

Snipe

BULLETIN

MARCH
1992

CLASS MANAGEMENT GOES HIGH TECH

by Thomas Payne

It hasn't been that long since Buzz and Marge proudly announced that SCIRA had made a big leap by purchasing a Tandy (Radio Shack) computer to keep the names and addresses of our members. It was this same machine that we inherited when we took over upon the Lamb's retirement and it wasn't long before we put the dinosaur out to pasture as we moved up to a 286 Compaq which reduced our database management time significantly.

Now we've taken the next logical step and purchased a 386 machine. This was done with Desktop Publishing of the SNIPE BULLETIN in mind, and we're rapidly headed in that direction, but first we'll do the new Rulebook/Handbook, which will be greatly improved over the old version. We've also got plans for a Class Directory of U.S. members and you'll be reading more about that in a future BULLETIN.

PC technology is taking the world in some exciting directions and it's only natural that SCIRA should be along for the ride. The results of our Membership Survey showed that the time has come for some radical changes in the way that we do business. Of the 200 responses received, 90 indicated that they have MS-DOS (IBM Compatible) computers, 8 have MacIntosh, 5 have both, and 27 answered "Yes". We are seeing more and more Regatta Reports coming in on diskette, and we are getting many more requests for data discs from District Governors, Fleet Captains, etc. At the same time, we are putting more and more data into our machines, as we find that it saves a great deal of time. For those of you who are computer nuts, here is a brief rundown of what we're using and our capabilities:

DATABASE: We keep our records in an Ashton-Tate program called

RAPIDFILE. We can import and export D-Base, Lotus, and ASCII files, but we are limited to 5 1/2" discs.

SPREADSHEET: We use an older version of Lotus 1-2-3. Again, we are limited to 5 1/2" discs here, as this is run in the Compaq.

WORD PROCESSING: We use MS Word 5.0 for BULLETIN production. We also have MS Word for Windows, which can import and export from just about any word processing program, including WordPerfect and WordStar. We can also import MAC Word files, but your disc must be properly formatted. We don't have the utility to read from a MAC formatted diskette. We can use either size diskette in the new machine.

PAGE LAYOUT: We're using PageMaker 4.0.

We also have a built-in modem and fax board, but we haven't hooked them up yet as we're waiting for another phone line. Actually, that leads into the next topic, and it's one where I will ask for your input.

Harry Levinson has suggested that we connect to CompuServe. Actually, he called about a week after I had received a package from this service, and I had been thinking that maybe the time has come to make this move into electronic communications. US Sailing is connected and they have agreed that we could be a part of their "Forum". Those of you who have modems could then be "on-line" with SCIRA on a daily basis. Please see the "SCIRA Computer Info Sheet", fill it out and return it as soon as possible. This will help us determine if we're ready to take this step.

On a different tack, we still have some equipment needs and I'm hoping that someone out there will be willing to help. We have a big need for a scanner and some good optical

character recognition (OCR) software. This will help us with our plans to produce a new book "The Complete Snipe". This will be a compilation of articles from past SNIPE BULLETINS and the scanner would save us hours and hours of time keyboarding.

Second, does anyone have a laptop machine that they've outgrown? I would like to have this for on-site word processing so I could write BULLETIN articles on the road and then simply download them into the page layout system when I return to the office (or eventually, modem them home to Gina). Perhaps you've moved up to a 386sx or 386 laptop and have your old 286 laptop lying around collecting dust. We could sure use it here!

Don't forget that any equipment donations are tax-deductible! Support your Snipe Class!

By the way, if you're wondering how these changes will affect the BULLETIN, this page was produced entirely here in the office. Please judge for yourself. Your comments, suggestions, and donations are welcomed as we have a lot to learn!

THE COVER: Another great Dennis Kelly action shot from the 1992 Dead of Winter Regatta in St. Petersburg, FL. This one captures John Jennings and his crew/wife Samantha in the middle of a successful high-wind jibe. Other Snipers, including your Executive Director, were unable to complete this maneuver without pausing for a quick swim!

THE COUNT: 1992 is off to a great start with 56 numbers issued in January: Thirty to Japan, fifteen to Spain, ten to Denmark, and one to Portugal.

NUMBERED SNIPES: 28,271
CHARTERED FLEETS: 817



(USPS 611-500)

MARCH 1992

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Notify SNIPER BULLETIN of any changes,
both old and new addresses complete
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effective.

**Lucky Sevens Prepare for
1992 U.S. Masters**

Fleet 77 (Winchester Boat Club) and
Fleet 777 (Medford Boat Club) are totally
involved in preparations for hosting the
1992 U.S. Masters to be held on the Mys-
tic Lakes, Winchester, MA, September
12-15, 1992.

Fleet 77, chartered in 1937, hosted the
1947 U.S. Nationals at Marblehead and
is determined to make this an unforgetta-
ble event and the best U.S. Masters possi-
ble. With the total support of Fleet 777,
which celebrates its eleventh anniversary
this year, this goal is certainly within
reach.

Big Mystic Lake (the sailing area) is 3/4
mile long and 1/2 mile wide. It is the home
of the WBC, MBC, and the Tufts Univer-
sity boat house. It is very challenging and
it is the birthplace of many champion sail-
ors.

The weatherman is predicting sunshine
every day with a temperature of 60 to 80
degrees Fahrenheit and winds ranging
from 4 to 12 knots. Day one of the event
features registration and a tune-up race,
followed by a clam and lobster bake, the
first of many social activities, which in-
clude brunches and Bar-b-ques, leading
up to the Awards Banquet at the Win-
chester Boat Club.

If possible, please bring your own boat,
and plan to go to Detroit afterwards for
the 1992 North Americans which start on
September 17th. Charter boats will be
available on a first-come basis. Private
housing will be available or there are many
fine motels if preferred.

For those who want to spend some time

sightseeing, historic Boston, Concord, and
Lexington offer numerous museums, sites,
and historic districts, all within an eight-
mile radius.

We're hoping that all U.S. Past Com-
modores will attend, so come and meet
the legends.

Keep an eye on future BULLETINS for
more details and the registration form. In
the meanwhile, any questions, comments
or requests for more information should
be addressed to: Mr. Ralph Swanson, One
Windsong Lane, Winchester, MA 01890,
Telephone: 617-729-2423.

**U.S. Qualifying Regattas for
1992 Junior Worlds Finalized**

Because the Junior Worlds will be held
before the U.S. Junior Nationals, an alter-
native method of selecting the two U.S.
teams has been developed. One team each
from a "west coast" and an "east coast"
qualifier will make the trip to Sweden.

The "west coast" event has been set:
The Scott Rovanner Regatta, May 30th
and 31st, 1992, hosted by the Encinal
Yacht Club, in Alameda, California. A
separate course will be set. For more in-
formation please contact Mr. Vince Casa-
liana, 2418 Stuart St., Berkeley, CA 94705,
telephone 510-841-8524.

The "east coast" event will be sailed
the same weekend, May 30th and 31st,
1992, as part of the Lake Lanier Fleet
781's SOUTHEASTERNs. Lake Lanier
is located about 50 miles northeast of At-
lanta. For more information please contact
Mr. Clay Hudgins, P.O. Box 1509, Flow-
ery Branch, GA 30542, telephone 404-
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ONE MAST FINISHED

1,2,3,4,5,6,7,8,10,11

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UTADA AND SUGITANI TAKE 1991 ALL JAPAN CHAMPIONSHIP

by Commodore Fujiya Matsumoto

The 44th All Japan Snipe Class Championship was held at Ibusuki, Kagoshima Prefecture from November 19th to 24th. Ibusuki is located at the southern tip of Kyushu Island, which is one of the four major islands of Japan and situated farthermost to the southwest. The climate is warm with an annual average temperature of 18.3 C. There are many hot springs in the vicinity and the town is especially famous for its sand baths.

Karatsu, where the 1989 World Championship was held, is located in the northwestern part of Kyushu and has a nice yacht harbor, but Ibusuki is a town without any yachts so they don't have any Snipe fleet either. Nevertheless, because they expressed a desire to hold the All Japan Championship at their town we went ahead this time and held the event there by using their fishing port.

Led by Mr. K. Nomoto, who participated in the 1975 (Uruguay) and 1977 (Denmark) Worlds, with the help of many Kagoshima Snipers and officers, and by the mayor and citizens, we had 66 teams participate and were able to hold the race successfully.

