



MAY 1989

**CHAPIN ON WINNING**



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## BASIC SNIPE SAILING MANUAL

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# uncommon sense

by Tom Payne

## MISSION BAY FLEET 495

These folks seem to be snake-bit when it comes to information about their fleet as reported in these pages. We try to do a perfect job, even though we realize that it's an impossibility and that mistakes will appear in print, but Mission Bay seems to be where I goof-up most often.

Last year we incorrectly said that U.S. Junior National Champion Brad Rodi and Brett Davis were from Alamitos Bay, when they are proud members of Mission Bay. Then there were a couple of other times where we again confused the two fleets. Now I really blew it and somehow listed the wrong fleet captain in the March Officers Directory. *OUCH!*

It's especially bad because these guys have a *great* Fleet Captain team in Bob Bowden, who does a great job with his reports to the *BULLETIN*, and Ginny Barnes, who does a great job with the administrative duties. Kay Voss also deserves mention as she is another mover and shaker in the fleet organization.

When it comes to the sailing, they can argue that their fleet may be the strongest in the World, and certainly the U.S. Just look at the 1988 Champions listing in the March *BULLETIN*.

You'll be reading more about Mission Bay in coming issues of the *BULLETIN* as they prepare to host the 1989 North Americans and U.S. Masters in September. Knowing the depth of talent and dedication of their fleet members, we can expect a super event.

## THE COMPLETE SNIPE SAILOR

We would love to be able to make the *BULLETIN* bigger and include more articles on every aspect of the sport. But we are limited and are often forced to make hard choices about the material that appears in these pages.

Our goal is to give all Snipe sailors something of interest in every issue. We cannot cover all of the bases, so I would suggest that the complete Sniper can find lots of useful information in other places, like *Sail Magazine*, *Sailing World*, *Wooden Boat*, and other similar periodicals. Each country has its own, and you will often find reports about the Snipe Class in them.

I am often surprised by some of the questions that I am asked, and I will often

reply that the answer just appeared in a certain magazine, only to be told that they don't read it.

I would also suggest that the complete Sniper is a member of their national governing body, and in the case of the U.S.A. that is USYRU. Their fine American Sailor keeps you up to date on the rules and various programs and services that are offered.

## WHY BOTHER?

I spent the Winter Circuit on a variety of boats, spectator and official. I tried my best to keep my mouth shut, but finally lost my patience because of a common attitude. We set the starting mark in one race, and it was obvious that the resulting line was favored at the boat by at least 10 degrees, a situation that will lead to a general recall at least 1000% of the time, when you consider the competitive nature of our fleet.

What really popped my cork was after the second recall some "official" got on the radio and suggested that the chairman "black-flag" all of the 30 or so boats that were over. I got on the radio and "suggested" that the pin be moved up about 20 meters, and the line lengthened about the same distance. No response.

After another recall, and more asinine

remarks from the line boat, the order finally came. "Move the pin." The next start was clean. Surprise, surprise! What really got me going was the attitude expressed by the guy who wanted to black-flag the fleet, when the problem was clearly created by the committee. Too often they will try to blame their mistakes on the sailors, suggesting that it's their fault that they can't hold back to start on a poor line. I have a suggestion for those who feel this way: "Stay home! Watch some bowling or boxing on TV. The racing is for the sailors, not the committee."

## McLAUGHLIN SNIPE WIN:

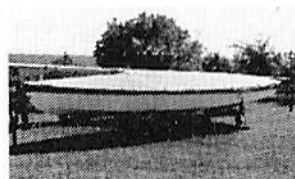
- 1988 U.S. Nationals
- 1988 Midwinters
- 1988 North Americans
- And many, many more 1988 regattas

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#### CHANGE OF ADDRESS

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

# at the masthead

## THE COMMODORE SAYS

Since 1961 we have been used to seeing a new edition of the International Yacht Racing rules every fourth year. This also happened this year and the new rules for the period 1989-1993 take effective May 1, 1989.

There has been a lot of discussion lately about people neglecting the rules and also about cheating. Therefore the IYRU made a resolution in November 1987 on how the rules should be followed. This resolution was discussed in several committees and now we can see the result in the new rules.

Because many of you will have to wait for translations of the rules to your own languages, I will give you a short summary of the most important changes. This will not be complete, but on the other hand the main principles remain unchanged. The changes mainly deal with formulations and details.

