	Atlanta	4-7-8	19.00
7	David Brown/Ken Simons	Privateer	DSQ-3-1	21.75
8	Jeff Mullett/Ann Shane	Portage Lakes	2-9-13	24.00
9	Glenn Betzoldt/Laura Young	Wolf Lake	5-12-7	24.00
10	Bryant Carpenter/Scott McKormack	Atlanta	13-8-9	30.00
11	Vicki Nyshay/Tracy Tumlin	Atlanta	7-10-14	31.00
12	Brian/Miss Haile	Atlanta	12-11-11	34.00
13	Jeff/Lee Atkinson	Atlanta	16-DNF-5	39.00
14	Jeff/Shari Scott	Portage Lakes	10-14-15	39.00
15	Craig/Sannie Jones	Atlanta	9-DNF-12	39.00
16	Phil Sensenig/Craig Willis	Atlanta	15-13-16	44.00
17	Buck/Casey Clark	Atlanta	14-15-17	46.00

JUNIORS
Four boats

1	Scott McCormack/Jennifer Tumlin	Atlanta	1	.75
2	Charlie Clark/David Muhlhausen	Atlanta	2	2.00
3	Chaunce Clark/Suzanne Dorr	Atlanta	3	3.00
4	David Brown/John Hammon	Privateer	4	4.00

"YOUR 1991 DUES ARE DUE"

Please send your 1991 dues check today and we'll send your special 60th Anniversary Dues Decal directly to you! Don't forget that the dues have increased for this year.

MEMBERS DUES: \$30.00 (Increased from \$25.00)

CO-OWNERS: \$20.00 EACH. *BOTH* co-owners must pay at the same time. We cannot send a decal if only one has paid!

ASSOCIATE MEMBERS: \$15.00

BULLETIN SUBSCRIPTION: \$8.00 for one year.

Take a moment to check the mailing label on this *Snipe Bulletin*. It has the following information on the top line:

BOAT NUMBER DISTRICT NUMBER FLEET NUMBER TYPE MEMBER TELEPHONE

Please check this information and let us know if it is not correct! Also, please send us your phone number. This is for the Fleet Captains, so that they can better communicate with you.

.....
TO: SCIRA
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FLOWERY BRANCH, GA 30542

HERE IS MY CHECK FOR \$_____ FOR MY 1991 SNIPE CLASS DUES.

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP CODE: _____ (NINE-DIGIT ZIP, IF KNOWN)

TELEPHONE NUMBER W/AREA CODE: _____

BOAT NUMBER: _____ FLEET NUMBER: _____

HERE'S AN ADDITIONAL \$_____ FOR THE U.S. PERPETUAL FUND (TAX-DEDUCTIBLE)

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THANKS FOR YOUR CONTINUED SUPPORT AND INTEREST!

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1990 FISHER SNIPE RESULTS

NATIONALS:

Heinzerling	3, 4, 5
Wells	1, 3
Crosby	1, 2, 3, 4
Junior	1, 2
North Americans	4, 6
Atlantic Coast	1, 2
Canadian Nationals	1
Colonial Cup	1, 2, 3, 4, 5
Don Q	3, 4, 5
Bermuda Race Week	1, 2, 3, 4, 5

Southerns	1
Bacardi	1
New York State	1, 2
District 1	1, 2, 3
District III	1, 2, 3, 5
Olympic Class Regatta	1, 2
Wolverine	1, 2, 3, 4
Pine Beach	1, 2
Bolde Mothers	1
Columbus Open	1, 2, 3, 4, 5
Halloween	1

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