Unfortunately, Mr. M. Kai's team, the 1990 champions, was not able to attend the race during this time. Also, we had light winds for the event. Qualifying for the event is as follows: The previous year's champion, the All Japan Junior Champion, the All Japan Woman's Champion, and the All Japan Master Champion automatically are allowed entry. Then representatives from the nine districts of Japan are allowed entry in proportion to the numbers of boats registered in the district. This totalled sixty-three teams. In addition, we allowed three teams from Korea to enter, bringing the total to sixty-six.

Out of the seven races, five were sailed in light wind and we had to cancel one race. Finally, for the final two races, we had some winds of 6-7 meters per second and 9-10 meters per second, respectively.

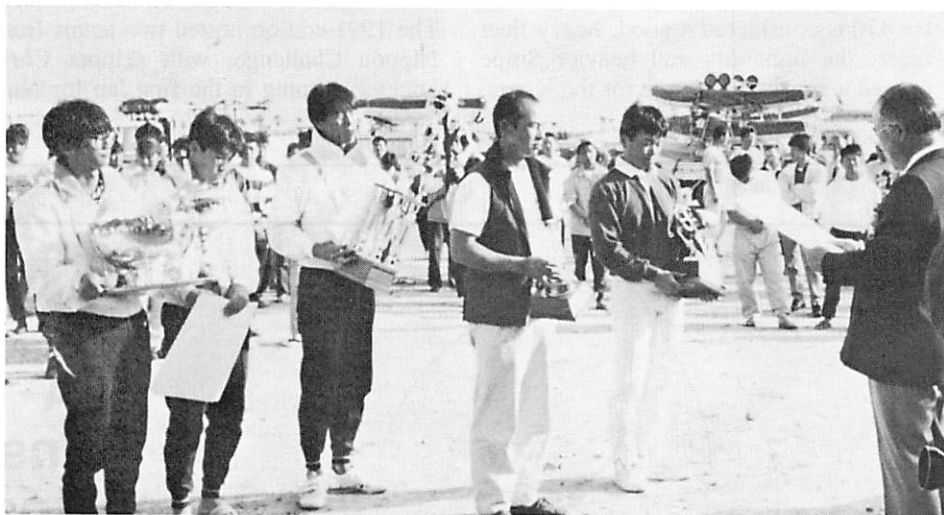
Japan's 1989 National Championship team of Nobuhiro Utada and Nariaki Sugitani, who went on to place third in the 1989 Worlds, took the All Japan title (They are also well known to many U.S. Snipers as they sailed in the 1989 Midwinters and Don Q.) "Uta" and "Sugi" were the perfect combination for the light shifty winds and were up to the challenge presented by some tricky currents. Their experience showed as they won the last three races and took their second All Japan title.

The second place team of Motoharu Fushijima and Tatsushi Hashimoto of Kyoto Daimaru had been practicing on Biwa Lake where the wind is usually light. It was unfortunate that they lost ground under the strong wind conditions of the final race.

Third overall was the team of Setoguchi and Sato, and they won the finale, but their performance in the light air races was not as good. However, as they are a collegiate team we look forward to seeing more of them in the future.

The Sugiyama/Kaneda team, who sailed in the 1990 Western Hemisphere Championship in Argentina, placed seventh. The 1988 Junior World Champions, Nakamura and Murata, placed eighth overall, and in

the final race two high school teams were fourth and ninth. Also participating were the three teams from Korea who sailed chartered boats. It was too bad for them that the strong winds did not blow as this is their strong point. Their technical skills are increasing each year, and those who participated have displayed very good results in their home country. For the friendship and development of the Snipe in Asia I am hoping that they will continue to participate in our races. This year's Championship was made special by the veterans and the novices, along with the woman's and mixed-pairs teams, which we had not seen in the past. Such varied participation created a wonderful Snipe atmosphere that was enjoyed by everyone who participated.



Trophy winners at the All Japan Championship receive their prizes from JSA President Akibumi Shinoda. Photos provided by SCIRA Japan.



JSA's 1991 Officers (left to right): Mr. Koji Morita, Director; Mr. Nomoto, Director; Mr. Sawa, Director; Mr. Matsumoto, Chairman; Mr. Katsumi Hirata, Honorary Chairman; Mr. Shinoda (1992 Chairman); Mr. Ito, Director; and Mr. Sai Saida, Director and Auditor.

MISSION BAY FLEET 495 HOSTS AMERICA'S CUP SAILORS

by Sean Biehl

How do the many dinghy sailors on the various America's Cup syndicates satisfy their desire to keep their skills sharp? By sailing Snipes with Mission Bay's Fleet 495.

The truly international aspects of Sniping have been accentuated as many of the IACC sailors have joined in our activities over the past year, lending a new flavor to our fleet racing.

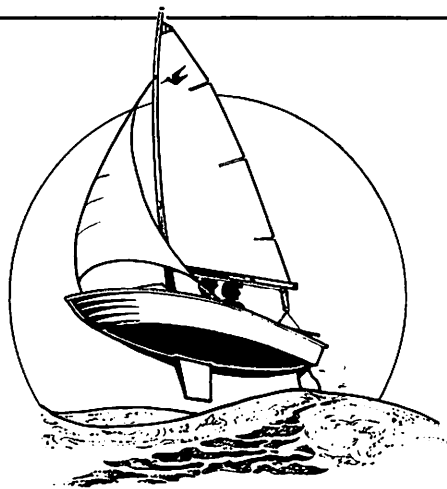
It all started when New Zealand dinghy sailor and sailmaker John Clinton and friend, Antonette Cooke, the New Zealand Challenge syndicate's physical trainer, were looking for an active fleet where they could sail small boats. Hearing of our reputation, they soon purchased a Snipe, changed the US to KZ and were soon sparring with Fleet 495. Coming from a country of big breezes and light boats, where the 470 is considered a good, heavy fleet racer, the light airs and heavier Snipe proved a worthy challenge for the Kiwis.

Back in the SCIRA office, Tom Payne heard from a Japanese friend, Jun Nagai, that he was working on sail design for Nippon Challenge. Tom forwarded this information, and we decided to do a mailing promoting our MBYC Spring Invitational to the syndicates in town for the IACC Worlds. Due to tight sailing schedules many chose to attend the Saturday evening paddlewheel boat cruise around Mission Bay. Several members of Nippon Challenge and the France Cup teams, including French skipper, Marc Pajot, joined us for the cruise. Sunday's racing showed Nippon Challenge sailmakers Kazuyuki Hyodo and crew, Andy, sailing Mark Reynold's boat and winning the first race of the second flight.

The Mission Bay Fleet's annual 24 hour GFU regatta is well known in Snipe lore. The 1991 edition hosted two teams from Nippon Challenge, with skipper Chris Dickson turning in the first lap for Nip-

pon, only to be edged out by fellow Kiwis. Through the many pitcher laps and short recess for the live rock and roll band, Mission Bay members were entertained by stories of the 24 hour two man Laser endurance on a lake in New Zealand where it is often so windy that both team members are in the same boat!

Our America's Cup connection received another boost when America's team members Mike and Libby Toppa moved west from St. Petersburg, bringing their Snipe with them. They joined in many of the local races as well as the Lake Huntington regatta and the 1991 North Americans. Mike is a sailmaker and mainsheet trimmer currently with Defiant and Buddy Melges, and Libby is a physical therapist and trainer with the "Cubens" (America's, cubed, "Cubens," get it?) Unfortunately for local Snipers, the Toppas were offered top dollar for their boat at the NAs and they took advantage. Mike took lots of



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grief while hanging around the MBYC dock at the next major Snipe regatta.

We would be mistaken to imply that A³ is the only defender to be making use of Sniper's skills. Team Dennis Conner mainsheet trimmer Vince Brun has spent many hours Sniping and even skipper Dennis Conner has tested the local Snipe fleet.

The Spanish Challenge has many Snipe sailors, including Juan Perez LaFuente, Alberto Vera San Luis and mainsheet trimmer Laureano Witzner. Spanish team members attended the first Snipe fleet meetings of 1992 and are eager to sail the infamous Las Vegas Regatta.

Rumors of Russian Snipe sailors abound, but general difficulties in both the Red Star and Age of Russia syndicates have kept the Eastern Snipers busy and have made contact difficult.

The Swedish America's Cup team recently arrived and although they have been busy rigging their beautiful dark blue boat, Tre Kroner, local Snipers are willing to bet that there is at least one Snipe sailor on their team. The Swedes have been a breath of fresh air with their desire to show off their boat. "We feel our boat is like the beautiful Swedish women, they should be uncovered and shown to the world to



Participants in Mission Bay's 1991 GFU included Kiwi Chris Dickson, the guy in the middle with white cap and sunglasses.

appreciate." (This editor bets they say the same thing about the California girls!)