Part I: Fundamental Rule C, "Fair Sailing" has been formulated so that the word "sailing" now has a definition of itself. This way they have wanted to bring out the principles which have always been included in our rules, although sailors have not always noticed them. These changes will be of importance when using Rule 54.

Fundamental Rule D, saying that a yacht that realizes she has infringed a rule shall either retire promptly or accept an alternative penalty which was earlier Rule 33.1 is now a Fundamental Rule.

The definition of the word "tacking" has been made easier, saying: "A yacht is tacking from the moment she is beyond head to wind, until she has borne away to a close-hauled course."

Part I: The text in this part: "Organization and Management" has been changed quite a lot. The changes have however made it easier and clearer to understand the text. It is important for the organizing authorities to study the text carefully.

Rule 2 lists the information to be given in the notice of the regatta. This shall now also contain the following information: The category of the event in accordance with Appendix 14.

Part III: "General Requirements: Owners Responsibility for Qualifying His Yacht" has got the most important change accord-

ing to Rule 26, Advertising.

The new rule says: "A yacht and her crew shall compete in conformity with Appendix 14, Event Classification and Advertising." In this part there are some changes in Rule 25, Class Insignia, National Letters, and Sail Numbers, which all sailmakers should conform to.

Part IV: "Right of Way Rules." In this part many changes have been made in the text but not in the principles. The following change can be noticed: Rule 32 (Earlier Avoiding Collisions), "Serious damage" states that "when a collision has resulted in serious damage, the right-of-way yacht shall be penalized as well as the other yacht when she had the opportunity but failed to make a reasonable attempt to avoid the collision."

Part V: Other Sailing Rules. A very important change has been made in Rule 52: "Touching A Mark." 52.2 states: "When a yacht infringes Rule 52.1 (has touched a mark), she may exonerate herself by sailing well clear of all other yachts as soon as possible after the incident, and remaining clear while she makes two complete 360 degree turns (720), in the same direction, including two tacks and two gybes." The purpose of this change is to avoid collisions at the marks in large fleets.

Rule 54, Propulsion, is now much more severe. As before, 54.1 is the basic rule. Rule 54.2 states prohibited actions. Rule 54.3 states the exceptions allowed:

- You may roll the yacht immediately before, during, and immediately after a tack or gybe.

- You may pump the sheet (but not the guy) when surfing or planing is possible, but only once for each wave or gust of wind. When the mainsail is pumped, only the part of the sheet between the crew member handling the sheet and the first block on the boom shall be used.

Part VI: Protests, Penalties and Appeals. Rule 70.1 gives the race committee or the protest committee the right to disqualify a yacht without a hearing when she infringes Rule 54.2 or 54.3. A yacht so penalized shall be entitled to a hearing upon request.

Finally, Rule 74.5 has an addition saying: "...When a scoring system provides that one or more scores are to be excluded...

ed in calculating a yacht's total score, a disqualification under Fundamental Rule C. (Fair Sailing), Fundamental Rule D (Accepting Penalties), or Rule 54 (Propulsion), shall not be excluded. (The abbreviation is DND).

The new rule book contains 14 appendices. Appendix 4 is divided into two: Section A — Team Racing Rules, and Section B — Match Racing Rules. Match racing is becoming more popular even in the Snipe Class, so please study these rules.

The low-point system is also included in Appendix 5. The other changes in the appendices are very small corrections in the text.

Appendix 14 is, however, a new one dealing with event classification and advertising. It is a very important subject, but the text is both long and complicated so I won't be able to take it up in this summary.

Many important regattas have already been sailed during the first four months of the year. I send my best wishes to all sailors, and congratulations to the winners.

I am hearing some good reports about increasing activity in Snipes, and I'm becoming more convinced that this will be a good year for the Class.

Your Commodore,  
*Per-Ole Holm*

## Mission Bay YC Remodels Bar for North Americans

For those Snipers who haven't committed to the 1989 Masters and North American Championships because they're not up to a hard-core regatta with no fun involved, please find the enclosed grueling social schedule.

Upon close study of this schedule, one will find everything from California Beach Parties to trophy extravaganzas at the ex-home of the America's Cup.

Next month? Entry form! Start saving now por un gran fiesta en Septiembre!