Even the serious Italians have their Snipe sailors, if only in spirit. During a recent San Diego Charger victory (a rare occasion), the DeSouzas and Biehls had the pleasure of sitting with Il Moro skipper Paul Cayard. About the only discussion concerning sailing revolved around Paul's desire, and lack of time, to get his wife,

Pelle Pettersen's daughter, Icka, into a Snipe.

At present, that leaves only the two Aussie camps which haven't made Snipe contact. With the challenger series underway, syndicate Snipers may be hard pressed to find the time to do some dinghy sailing, but MBYC members are willing to bet they will be blowing off some steam at the many upcoming Snipe regatta parties!!!!

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LIVIN' BY THE LAW—PART TWO

As you read in the February BULLETIN, there have been significant changes in the Rules that we will sail under, starting in 1992. Here are the Rules for Conducting National and International Regattas. The same WARNING applies: This is the

latest revision. There may be further fine-tuning. The final version, which will appear in the 1992-1995 Rulebook/Handbook, will apply.

RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL CHAMPIONSHIP REGATTAS

All major championship regattas, including but not limited to National, Hemisphere, European, World, North American and South American shall be conducted in accordance with the following rules:

1. REGATTA AWARD

In considering a location for the hosting of these events, no venue award shall be made to any Organizing Authority unable to comply fully with these rules. The understanding, willingness, and ability of the Organizing Authority to comply fully with these rules is presumed in good faith when the event is bid.

2. AUTHORITIES

2.1 These rules are written for the purpose of conducting a championship regatta to select a champion skipper and crew, and that all other considerations, such as the convenience of the Race Committee, spectators, and all non-participants shall be considered only if no sacrifice is made in conducting the best racing.

2.2 The intent of these rules shall be considered rather than any semantic or technical misconstruction that may be derived from the wording.

2.3 The official language for all International Championships shall be English.

2.4 An official SCIRA Representative shall be assigned by SCIRA for each regatta to see that the regatta is conducted in full accordance with the appropriate Deed of Gift, Rules of Conduct, and the SCIRA Sailing Instructions. While normally an advisor, the SCIRA Representative shall have full power to assume the duties of Race Committee Chairman or other official if he is convinced that the conduct of the regatta is not in compliance with these rules. He shall assist all committees in an advisory capacity and shall be consulted in any disputes concerning SCIRA rules, but should, generally, not be a formal member of any committee. He shall be available for all measurement, registration times and the competitor's meeting, and shall have the option to be present on the main Race Committee boat. The designation of the SCIRA Representative is as follows, unless specified differently by the Commodore and Chairman of the Rules Committee:

1. World Championship—Commodore
2. European Championship—General Secretary for Europe
3. Western Hemisphere—General Secretary for Western Hemisphere
4. National Championship and Sanctioned Event—Host National Secretary or his alternative appointee whose name shall be posted.

2.5 Where the Deed of Gift covering the Trophy that is being competed for has been published in the SCIRA Rule Book, any additional interpretations, requirements or modifications to these Rules are subject to approval by the Board and must be published by Circular letter in the SNIPE BULLETIN in order to apply.

2.6 The current racing rules of the IYRU with prescriptions by the hosting National Authority or Federation shall apply, except where they have been modified by these Rules, the SCIRA

Constitution & By-Laws, and/or SCIRA Sailing Instructions as published in the current SCIRA Rule Book and their subsequent published amendments. In any and all cases of conflict the SCIRA Rules shall govern.

3. ENTRY, ELIGIBILITY, AND MEASUREMENT RESTRICTIONS

3.1 In 1996 and thereafter, no boat shall be eligible to enter any Championship race unless she has a Measurement Data Sheet (MDS) on file at the SCIRA office. Additionally, no boat shall be eligible to enter the 1993 or 1995 Worlds or the 1994 and 1996 European and Western Hemisphere Championships without a Moment of Inertia measurement certificate on file at the SCIRA office.

3.2 The same boat and measured equipment must be used throughout the entire regatta unless it is so severely damaged as to be incapable of being sailed. All claims of damage requiring replacement shall be petitioned to the SCIRA Representative in writing and all replacements shall be made to pass measurement.

3.3 No more than two suits of sails per boat may be measured for any contestant. A measured replacement may be authorized by the SCIRA Representative if a sail is found to be irreparably damaged.

3.4 World and National Championship events shall be required to weigh all boats, measure and stamp sails, check mast and boom stripes, check blades, poles, paddles and tow lines. Other Championships shall at least weigh all boats and measure and stamp sails.

3.5 Advertising in all SCIRA events shall be restricted to the limitations of the SCIRA Event Sponsorship Policy.

4. RACE SCHEDULE

4.1 All races shall be conducted on a rigid time schedule. Only the most unusual of circumstances that would effect the fairness of the competition should allow the start of a race to be delayed. Such circumstances may include severe weather, hoist breakdown, and in the case of a borrowed boat rotation event, an unforeseen breakdown prior to the start of the race.

4.2 Unless specifically stated in the event Deed of Gift, three races shall constitute a regatta.

5. RACE COURSES (See Course Selection Diagram)

5.1 All courses shall be of either an "Olympic" type comprised of a triangle, followed by a windward, leeward and windward leg; or the "Triangle" a 2 1/3 laps triangle; or the "Windward-Leeward," a 2 1/2 laps windward leeward; all as illustrated in the Course Selection Diagram.

5.2 Course length shall be five nautical miles minimum and a maximum length of seven nautical miles.

5.3 Whether the Mark 2 (Wing mark) of course "T" (Triangular) is set to make the course a right triangle (90 degrees inside angle) or an equilateral triangle (60 degrees inside angle)

is determined by wind and wave conditions as detailed in the Course Selection Diagram. If conditions are moderate the equilateral should be used.

5.4 Course marks shall be left to port.

5.5 Courses may not be shortened.

5.6 The weather mark (Mark 1) shall be placed upwind on the average sailing wind bearing from the midpoint of the starting line and that mark bearing shall be posted at the Race Committee boat prior to the Preparatory (5 minute) signal. A sustained wind variation of 20 degrees or more from that posted bearing during the first leg of a race shall cause that race to be abandoned and resailed or cancelled.

5.7 A sustained variation of 40 degrees or more off the posted bearing during the first lap shall result in that race being abandoned and resailed or cancelled.

6. MARKS

6.1 Courses shall be established using only temporary inflatable marks. Fixed or government marks shall not be used.

6.2 Marks shall be of a high visibility color and of sufficient size, height, and configuration to be easily identified by the competitors.

6.3 The Race Committee is advised to record the order of competitor rounding at each primary course mark.

7. STARTING LINES

7.1 Fixed starting lines may not be used. All starts must be made between the course side of a buoy to be left to port, which defines one end of the starting line, and buoy or committee boat with its line flag placed well aft representing the starboard line

end, which shall be left to starboard.

7.2 No Race Committee boat shall be larger than approximately 40 feet (12 meters) overall so that its size cannot be a consideration in a competitor's starting strategy.

7.3 It is recommended that a starting line independent of the course and the primary course marks be established below the leeward mark, such that the middle point of the starting line is in line with the windward mark (Mark 1) and the leeward mark (Mark 3). See the Course Diagram. The line marks should be removed after the legal starting times have elapsed (See 8.4).

7.4 The length of the starting line should be equal to the number of competing boats multiplied by 15 or 20 feet (5 to 6 meters).

7.5 The optimal starting line shall be set square to the average sailing wind (90 degrees off that bearing). An acceptable and fair starting line is one that results in competitors spreading out along its entirety without sensing a prejudiced end.

7.6 The use of IYRR 51.1 (c) (Round the Ends Rule), is generally discouraged and shall not be used in any race unless and until after a general recall has been signalled for that race.

7.7 The Race Committee shall post official boats at each end of the starting line to determine and attempt to hail boats that are premature starters.

8. STARTING PROCEDURES

8.1 The starting procedure shall be that as specified in IYRU Rule 4.4 (System 1 or 2) as prescribed and published by the National Authority or Federation of which the regatta is held, unless modified by SCIRA in these Rules or the Class Sailing Instructions.

8.2 If a Postponement is signaled after the Preparatory signal

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(5 minute), the next Preparatory signal shall be made 1 minute after the lowering of the Postponement signal (modification of IYRR 4.1(a)), unless that postponement was necessitated by a course selection change per 8.3.