### SOCIAL SCHEDULE

- Sept. 16 — Opening ceremonies, reception
- Sept. 17 — Cocktail party at Robin Gales home
- Sept. 18 — Snipe Legends Night at MBYC with reception and buffet dinner
- Sept. 19 — Trophy dinner, San Diego YC
- Sept. 20 (layday) — Sightseeing day, Tijuana Fandango

### NORTH AMERICANS

- Sept. 21 — Mexican Fiesta Party: mariachis, tequila, corona, margaritaville
- Sept. 22 — California Pool Party and Barbecue at SDYC
- Sept. 23 — Trophy presentation and farewell cocktails

## Ron Fox, New SCIRA Board Member

Ron Fox and his wife Karen, both natives of California, reside in Long Beach with their three children Lynda, Kristen, and Russell. He is employed by Douglas Aircraft as an engineer in Advanced Design.

The family belongs to Alamitos Bay Yacht Club where Ron was commodore in 1975. This was a natural flow of events since the family recreation has always been centered around sailing and sailing activities.

Ron began sailing as a youngster in Sabots, Penguins and crewing for his father in Skimmers. When his family left the beach, enthusiasm for the sport waned until his college days when he began crewing on a fraternity brothers' dinghy. Ron and Karen got married and bought a Lido 14 even before living room furniture for their apartment. They were hooked!

His first Snipe was 17591, a fiberglass Chubasco from Herb Sheer, delivered February 1968, just in time to begin the fleet eliminations for the Snipe Nationals to be held at his home club that summer.

He and his brother-in-law built his daughter's first Sabot in 1972. The boat was so fast they found themselves with several orders. Thus the beginning of Phoenix Boat Company. He quit his engineering job and began building Sabots full-time in late 1975. The company began building Phoenix Snipes in 1977 and finally sold his Sabot and Snipe molds to Performance Sailing International (PSI) in 1987.

His interest and contributions to the Snipe Class have never diminished. He became a Class measurer in 1987 and was appointed to the Rules Committee in 1988.

## MAY 1989

**THE COVER:** "All seriousness aside." Buzz and Gail Heausler of Clearwater Fleet 46 check the line at the 1989 Midwinters. Dennis Kelley photo.

**THE COUNT:** No new numbers this month, but six new fleets were chartered in Spain. 803: Club Nautico Gaudalix; 804: Club De Regatas Valmayor; 805: Club Maritimo Astur Favila; 806: Club Parquelagos; 807: Club Deportivo Militar De Paso Alto; 808: Club Nautico Puertito De Guimar.

## Directory Corrections

Please log these corrections to the Officers Directory published in the March 1989 issue.

### Fleet Captains:

California — San Diego, Fleet 495, Mission Bay. Bob Bowden, 5741 Abalone Place, La Jolla, CA 92037; Ginny Barnes, 13306 Landfair Rd., San Diego, CA 92130.

Michigan — Fleet 137, Grand Rapids. Jerry Wachter, 2457 Mapewood SE, Grand Rapids, MI 49506.

Massachusetts — Fleet 777, Medford. Sarah Levinson, 74 Brainerd Rd., #21, Allston, MA 02134.

Tennessee — Fleet 142, Privateer. Steve Sherman, c/o Boatworks, 4737 Adams Rd., Hixson, TN 37343.

## AROUND THE SNIPE WORLD

### BULLETIN! BULLETIN! BULLETIN!

Cuba Lake Fleet Captain Leo Murphy reports plans for a perpetual trophy named for Bob "The Bell" Johnson. Everyone who ever sailed the depths of Dismal Valley is invited to return this year for a special program in the Bell's memory.

### CLASS PROMOTIONAL VIDEO

Once again this is a viable project. We have a volunteer to edit and put this together for us using the facilities of a major cable channel. Please send your original (keep the duplicate for yourself) VHS only footage. Be sure to label with your return address and we will return it to you.

### SCORNG SOFTWARE

There are lots of programs out there. Would any work for scoring Snipe regattas? Please let us know, as some have suggested that the Class should provide this material.

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'88 U.S. National Champion Craig Leweck interviews world class sailor Dave Chapin to learn the keys to success on the race course.

# CHAPIN ON WINNING

There are few competitors in the Snipe Class that have attained the degree of success as Dave Chapin. By the age of 23 Dave had already won the North Americans, U.S. Nationals (three times!), the Western Hemispheres (twice) and the Worlds. Since then he has added a Pan American gold medal to this very full list. With two Olympic campaigns now under his belt, Dave is still setting the pace in any class that he sails in. Craig Leweck, 1988 U.S. National and North American champion, recently interviewed Dave, looking for insights into his success.