8.3 The Course Signals (Code Flags "O", "T", or "W") shall be hoisted at least one minute prior to the first Warning signal for that race and shall remain displayed until lowered ten minutes after the last start of that race. In the event that a race is postponed subsequent to the Preparatory signal (per 8.2), due to a change in the course selection, the old Course Signal (code flag) shall be lowered and the new Course Signal (code flag) shall be hoisted with a sound signal prior to the next Warning signal.

8.4 Any boat not starting within 10 minutes after her starting signal shall not be considered a starter. The starting line shall be maintained for the required 10 minutes following the last start.

8.5 In any event where more than one division is to be started, the interval between starts shall be at least 10 minutes, to allow all competitors clean air and to allow the Race Committee sufficient time to adjust the starting line, if necessary. (See Sailing Instruction 9.1)

9. WEATHER LIMITATIONS (Course and Starting)

9.1 A race shall not be started unless the Race Committee and SCIRA representative are confident that a fair race can be completed.

9.2 Races should not be started in winds of less than 4 knots or more than 25 knots on sheltered water experiencing little wave action. (See Course Selection Diagram)

9.3 On unsheltered or exposed water races should not be started in winds of less than 4 knots or more than 22 knots. (See Course Selection Diagram)

9.4 In areas where severe weather may be encountered, a race shall not be started with a serious storm threatening and if severe weather arrives before the completion of a race, that race shall be abandoned or cancelled.

9.5 If during a race the wind and or wave action increases to the point where a windward-leeward course would be inadvisable (See Course Selection Diagram), the Race Committee shall specify a Triangular lap by hoisting Code Flag "T" at the windward mark (per the Sailing Instruction 12.4).

9.6 Where there is a possibility of high wind or storms, an adequate number of appropriate support boats must be employed by the Race Committee and handled by experienced and adequate personnel (at least two people per boat).

10. FINISH LINE

10.1 The finish line shall be set at right angles to the wind, and the finishing line bounded by a finishing mark and a staff displaying an orange flag on a Race committee boat.

10.2 If the wind has shifted to a degree that the last leg is not a fair beat and the Race Committee cannot change the mark, the finish line should be set square to the course.

10.3 The length of the finish line shall not be less than 100 feet (31 meters) nor more than 150 feet (46 meters).

11. EQUIPMENT CHECK

Any five boats should be checked for required equipment and rule compliance immediately after their finish in each race. While top competitors should be the focus, it is not necessary to inspect any competitor more than once per race day, unless that competitor has returned to shore or has been in contact with a support boat.

12. TIME LIMIT

The time limit for the first boat to finish should be 2 1/2 hours from the start and the time for completion of the first lap should be 1 1/4 hours. Any boat not finishing within either the time limit or within 1/2 hour of the first boat, whichever is later, shall be scored DNF. The Race Committee's attention is directed to the fairness provision of IYRR 5.4 (c).

13. PROTESTS

13.1 An international jury per IYRR Appendix 8, (excepting the requirement of 2.3) should be used in all major International Championships (World, Hemisphere, and European Championship). Familiarity and experience with SNIPE sailing is a critical criteria for the selection of jury members. The SCIRA Representative shall be satisfied of compliance with this restriction *in advance of the event*.

13.2 Decisions of the Race Committee, Protest Committee, and SCIRA officials shall be final as far as award of all trophies and the determination of winners are concerned. Appeals related to SCIRA Rules may be made to the SCIRA Appeals Committee. The SCIRA Appeals Committee may decline to hear the appeal and forward it on to the appropriate adjudicate of the hosting National Authority or Federation.

13.3 Protests must be filed with the Race Committee in writing within a period of time not to be less than one hour of the return of the Race Committee to shore, as established by the Race Committee in the SCIRA Sailing Instruction 16.

14. SCORING

14.1 The SCIRA Official Scoring system (Option 1 or 2) shall be used. Option 2 is generally used.

14.2 In events requiring the use of borrowed boats or any event where YMP points maybe awarded by the jury, any breakdown points or YMP Points shall equal the average earned the nearest tenth of a point (round up .05 upward) of the competitor's points in the series except the drop race (if any) and the race in question.

15. SUPPORT CRAFT

All Race Committees are required to be diligent in their strict supervision of all support boat activity. Under no circumstances should the use of support boats influence the outcome of a race.

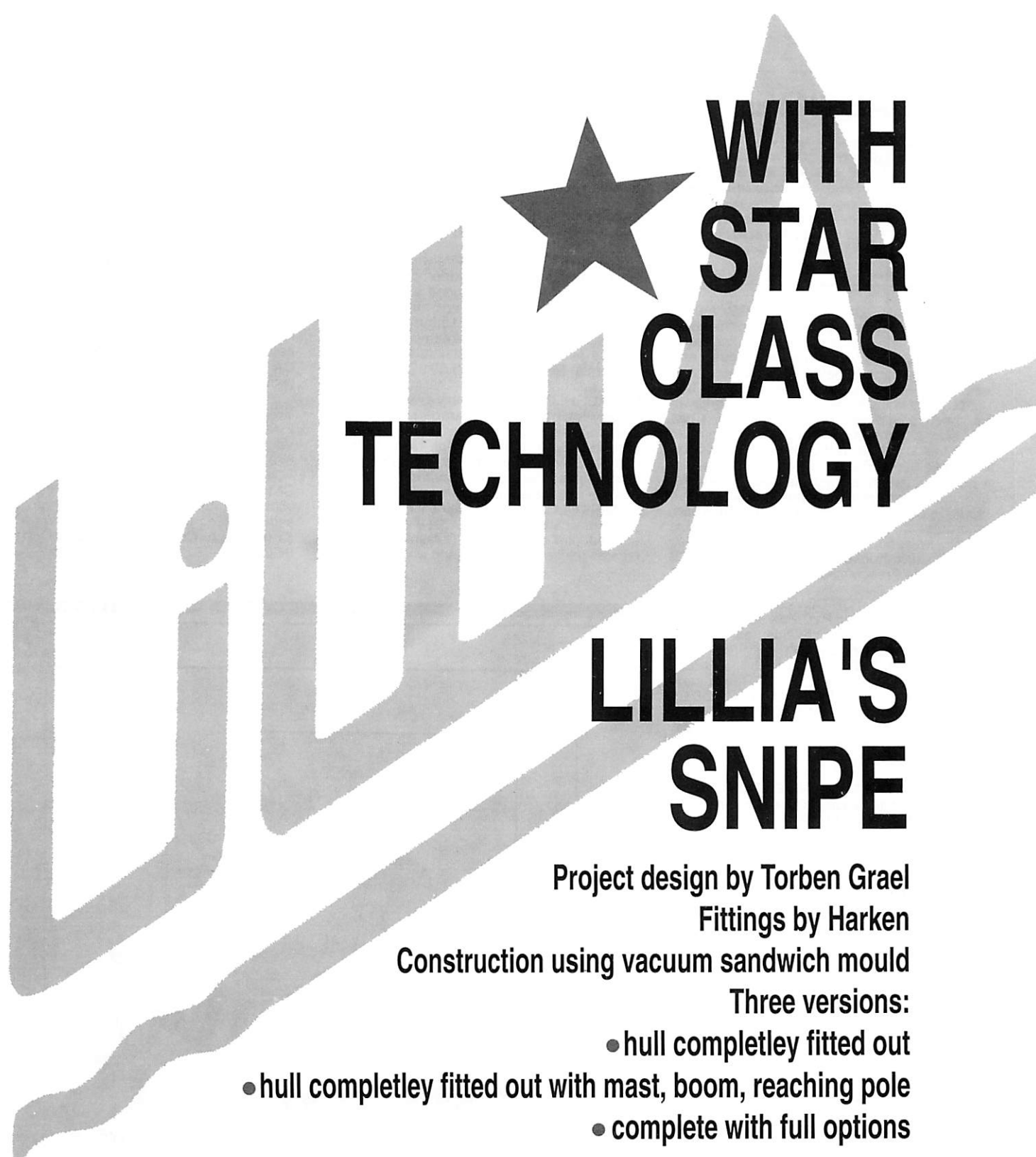
16. TEAM RACING

Under no circumstances shall the use of team racing tactics be tolerated in fleet racing. If the Race Committee or Protest Committee determines that the use of team racing tactics may have significantly influenced the outcome of a race they shall order that race abandoned and resailed, excluding the participation of the offending boat(s). The details of the incident shall be reported to the SCIRA office.

17. RULE COMPLIANCE

Non-compliance with these rules shall be acceptable grounds for a protest or a request for redress (IYRR 69) by a competitor, and also the SCIRA Representative, or the official measurer at that event.

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WANTED: We are reactivating Snipe Fleet #729 at the Eagle Creek Sailing Club on the west side of Indianapolis. We need a number of old fiberglass Snipes or Snipe hulls (Lofland, Lemke, etc) to help things along. Contact Mike Girdley at 317-745-5788 evenings, or 317-230-2718, weekdays, with information and price.

WANTED: 4 used Snipes for children's summer camp in Algonquin Park, Ontario. No trailers necessary. Our ideal boat is fiberglass, in good condition, very sturdy, with one suit of sails, and rigged simply. Telephone: (416) 975-9060, Fax: (416) 975-0130 or write: Camp Arowhon, 72 Lyndhurst Ave., Toronto, Ontario M5R 2Z7. (nd)

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USED MAINSAIL: New Shore main. \$200.00. Len and Diana Dolhert (301) 531-6349. (fmamj)

CHUBASCO 20197—Excellent condition. Grey hull, blue deck. Cox galvanized trailer with spare. Three sets sails. Cobra II mast. Aluminum boom. Pole launcher. Sailor's Tailor cover, compass, magic box. Delivery considered. \$1,500. 402-551-5938 (mamj)

MCLAUGHLIN 25007—Trailer, covers, Shore sails, dual controls. \$2,600. 803-881-5592 (h) or 803-743-0797 (o). (mam)

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Sanctioned Snipe Regattas

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April 11-12, REGATA DI PRIMAVERA, Circolo Velico Est Verbano. Laveno Mombello, Italy. Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-306-327

April 16-19, CRITERIUM PREOLIMPICO DI PRIMAVERA, Yacht Club Sanremo, Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-306-327

April 16-18, CAMPEONATO JUNIOR DE PORTUGAL, Porto, Portugal, Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

April 25 & 26, ARCH HIGMAN REGATTA, Keith Dodson, 2398 E. 21st St., Signal Hill, CA 90806, 310-494-1629

May 1-3, TROFEU TITO REBOREDO, Porto, Portugal, Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

May 9-10, SOUTHERNS, Privateer Yacht Club, Herman Green, 4124 Hamill Rd., Hixson, TN 37343, TEL: 615-842-7262

May 9 & 10, HERB SHEAR MEMORIAL, Lisa Leweck, 2212 Chicago St. San Diego, CA 92110, Mission Bay Fleet 495, 619-276-7017

May 9-10, BLUE CIRCLE OPEN, John Broughton, 24 Empress Drive, Chislehurst, Kent, BR7 5BD, England. FAX: +44-0322-430472

May 30-31, HEIMO CUP, Turku, Finland, Roger Nylund, P.O. Box 169, SF-20101, Turku, Finland, TEL: +358-21-388100, FAX: +358-21-388578

May 30-31, COPPA TAMBURINI, Club Nautico Rimini, Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-306-327

June 6-7, FIREWATER REGATTA, John Buckley, 7300 NW 112th St. Lincoln, NE 68524, Home: 402-796-2505, Work: 402-434-8902

June 6-7, VUOSIPUR JEHDUS, Porli, Finland. Roger Nylund, P.O. Box 169, SF-20101, Turku, Finland, TEL: +358-21-388100, FAX: +358-21-388578

June 6-7, TORNEIO D. PEDRO V, Lisbon, Portugal, Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

June 6 & 7, COLONIAL CUP, Contact to be determined, Severn Sailing, Annapolis, MD, 410-228-2739

June 11-14, CAMPEONATO DE PORTUGAL, Vilamoura, Portugal, Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

June 13 & 14, DISTRICT SIX CHAMPIONSHIP, Ron Fox, 2131 Tevis Ave, Long Beach, CA 90815, Alamitos Bay Fleet, 213-596-1801

June 13 & 14 OR 20 & 21, WHITEMORE ST. JOHN REGATTA, David Rogers, Jr., P.O. Box 267, Naugatuck, CT 06770, 203-879-5530

June 13-14, STONE INTERNATIONAL, John Broughton, 24 Empress Drive, Chislehurst, Kent, BR7 5BD, England. FAX: +44-0322-430472

June 13-14, DISTRICT FOUR CHAMPIONSHIPS, Atlanta Yacht Club, Don Hackbarth, 2350 Willeo Rill Rd., Marietta, GA 30062. TEL: 404-587-3653

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June 25-28, FINNISH CHAMPIONSHIPS, Helsinki, Roger Nylund, P.O. Box 169, SF-20101, Turku, Finland, TEL: +358-21-388100, FAX: +358-21-388578

June 27 & 28, DISTRICT I CHAMPIONSHIPS, Deke Sheller, 627 N. Pinehurst Ave., Salisbury, MD 21801, 410-742-7277

July 4-5, BROADSTAIRS OPEN, John Broughton, 24 Empress Drive, Chislehurst, Kent, BR7 5BD, England. FAX: +44-0322-430472

July 7-12, JUNIOR WORLD CHAMPIONSHIP, Motala, Sweden. Chairman: Christer Jacobson, Foreningsgatan 37, 25241 Helsingborg, Sweden. TEL: +46-42-14-6182

July 11 & 12, WINCHESTER INVITATIONAL REGATTA, David Lence, 3 Temi Rd., Peabody, MA, 01960, 508-535-0317

July 15-21, EUROPEAN CHAMPIONSHIPS, Gamlakarleby Segelforening, Karleby, Finland. Chairman: Per-Ole Holm, P.O. Box 22, SF-67101 Kakkola, Finland, FAX: +358-68-20087

July 18 & 19, DISTRICT I JUNIOR CHAMPIONSHIP, Chris Pease, 27 Stoney Brook Rd., Naugatuck, CT 06770, 203-723-2964

July 25-26, JUNIOR NATIONAL REGATTA, Circolo Velico Motonautico Omegna, Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-306-327

July 25 & 26, PINE BEACH BLUE GRAY REGATTA, Darryl Waskow, 8 E. Brookline Ct., Princeton, NJ 08540, 609-683-1198

August 1-2, SNIPE REGATTA, Yacht Club Torri, Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-306-327

August 1-7, U.S. NATIONAL CHAMPIONSHIP & JUNIOR NATIONAL CHAMPIONSHIP, Alamitos Bay Yacht Club. Chairman: Ron Fox, 2131 Tevis Ave., Long Beach, CA 90815, TEL: 213-596-1801

August 7, 8 & 9, U.K. NATIONAL CHAMPIONSHIP, John Broughton, 24 Empress Drive, Chislehurst, Kent, BR7 5BD, England. FAX: +44-0322-430472

August 18-21, ITALIAN NATIONAL AND JUNIOR CHAMPIONSHIP, Circolo Canottieri Solvay, Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-306-327

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August 22 & 23, OCEAN COMMOTION, Deke Sheller, 627 N. Pinehurst Ave, Salisbury, MD 21801, 410-742-7277

AUGUST 29 & 30, or 22 & 23, BOARD OF GOVERNORS REGATTA, David Rogers, Jr., P.O. Box 267, Naugatuck, CT 06770, 203-879-5530

August 29-30, ONTARIO/CANADIAN OPEN, Chris Hains, 231 Westdale Rd. Oakville, Ontario, Canada L6L 4Z7, 416-844-6315

SEPTEMBER 12 & 13, RONALD C. PRIME MEMORIAL REGATTA, Sandra Czbik, 27 Poor Richard's Dr., Bow, NH 03304, 603-226-0231

September 12-15, U.S. MASTERS CHAMPIONSHIP, Winchester Boat Club, Chairman: Ralph Swanson, 1 Windsong Lane, Winchester, MA 01890-2218, TEL: 617-729-2423

September 16-19, NORTH AMERICAN CHAMPIONSHIP, Crescent Sail Yacht Club. Chairman: Fred Rozelle, 850 Oxford Rd.N., Grosse Pointe Woods, MI 48236, TEL: 313-882-3533

OCTOBER 3 & 4, FRIGID DIGIT, Contact to be determined, Severn Sailing, Annapolis, MD 410-228-2739

October 3-10, WESTERN HEMISPHERE CHAMPIONSHIP, Royal Nassau Sailing Club, Chairman: Jimmy Lowe, P.O. Box 1124, Nassau, Bahamas, FAX: 809-393-3592

October 22-25, MASTERS WORLD CHAMPIONSHIPS, Clube Internacional da Marina de Vilamoura, Vilamoura, Portugal. Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640



SUPPORT YOUR
SNIPE CLASS

SCIRA SPAIN GOES REGATTA CRAZY IN DECEMBER by John Broughton

The III Trofeo Armada Espanola, held at R.C.R. de Santiago de la Ribera, over December 6th through 8th, saw an entry of 39 Snipes from eleven clubs. The Malaga fleet sailors Carlos Gomez and Guillermo Serrando won the trophy.