Twenty-nine year old Dave Chapin was born in Springfield, IL, and currently resides in Newport Beach, CA. He grew up sailing on Lake Springfield. He has competed in Snipes, Sunfish, Lasers, Windsurfers, E-Scows, C-Scows, 420s, Flying Juniors and Solings. He first started sailing Snipes in 1967.

**C.L.: What role did your parents play in your sailing success?**

D.C.: They were very influential. My father taught me how to sail and supported me financially. Without his help, advice, lessons and freedom I would not be where I am today. At 16 I could go to any regatta I wanted. He bought me any boat that I wanted, as long as I agreed to take care of them, and he provided a car, so for three or four summers I was sailing every weekend during the summers.

**C.L.: Any others who were influential?**

D.C.: Jeff Lenhart was winning the Nationals when I was 16. We became friends and soon little secrets began to trickle out. Vince Brun has taught me a lot about keel boats, both sailing and tuning techniques. Also, I have to give credit to the "Texas Boys," Kelly Gough and Scott Young from my college sailing team. We pushed

each other all the time, and I think we all got a lot better during our three years of intercollegiate sailing. Also, Lou Dixon, Tim Dixon, Jeff Evans and Mark Chapin. We were peers during my teens.

**C.L.: What are the keys to success in dinghy racing?**

D.C.: Preparation: to insure that your boatspeed, gear shifting, and crewwork are automatic. Then all you have to think about on the race course are the basics: wind-shifts, puffs, lulls, when to tack or gybe, etc. Also, a strong desire to win is essential.

Also, you need to develop the ability to accurately and objectively evaluate your performance and identify problems or mistakes and correct them before the next race.

You need the ability to foresee the next wind shift, puff, whatever it may be, and take advantage of it before your competition does. You *must* have the ability to make quick decisions, and make fewer mistakes than the competition.

**C.L.: What are the keys to speed in the Snipe?**

D.C.: A sharp centerboard, a sharp leading edge rudder, a soft mast with good low bend, and 3/32 shrouds.

When your rake and jib lead are correctly matched, jib trim becomes critical and must be adjusted slightly with every change in velocity or seas. This is when the boat is trimmed correctly and goes the

fastest; i.e., you monitor the jibsheet and you can feel the boat going faster or slower immediately.

**C.L.: What role does the crew play?**

D.C.: Upwind concentrate on the jib trim and weight placement to keep the boat balanced both fore and aft and sideways. Downwind, the same considerations apply. Also, I have my crew keep time at the starts. I also expect my crew to hike *very hard* in a breeze!

**C.L.: What is significant about the Snipes that you own now?**

D.C.: You're asking for a lot of secret information, now! 24702 is a rocket. The boat is balanced right, the weight distribution is excellent. The bottom is fair, and we've made some minor changes in certain areas that add up to a noticeable speed increase. The boat is light in the bow and deck and has the "magic mast" that has evolved from overuse and abuse into a very soft section. We have tightened the centerboard trunk, sanded the bottom and sharpened the chines. This boat is extremely fast, especially downwind.

Our new boat is stronger but the weight distribution is not as good. Also there's something about the shape of the bottom in the stern sections that is not as fast as 24702 downwind but I'll fix that as soon as I figure it out.

However I think that the stiffness and strength make the new boat faster upwind in a breeze. It has the forward bulkhead

Never let your boat heel to leeward in a puff.  
Move your weight aft when you get speed  
and overtrim the main and jib with planing.

with heavy mat in the outer skin of the hull. The bottom is sanded, the chines sharpened and the centerboard trunk is tightened.

**C.L.: You are one of the top offwind Snipe sailors. What is critical for offwind speed?**

D.C.: Remember the basics! Up in the lulls and off in the puffs. Also, when reaching, get above everyone. *Never* let the boat heel to leeward in a puff. Move your weight aft when you get speed and over-trim the main and jib when planing. This allows the apparent wind forward and the boat goes faster. Also, never let the boat slow down. Head up as soon as you begin to sense a lull or lose your wave.

**C.L.: How do you view Snipe sailing in the U.S. as compared with other dominant countries?**

D.C.: U.S. sailors are better light air sailors. South Americans are particularly tough in a breeze. Our boats and equipment are better, but they are more serious than we are.

**C.L.: Tell us about your 1988 Olympic campaign in Solings.**

D.C.: This was a brief program. We followed the same preparations program as we did in 1984, only we did it better in less time. I didn't get the new boat until

February 1988, with the Trials in July. We sailed it out of the box at the Nationals in Texas in March. We got hammered! We felt that it was a speed problem, so we put in an old proven mast before the Olympic Class Regatta in Long Beach (April) and that made the difference. We won the regatta beating Kostecki and a lot of other real contenders. From there my crew, Paul Murphy and Larry Klein, and I sailed together as much as possible before the Trials in San Diego. We had an excellent chance to win the trials, but failed to capitalize on our opportunity. Kostecki won, and we ended up second.

When your rake and jib lead are correctly matched, jib trim becomes critical and must be adjusted slightly with every change in velocity or seas.

## IT TAKES TWO!

Your regatta report will not appear in these pages if you don't include the crew names with your report! **NO EXCEPTIONS!**

We also suggest that you get this information at registration. If you're using a computer for results sheets, enter the crew names when you begin the regatta.

From Chapter Four "Trophy Presentations" of Blackbeard's "Guide to Crew Etiquette:" "Keelhaul the scurvy-dog who announces the trophy winning skipper but neglects to name the crew."

Send your crew a subscription to the Snipe Bulletin. It's eight dollars a year in the U.S.

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Snipe Class International Racing Association, XXXIV World Championship at Karatsu, Japan, August 21-28, 1989.

# KARATSU WORLDS

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## LOCATION:

Karatsu is located on Kyushu Island, and is about 900km south of Tokyo. The office of Saga Yachting Society and Marina is located on the Karatsu Bay waterfront in downtown Karatsu City. The regatta will be sailed in Karatsu Bay.

## ENTRY DEADLINE:

Each National Secretary is requested to send the Official Entry Form to the Executive Committee so that it will be received NO LATER THAN JULY 16, 1989.

## REGISTRATION:

Registration will begin at 0900 Monday, August 21, 1989 at the office of Saga Yachting Society and Marina. At that time Measuring of Boats will start.

## WEATHER:

The average maximum temperature in August is 32c (91 F) and the average minimum is 24c (75 F). Water temperature is approximately 21c (70 F). The average wind speed is 18 km/h (10 knots) from the NNE, possibly from the NW in the afternoon.

## BOATS:

Thirty-five (35) new boats equipped with standard fittings (magic box for jib halyard, mast and boom) will be available.

## MARINA FACILITIES:

Boat storage will be on a paved parking lot. Boats will be launched on a ramp. *Competitors should bring their own dollies or trailers for launching and storage of boats.*

Showers, baths, and lockers are available. The size of the lockers is (H)x(W)x(D) = 80x35x50 cm (32x14x20 inches).

*Utada and Sugitani of Japan will be among the favored teams at the World Championship. They are shown here racing on the U.S. Winter Circuit. Tom Payne photo.*

## SOCIAL EVENTS:

Several social events are being planned. The Mayor of Karatsu will welcome the participants from abroad.

## DRESS:

Dress for the Opening Ceremony and Awards Banquet will be **BLAZERS AND TIE**. Ladies should dress accordingly. Dress for all other events will be casual. Since wide ranges of temperature and weather can occur, we suggest that you bring clothes for rainy days and evenings.

## CURRENCY EXCHANGE:

Only U.S. Dollars (\$) and major credit cards (DC, AMEX, VISA, MC) are accepted in the western-style hotels in Karatsu. We strongly recommend that all other currencies other than U.S. Dollars be converted to Japanese Yen and/or U.S. Dollars. *This should be done at Narita or Fukuoka International Airports or prior to leaving your own country.*

## ACCOMMODATIONS:

Three levels of **ACCOMMODATIONS** are available as special Discount Rates for all participants in the regatta. **NOTE:** The U.S. Dollar figures shown are calculated at the exchange rate of 125 yen = 1 U.S. Dollar. **THEY ARE SUBJECT TO CHANGE.**

Rates (per night) are:

### A. HOTEL (with breakfast)

1. Western Style: One person Y8,000 (\$64), single room; Two people Y14,000, (\$116), twin room.
2. Japanese Style Inn: One person Y6,000 (\$48)