Meanwhile, on the island of Mallorca, at Real Club Nautico de Palma, the I Ciudad de Snipe Palma Regatta was being held the 5th through the 8th. Thirty-three teams participated with David and Rafael Saura taking the title.

At Alicanti, the Semana Nautico de Alicante attracted seventeen teams with R. Pagnon and J. Sebantinc in 27227 taking the win.

Real Club Maritimo Santander hosted the XII Memorial Rafael Sanz, a three day event, over December 6th through 8th. The entry of nineteen were top helms from the Santander region. Home club members Ricardo Rubio and Jose Bats finished first overall.

With Spain hosting four separate regattas over the same dates, while having such high turnouts, reflects the strength and keenness of SCIRA Spain. Spain's autonomy is set into regions, similar to the SCIRA U.S. District system. Each regional secretary has a stronghold on his particular area. The National Secretary, along with the SCIRA Spain Executive Secretary (Jose Juan Quer) tabulates all the information coming in from each region.

Over a long period Spain has developed a strong Snipe following and for many years has claimed the highest membership of all European Snipe countries. Spain prints the SCIRA Rule Book in her mother tongue, plus, they include a very informative section on measuring boats and sails.

Snipe has a good working relationship with the Spanish Federation, while there is contact and understanding with the Spanish Royal House. Like the climate of their country, the Spanish Snipers are warm and friendly, towing their Snipes to events all over Europe.

MBYC HITS JACKPOT WITH LAS VEGAS REGATTA

by Bob Bowden

The 1992 edition of the Mission Bay Fleet's Las Vegas Regatta & Casino Night was yet another record event in a growing number of Southern California regattas which have been seeing increasing numbers over the last two seasons. Normally, the regatta is just a ploy to get Long Beach Snipers down to Mission Bay to gamble recklessly at Casino Night and thus fill the fleet's bank account for the new season!

The regatta is usually run collegiate-style (as many races as possible over short courses) to introduce So. California Snipers to the new racing season. There's no entry fee, no protests, and results are debated in the bar after the weekend's events. Regatta Chairman, Sean Biehl, often comes up with an interesting twist or two as well, as last year's double leeward mark proved a popular feature in the small confines of Mission Bay.

With the Snipe U.S. Nationals coming to Alamitos Bay this year, the status of this year's regatta was upgraded to a SCIRA-sanctioned event, the courses were stretched out, and the racing was more serious as the So. California Snipe racing season was officially sent-off in style.

The 47 entries sailed in one fleet on Mission Bay over Olympic courses. While everyone would have preferred more room to stretch out for more separation, the large ball of Snipes scrambled around the bay with relatively little carnage and few damaged egos. Saturday's racing saw winds in the 6-10 knot range, while Sunday's heats saw much improved breezes with hiking conditions and a warm sunny day to boot.

Saturday evening, everyone gathered in the Mission Bay clubhouse for a night of festivities, including craps, roulette, black jack, "thoroughbred" races (featuring local Snipe luminaries on the MBYC oval), and raffles. The local fleet puts the event on each year in lieu of paying fleet dues (which would be too easy and mundane!). Early indications are the fleet made a big haul which will help in assisting our friends at ABYC with their Nationals war chest.

U.S. Nationals Chairman, Ron Fox, was also in attendance to solicit support for SCIRA USA's premiere event to be hosted by Alamitos Bay Yacht Club, Long Beach, CA, July 31 through August 8. Ron presented an awesome schedule of events to go along with the superb open-water racing that can be expected during the So. California summer.

As for the Las Vegas Regatta results, two East Coast transplants dominated the weekend racing with

consistent performances over the six race schedule. Chris Snow and Mary Brigden-Snow (formerly of Annapolis) led the regatta up to the sixth and final race when they threw in an unc customary clinker and faltered to third overall.

The team of Jim Bowers (recently transferred from the Winchester Fleet) and local supercrew, Allison "Irie" Cecil, sailed another solid regatta to win it all. Chris "Walkin' in L.A." Raab cruised to a second place finish, winning the last heat.

While many of the local "hotties" continue to stay on the sidelines, these two teams are tuning into local conditions and may never be caught when the Nationals come this summer. We hope to see everyone there!

LAS VEGAS REGATTA Mission Bay Yacht Club, San Diego, CA Top fifteen of forty seven boats

1st:	Jim Bowers/Allison Cecil	24-3/4 pts.
2nd:	Chris Raab/Jon Rogers	32-3/4 pts.
3rd:	Chris Snow/Mary Brigden Snow	36-1/2 pts.
4th:	Robb Walker/Rowena Carlson	41 pts.
5th:	Brian Camet/Jim Collins	47-3/4 pts.
6th:	Kevin Funsch/Watt Duffy	51 pts.
7th:	Martin Von Wolfswinkel/Matt ?	51 pts.
8th:	Chuck Sinks/Lynn Sinks	59 pts.
9th:	Andy Barnes/Ginny Barnes	59 pts.
10th:	Tom Fisher/Jenny Dyer	59-3/4 pts.
11th:	John Jackman/Paul Ware	68 pts.
12th:	Tom Nute/Anita Gleason	77 pts.
13th:	Lisa Leweck/Mary Durmin	80 pts.
14th:	John Drayton/Jennifer Morss	89 pts.
15th:	Don Bedford/Wade Blomgren	95 pts.

PINCKNEY WINS BATTLE OF ATLANTA

Although they didn't win a single race, Mike Pinckney and crew, John Spearing, demonstrated the power of consistency in edging out Shawn and Steve Burke in near-ideal sailing conditions on Lake Lanier. All 29 registrants reveled in the sunny and breezy conditions that were prevalent during the entire regatta.

Saturday's first three races were sailed in typically shifty northeast breezes which were moderated to breezy. Sailors who sailed upwind on either the right or left sides of the course did substantially better than those who sailed up the middle. By the end of the day the leaders were Pinckney, Brent McKenzie, the Burkes and Hal Gilreath. Gilreath, who traveled all the way from Alexandria, Virginia, was only 8.75 points behind Pinckney.

Saturday evening began with 56 Snipers devouring a scrumptious roast beef dinner prepared to perfection by Jean Burke. Afterwards, all who could manage to mobilize themselves, boogied into oblivion at the Island Madness party which featured an indoor/outdoor sandy beach and bar, some Reggae music, lots of beer and an island attire contest. It is doubtful that anyone can remember who won!

Sunday produced steadier northerly breezes that gradually increased in strength as the day went on. Pinckney prevailed over the Burke twins, who between then, won races four and five.

This regatta was one of the most successful in recent memory due to the efforts of Chairman Brent McKenzie and his special influence with the Wind Gods. Also, our appreciation is extended to the Die Hard Three, Robert Burke, Penny Johnson and Brian Pickering, for allowing (inviting) all of the Snipers to the Island Madness party!

Clay Hudgins

BATTLE OF ATLANTA Lake Lanier, Ga. Top ten of twenty-nine

Finish	Skipper/Crew	Fleet	Points
1	Mike Pinckney/John Spearing	Charleston	14.00
2	Shawn Burke/Rhonda Myers	Lake Lanier	16.50
3	Steve Burke/Chris Terrel	Lake Lanier	16.75
4	Brent McKenzie/Greg Chinik	Lake Lanier	20.00
5	Hal Gilreath/Deborah Lawson	Annapolis	27.75
6	Mike Lenkeit/C. Battenhouse	Lake Lanier	42.00
7	Scott Zebny/Kim Ross	Cape Canaveral	53.00
8	Matt/Holly Gregory	Privateer	56.75
9	Scott Cline/Eugene Son	Privateer	57.00
10	Raymond Burke/Ashley Faulkner	Lake Lanier	57.00

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**RECORDS FALL AS
MBYC HOSTS 1991
CAROLYN NUTE MEMORIAL**

The 1991 edition of the Carolyn Nute Memorial/Fall Invitational, October 26-27, was once again hosted by the Mission Bay Fleet and sailed on the beautiful waters of Mission Bay. Southern California Snipers flocked to the regatta in record numbers which helped the host club set bar and galley sales records unequalled in recent history. Not even the MBYC general membership of some 600+ boating enthusiasts on the 4th of July (normally MBYC's biggest day of the year) could keep pace with the 130 Snipe sailors and 75-100 guests that spent freely on food and drink as the weekend wore on. The 65 boats in attendance also set a record for the regatta's ten-year history!