### B. HOME

Japanese-style: One person Y3,000 (\$24)

### C. DORMITORY (with breakfast)

Y1,000 (\$8)

Each National Secretary is requested to send the Accommodation Forms to the Executive Committee so that it will be received **NO LATER THAN JULY 16, 1989**. You must enclose a deposit in the form of money order, personal check, or credit card number, depending on your choice of Accommodation, in order to be guaranteed. Note that the above prices include service charges. Any reservations made after July 16, 1989 must be made directly with the: Karatsu Guild of Hotels, Chiyoda Town, Karatsu City, Saga, Japan 847.

## TOURS:

Karatsu is famous for its fine ceramics studios and factories within an hour's drive of the city. Sight-seeing Tours have been arranged at very reasonable rates after the regatta. As soon as we receive your Entry Form we will send you more information about these tours, along with reservation forms.

## TRANSPORTATION:

The airport closest to Karatsu is **FUKUOKA INTERNATIONAL**. There are three ways to get to FUKUOKA.

1. Fly directly to FUKUOKA from abroad, such as Hong Kong, or Seoul. This is the most convenient.

2. Fly directly to FUKUOKA from **HANEDA AIRPORT**.

3. Fly directly to FUKUOKA from **NARITA INTERNATIONAL**, however there is only one flight per day.

We recommend that you use the airport limousine to transit from **NARITA** to **HANEDA**, in order to avoid confusion of taking the railway or some other means. The limousine trip takes about two hours.

Should you wish to ride the Bullet Trains you must go to the **TOKYO STATION** by using the airport limousine from **NARITA**. These trains run to the **HAKATA STATION**. This trip takes about 6.5 hours on the super express "HIKARI."

Be sure to allow plenty of connecting time in Tokyo and other domestic cities!

Someone will meet you at Karatsu (downtown or station) if you request it in writing by August 15, 1989. Please send your arrival information.

Rental Car Agencies are in the front of the airport terminal. *The cars are all right-hand drive.*

## ADVANCE NOTICE:

Each National Secretary **MUST** inform us of the following items **NO LATER THAN JUNE 16, 1989**. **NOTE:** *This is one month before the Entry Deadline.*

1. The estimated or fixed numbers of teams that will attend.
2. The number of charter boats required. We must have this information in order to assign the 35 boats.
3. Estimated number of participants of all type — Officials, Family, Friends, etc. — and the type of **ACCOMMODATIONS** that they will want. Hotels in Karatsu are very busy at this time of year and we are required to make rough estimates of prior reservations.

## ADDITIONAL INFORMATION:

Further information will be sent to you. If you need any help or have any questions or require further information, please contact:

**Dr. Seiichi Isotani**  
(Dr. Yushiro Iwao)

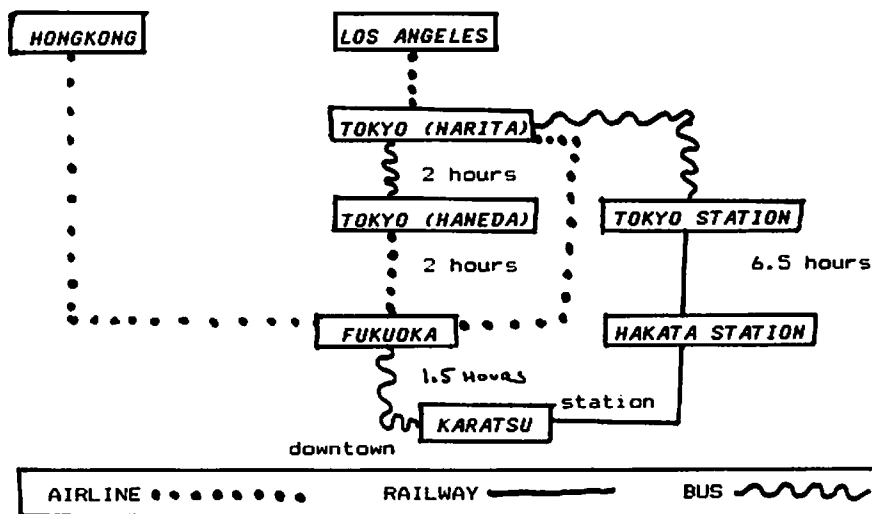
**34th Snipe Class International Regatta**  
Secretary of the Executive Committee

c/o Saga University  
1 Honjyo, Saga City  
Japan 840

Phone: 81-952-24-5191  
FAX: 81-952-24-4253

## MODEL ROUTES TO KARATSU

Here is a diagram of ways to travel to Karatsu. Please keep it with you as you may need to show it as you purchase tickets for railway, airport limousine or bus stations.