While most local regattas require long hours on the water, the Mission Bay regattas are a pleasant break from the usual routine as the starting line is just a five-minute sail from the club's bar and private beach. This gives sailors ample time to have lunch, suck-em-up, or do a little sunbathing between races. In addition, regatta participants were treated to t-shirts, apres-sail hors d'oeuvres, and a slide show presented by Tom Fisher of the 1991 North Americans held recently at Newport Harbor Yacht Club. This, of course, was all BEFORE the Halloween Costume Party on Saturday night! It was a full schedule!

As the small confines of Mission Bay will not safely support a fleet of 65 Snipes, Saturday's racing saw the fleet split into four flights. Each flight sailed once against the other three on Saturday, while Sunday's two finales saw the fleet cut in half—into Black and



Craig and Lisa Leweck "in full bloom" at the MBYC Carolyn Nute Memorial Regatta (looks like Craig took a shot of Round-Up!)

SOBSTAD, PUMPKINS & TURKEYS

Following the big three fall regattas, with 168 boats competing, one thing stood alone and above the crowd - Sobstad.

San Diego - Sobstad sailor Chris Raab wins the Carolyn Nute Memorial Oct. 26 - 27 over a record fleet of 65 boats. Fellow Sobstaders were close behind, with Mark Golison in second, Don Bedford fifth and Sean Biehl in sixth. Speed was a true factor, allowing these sailors to escape the mob starting line.

Atlanta - Shawn Burke, powered by Sobstad, claimed victory in the Halloween regatta Oct. 26 - 27. A fleet of 78 boats competed on Alatoona Lake, with Hal Gilreath (3rd), Steve Burke (4th) and Raymond Burke (6th) all flying the Sobstad colors. Plenty of water and good winds characterized the '91 event.

Long Beach - While steadily improving each season, the diligence on the part of Chuck and Leslie Tripp saw its reward Nov. 23 - 24 when they won the Turkey Day regatta. Sobstad again. The 25 boat event saw the creme rise, with Sobstad - driven boats by Lisa Leweck in 3rd, Todd Smith in 4th and John Jackman in 5th.

**Its time to plan for the new season. With the Turkeys
and the Pumpkins now gone, Sobstad stands alone.
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Groovy Sean and Jerelyn Biehl "flew in" for the MBYC costume party.

Orange Divisions—based on Saturday's standings. This way, fleets were kept to a maximum size of 33 boats, and newer, less hardened Snipers didn't have to take on the better half on Sunday and still had a chance to trophy. This has been a successful format at MBYC for large turnouts.

Saturday's racing saw the big fleet gather under partly cloudy skies. The weather report called for 20 knot southerly breezes from a fast-moving Gulf of Alaska front bearing down on Southern California. Sunday's forecast called for 20-30 knots from the northwest as the high filled-in behind the storm. But, as luck would have it (depending on what kind of luck you were looking for), both days saw light and shifty 4-10-knot westerlies. The big weather came through as the fleet parted deep into the night during the costume party to the live music of "Four on the Floor". The front brought about 1/2" of rain and

20-30-knot winds, but by race time on Sunday, it was bright and sunny with light winds once again.

While many of the locals had a sub-par regatta, several teams in particular showed consistent flash and brilliance in the highly talented Black Division. The team of Chris Raab and Jon Rogers took a commanding lead into Sunday's racing with two bullets and a sixth. Another ace on Sunday, along with a fifth in the nightcap, gave them the regatta by a comfortable margin. This was the second year in a row that Raab has won this event. Chris only sails when the planets are in proper alignment, but has been very productive in every regatta he has sailed in this year, winning the Districts and posting a respectable third at the Snipe North Americans. The Raab/Rogers team also recently placed sixth in the 470 North American in Chris' first major 470 regatta as a skipper—pretty incredible.

In second was the team of Mark Golison and Ruth Pauling, who threw a bit of a scare into the top team with a bullet in the finale. These two are always very consistent. Mark and his brother Jay are currently pursuing a Flying Dutchman campaign. The third place team of Jim Bowers and Allison Cecil was the surprise of the regatta. Jim (who was 8th in this year's Snipe Nationals) had just moved out to San Diego a month earlier from the Winchester Fleet in Massachusetts and his boat had yet to float on So. California waters! Locals were impressed with Jim's learning curve, which was a short one! After an opening race 14th, Jim and Allison sailed to a first and three seconds to close the regatta with the strongest performance in the fleet. If Jim takes to the So. California harbor and ocean venues like he did Mission Bay, he will certainly feast on local Snipe-flesh next season! Rounding out the Black Division was the ever-steady team of Kevin Funsch and Watt Duffy 4th, Don Bedford and Grace Fang 5th, and District Governor Sean Biehl and wife Jerelyn posted an inspired 6th place showing.

The Orange Fleet was won by Phil Bogden and Kris Carner, who enjoyed the light going. Second was "Dr." Bob Jackman and Tom Pauling, 3rd to Scott & Cynthia Barnard, 4th to Bob & Susan Bowden, and 5th to Mark & Karen Butler. The bottom half of the large fleet proved they are no less competitive with EIGHT general recalls in Sunday's two races. The race committee wasn't going to get off light!

The Mission Bay Fleet always does its best to put fun back into racing Snipes, while maintaining high levels of competition. But, the large turnout is hopefully an indication of Southern California's anticipation of the fun and excitement coming to local waters next summer as the 1992 Snipe Nationals come to Long Beach, California, hosted by Alamitos Bay YC, July 30 thru August 7th. Hope you're all making plans to come out West for SCIRA USA's main event. It's guaranteed to be a memorable Nationals that you won't want to miss!

Bob Bowden

1991 CAROLYN NUTE MEMORIAL REGATTA
October 26-27, 1991
Mission Bay Yacht Club, San Diego, Ca.

BLACK DIVISION


1	Chris Raab/Jon Rogers, HHYC	13.75
2	Mark Golison/Ruth Pauling, ABYC	19.75
3	Jim Bowers/Allison Cecil, WBC	20.75
4	Kevin Funsch/Watt Duffy, MBYC	31.75
5	Don Bedford/Grace Fang, MBYC	39.00
6	Sean Biehl/Jerelyn Biehl, MBYC	42.00
7	Argyle Campbell/Chris Adcock, NHYC	43.00
8	Tom Nute/Anita Gleason, MBYC	45.00
9	Jeff Lenhart/Becky Lenhart, MBYC	45.00
10	Chris Snow/Ed Roseboom, SDYC	49.00

ORANGE DIVISION

1	Phil Bogden/Kris Carner, MBYC	58.75
2	Bob Jackman/Tom Pauling, MBYC	61.00
3	Scott Barnard/Cynthia Barnard, NHYC	70.00
4	Bob Bowden/Susan Bowden, MBYC	84.00
5	Mark Butler/Karen Butler, MBYC	86.00
6	Debbie Willits/Keith Carew, ABYC	86.00
7	Drew Freides/Mary Ann Thompson, SDYC	86.00
8	Mike Poltorak/Kathy Tomes, MBYC	90.00
9	Randy Brower/Paula Brower	92.00
10	Ole Eichhorn/?, ABYC	92.00

SHAWN BURKE CHOPS
WAY TO VICTORY IN
1991 HALLOWEEN REGATTA

Warm temperatures, clear skies and unbelievably steady winds of 8 to 12 mph greeted the 79 Snipes as the Atlanta Yacht Club hosted the 39th Halloween Regatta on Lake Alatoona. In addition to the great



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weather and good turnout there was also game six of the World Series featuring our own Atlanta Braves and the tomahawk chop to add to the fun on Saturday night. More about that, later.

Two races on Saturday afternoon were sailed in a perfect 10-12-knot breeze from the east, giving the competitors maximum use of the great pond. In the fairly steady but oscillating breeze the premium was on getting a good start to get out in front of the pack, and then staying in phase. Usually that meant starting near the pin end and consolidating your position with each headed. In the first Spook fleet start of race one the team of Brent McKenzie and Carol Reddaway executed this strategy to perfection and were ultimately victorious, followed by Steve Burke/Tracy Taylor and Matt and Holly Gregory. At the second Spook fleet start of race one, most of the fleet grouped at the committee boat end, leaving the pin enders open to take advantage of the impending oscillation favoring port tack. The team of Don Hackbarth and Jennifer Tumlin managed to capture the pin and then port tacked the fleet in classic style to take the lead. They led through the first triangle, only to be passed on the second windward leg by Shawn Burke and Jenny Turner, with Mike Pinckney and John Jackman close behind. This trio battled it out for the remainder of the race with Shawn winning and Hackbarth edging out Pinckney for second. Despite a poor start, Hal Gilreath and Nancy Green worked through to fourth.