## CLASSIFIED

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

**ACRYLIC SNIPE DRYSAIL COVERS.** Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of delrin fully enclosed with vecroed zipper flap. A flat type cover with halyard cockpit lifting bridle made for the boat with the mast up or down and boom off. No. 1 has a 6" skirt, \$159.00 in white and \$169.50 in blue. No. 2 has full sides to the chine @ \$195.00 in white and \$210.00 in blue. No. 2 same as No. 1 but has custom looking tapered full skirt for ultimate protection with zipper at bow for glove like fit. Rudder covers \$25.00 shipped UPS ppd. for orders with payment in full. Visa, MC, AmEx or COD available. Special colors upon request. Contact Chris Rooke (901) 744-8500, ROOKE SAILS, 1744 Prescott So., Memphis, TN 38111.

**MUELLER 21106.** Blue hull, white deck, Bryant spars, Sailors Tailor top cover, trailer. All in great shape. Race ready. Two suits of sails. A steal at \$1,500. Call evenings or weekends, Bob. (513) 793-3771. (AMJ)

**McLAUGHLIN 25779.** Excellent condition. White with light gray deck. New top cover, two suits of sails, two compasses, trailer ... and best of

all it was sailed by a little old lady on weekends, to and from church. Namely, Lorie 'Husband Beater' Stout. Give her, or her domesticated husband, Alex, a call at (301) 267-9063. Asking \$4,473.27. Can deliver to Mid-Winters. (AM)

**WEATHERMARK: TOP COVER:** Full deck and topside cover including PVC/Polyester construction, drawstring skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$140 (white or blue). **SUPER-PADDED CENTERBOARD COVER** with carry handle \$49. **SUPER-PADDED RUDDER COVER** \$35 (both blue). **CONTACT: WEATHERMARK, INC.,** Dave Pritchard, 6087 Holiday Road, Buford, Georgia 30518. (404) 945-0788. FAX (404) 932-0622.

**McLAUGHLIN 25376.** Excellent condition. White hull, white deck. Cobra II. All covers, top, bottom, rudder and board. Two suits Shore sails. New Tennessee trailer. \$3,500. Ed Olson, (405) 842-2413 (evenings) (May)

**CHUBASCO 17147.** White fiberglass hull, wooden deck. Original hardware, mast, board, full covers, trailer, four suits sails. Reasonable offer. (608) 831-8510 eves. (MAM)

**BOY SCOUT TROOP,** salvaging a Snipe. Wanted to buy used mast, boom, rudder, centerboard, and sails. Phone (416) 338-0963 or write Martin Laretei, 1300 Henley Place, Oakville, Ontario, L6H 2W1, Canada. (April)

**McLAUGHLIN 25783.** A good looking boat in excellent condition. Creamy white, blue chine stripe. Top and bottom covers (Sailors 1988), Southern trailer with spare (new paint, etc.), new Rowland and used Sobstad sails. Ritchie compass, rudder and board covers. \$4,200 O.B.O.

Jim Chandler, (913) 242-4225, Rt. 3, Box 326A, Ottawa, KS 66067. (AM)

**McLAUGHLIN 25170.** Excellent condition. White, Cobra II mast, race equipped, 2 suits sails, cover, trailer. \$3,000. (617) 245-7574. (AM)

**McLAUGHLINS.** Three used boats for sale. Steve Sherman, (615) 875-4040.

**SNIPE 23182.** Beautiful varnished mahogany West System hull, Cobra II mast, many sails, trailer, minimum weight, self-bailing, competitive. \$3,600. Bob Blomquist, (301) 236-6324 days, (301) 788-4585 eves. (M)

**MUELLER 21120.** First time ever. One of a kind. "Tigger" tan with orange and black stripes. Race rigged to keep on winning! Trailer and top cover. Rob Hill, Cincinnati, (513) 961-9999. (M)