The conditions for race two were largely a repeat of race one. Again, those who started at the pin were out front and in phase. In the first fleet McKenzie, Gilreath, and Hackbarth were out in front after starting at the pin. Tom and Gina Payne and John Sepanski and Mark Aljets, with great boatspeed, worked their way up in the fleet to eventually pass Hackbarth.



Atlanta Yacht Club Halloween Regatta trophy winners. John Weber photo.

At the finish it was Gilreath, McKenzie, Sepanski, Payne and Hackbarth. In the second fleet Shawn Burke took another win with Pinckney second followed by Dave and Barbara Forquer, Tarasa Davis, with Palmer Henson and Bob Kuelthau/Peggy Jacobs, new Snipers from the Muscle Shoals fleet.

In the Goblins, Lynn Bethel with Tom Rupp were winners all the way in the first race, followed by Bob Whitman/Bruce Kitchen, Brian Hackbarth/Brett King, Jeff Mullett/Ann Shane and Vicki Nyshay/Warren Van Hutten. In the second race they mixed it up with teams who had been in and out of the top five in the first race having their turns. Jeff and Lee

Atkinson, who finished seventh in the first race pulled no punches and walked away with the win. Bill Parkhurst and Melissa Kent, sixth in the first race were second. Bethel had to settle for a third while hot-pink Nyshay was fourth, just ahead of arch rivals Brian and Miss Haille.

After refreshments, appetizers, dinner and the District Four business meeting, it was time to party and cheer for the ATLANTA BRAVES!! Two televisions in the adult lounge provided a lot of competition for the live band as the Braves struggled to win the World Series. Except for a couple of Twins fans who will remain anonymous, everyone chopped till the bitter

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1991 Results

1st Winter Circuit Overall

1st Nassau Overall

1st Bacardi

1st Gamblin

1st Midwinters West

1st, 2nd, 3rd & 4th ABYC

Olympic Classes Regatta

1st Bermuda Race Week

1st Southern

1990 Results

1st US Nationals

1st & 2nd North Americans

1st, 2nd, 3rd & 4th US Masters

1st Japan Nationals

1st Europeans

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MIRACLE RESULTS

1990

1st & 2nd US Nationals

1st, 2nd & 3rd North Americans

1st Japan Nationals

1st Winter Circuit

ALSO

1st 1988 & 1989 US Nationals

1st 1988 & 1989 N. A.'s

1st 1987 & 1988 Winter Circuit

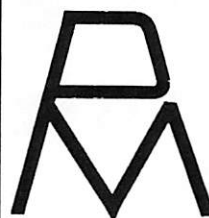
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end. Throughout, the "Blender Tech" team from Cleveland whirred and poured under the expert guidance and leadership of Bill Buckles. Still there was a lot of dancing, some of it during the game, and the usual array of creative costumes. In the spirit of the baseball dominated evening, Matt and Holly Gregory were human tomahawks. Dalmatians John and Marcia Weber brought along their own red fire hydrant in the person of their young son, David. Bryant Carpenter and Nancy Horn were Robin Hood and Maid Marian, Vicki Nyshay was a big pink Snipe, and Don and Marianne Hackbarth, taking a cue from the Clarence Thomas/Anita Hill hearings, came as "Hair-ass-or" and "Hair-ass-ee" It was a great party even with the welcome distraction of the World Series!

Sunday featured a somewhat lighter and shifter wind from the same direction. In the first Spook start Shawn Burke was again the winner with McKenzie second, thus deciding their 1-2 finish in the regatta. The second Spook start saw Gilreath get out to a controlling lead, and his 4-1-1 regatta placed him third overall. The team of Ray Burke and Ashley Faulkner put it all together for a second, moving him up to sixth. In the Goblin fleet, Bill Parkurst was untouchable with his 6-2-1 taking the title. Jeff Atkinson's third gave him second overall, beating Lynn Bethel in a tie. Vicki, still leaving a trail of pink feathers, sailed hard for a second and fourth overall, only 1/4 point out of second! How about them gals!!!! Also, congratulations to David Muhlhause and Eric Van Der Gritten, highest placing juniors, and Woody Norwood and Angelika Robertson, highest placing Masters.

Showing great sportsmanship, John Coolidge and Wesley Dennis of PYC, the winners of the Junior race, gave the first place trophy to Roy Mevers of Charleston. Coolidge had fouled Mevers at the finish but had not been protested. Thanks to all of the hard-working Atlanta Yacht Club folks without whom this wouldn't happen every year, and to all of the sailors and their friends who make it such great fun. See you next year!!

39th ANNUAL HALLOWEEN REGATTA
Atlanta Yacht Club, Atlanta, Ga.
October 26-27

(Spooks-Top 20 of 58 Boats)

Finish	Skipper/Crew	Fleet	Places	Points
1	Shawn Burke/Jenny Turner	LLSC	1-1-1	3
2	Brent McKenzie/Carol Reddaway	LLSC	1-2-2	5
3	Hal Gilreath/Nancy Green	ANNA	4-1-1	6
4	Steve Burke/Tracy Taylor	LLSC	2-6-4	12
5	Mike Pinckney/John Jackman	CYC	3-2-11	16
6	Ray Burke/Ashley Faulkner	LLSC	8-6-2	16
7	Bob Kuelthau/Peggy Jacobs	MSSC	6-5-6	17
8	Tarasa Davis/Palmer Henson	AYC	5-4-9	18
9	Matt Gregory/Holly Gregory	PYC	3-9-7	19
10	Don Hackbarth/Jennifer Tumlin	AYC	2-5-14	21
11	John Sepanski/Mark Aljets	CARL	9-7-7	23
12	Martin Zonnenberg/Linda Zonnenberg	LLSC	12-8-3	23
13	Andrea Sepanski/Jennifer Aljets	CSA	9-3-13	25
14	Woody Norwood/Angelika Robertson	AYC	8-9-9	26
15	Scott Cline/Mike McLaughlin	PYC	5-13-8	26
16	Bill Simons/Sean Burdette	PYC	14-8-5	27
17	Bill Buckles/Laurie Rempter	CLEV	6-12-10	28
18	Tom Smith/Jack Smith	LLSC	10-11-8	29
19	Rett Turner/Don Rossi	AYC	7-10-13	30
20	Dave Forquer/Barbara Croft	AYC	17-3-10	30

(Goblins-Top 10 of 21 Boats)

1	Bill Parkhurst/Melissa Kent	MSSC	6-2-1	9
2	Jeff Atkinson/Lee Atkinson	AYC	7-1-3	11
3	Lynn Bethell/Tom Rupp	CLEV	1-3-7	11
4	Vicki Nyshay/Warren Van Hutten	AYC	5-4-2	11
5	Bob Whitman/Bruce Kitchen	CLSA	2-6-4	12
6	Brian Haile/Marina Haile	AYC	10-5-6	21
7	Alan Capellin/Roxanne Schunicht	???	9-7-8	24
8	Brian Hackbarth/Brett King	AYC	3-10-13	26
9	Peter Schmit/Mary Bel	NARR	8-8-12	28
10	Jeff Mullett/Ann Shane	AYC	4-11-15	30

Juniors

1	John Collidge/Wesley Dennis	PYC
2	David Muhlhause/Eric Van Der Grinten	AYC
3	Brian Hackbarth/Brett King	AYC
4	Scott Adams/Shane Burdette	PYC
5	Roy Mevers/???	CYC
6	John Leighton/Tommy Burns	Chas



AYC Halloween "Goblin Fleet" trophy winners.



AYC Halloween junior trophy winners. John Weber photos.

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Wells	1, 2, 6
Juniors	1, 2, 3
Special Juniors	2, 3
Norwegian Championship	1
Argentine Nationals	1, 2, 3
Uruguay Nationals	1, 2, 3
Brazilian Nationals	2, 3, 4
Princess Sofia	1, 2
Japan Nationals	2
Pan Am Games	3
U.S. Pan Am Trials	1, 2
Canadian Pan Am Trials	1
Midwinters	1, 2, 3
Don Q	1, 2, 5
Bermuda Race Week	2
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North Americans	4, 6
U.S. Masters	2, 4, 5
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Indiana Open	1, 3, 4
Bolde Mothers	1, 2, 3
Bahama Nationals	1
Bacardi Cup	3, 4, 6
Gamblin Trophy	2, 4, 5
District 4 Championship	2, 4



Above, Peter Commette and Connie Sudduth. Right, Ricardo Fabini.



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