**CHUBASCO 20197.** Very good condition. Blue deck and light gray hull. Pole launcher, trailer, custom boat cover. I will drive some and meet you halfway for delivery. Call Kevin Aubuchon, (314) 843-9606. \$1,900. (MJJ)

**CHUBASCO 20253.** White hull and deck. Two sets of sails, one set of Sobstads used only once. Cobra mast, all covers top and bottom, board and rudder. Trailer, good condition. Jeff Parkhurst, Cincinnati, OH, (513) 831-1840. (M)

**McLAUGHLIN 26468.** White hull, light gray deck. Top, bottom and rudder covers. Pacesetter trailer. \$4,300. Eric Gesner, (716) 442-5694. (M)

**MUELLER 22287.** Green hull, cream deck, Cobra II mast, Shore sails, trailer. \$1,800. (216) 864-5646. Akron, OH (MJJ)

## SOMETIMES ....IT TAKES A MIRACLE TO WIN!

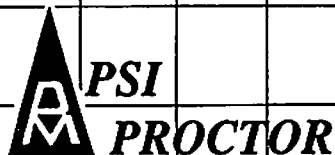
But Miracles do happen! Especially here at Performance Sailing International where you can order one custom-made just for your Snipe.

The Proctor Miracle Snipe mast has been tearing up the competition for over two years now, and with Proctor's attention to detail, constant improvements in rigging, and the finest in quality materials and workmanship, the Miracle's reign should continue for many years to come. Just a quick glance at the Proctor Miracle's Win List shows that serious Snipe sailors should consider stepping up to Proctor. Give us a call and let us work a Miracle for you!

### WIN LIST

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# AROUND THE SNIPE WORLD

## PUBLICITY FOR THE SNIPE

*Wooden Boat Magazine* will have a big feature on the history of the Snipe and an article about Jerry Thompson's beautiful Mills Snipe that Mike McLaughlin rebuilt. Complete with color photos. It will be in their July/August issue, on newsstands in mid to late June.

Better yet, subscribe! Write to *Wooden Boat Magazine*, P.O. Box 492, Mt. Morris, IL 61054. U.S. subscriptions are \$19.95 per year, Canadians pay \$21.95 and foreign surface subscriptions are \$23.95. Highly recommended by your executive!

*American Sailor*, the monthly newsmagazine of the U.S. Yacht Racing Union, will feature the Snipe in its May issue. This will include an article by Steve Callison and several photos of our favorite boat. For more info write: USYRU, Box 209, Newport, RI 02840.

## CONGRATULATIONS TO DREW REGAN, DUES-PAYER, JIB WINNER!

Drew won the new Ulmer-Kolius jib in the random drawing of U.S. members who paid by March 15.

## GOOD-BYE, IT'S BEEN NICE!

This will be the final issue of the Snipe *BULLETIN* for those of you who haven't paid your 1989 dues. Please don't send in your check in mid June, expecting that we're going to send you the back issues that you miss. We didn't print your copy!

## WET PANTS REGATTA

Bill Pagels tells us that it "always blows" on the Great South Bay, Long Island, New York, and so all Snipers in the area should plan to attend the Wet Pants Regatta at the Bayshore Yacht Club, August 5-6. For further information contact Mr. Dave MacDonell, Fairway East, Sayville, NY 11782.

Bill says that this will be an excellent opportunity to get a new fleet going. He says that there's always a 90% chance of 15 to 17 mph thermal winds starting daily at 9:30 a.m. Sounds like heaven to us!

## U.S. JUNIORS

USYRU and Rolex have announced a new program: *The USYRU/Rolex Junior Sailing Team*. The goals of this new program are "to spotlight the achievements of young sailors, create awareness of the USYRU national junior sailing competitions, and increase participation in junior sailing programs throughout the country.

For more information, contact Lee Parks, USYRU, Box 209, Newport, RI 02840.

## NEW NATIONAL SECRETARY

Godfrey Kelly served as the National Secretary of SCIRA Bahamas for 16+ years. The new man is Myles Pritchard, P.O. Box SS6220, Nassau, Bahamas.

The Class thanks Godfrey for his years of service and dedication.

## UNDERSTANDING THE YACHT RACING RULES THROUGH 1992

...is Dave Perry's new book. We will

print some excerpts in the June *BULLETIN*, but serious sailors will want to buy the book. Write to: Rules Book, P.O. Box 337, Southport, CT 06490. \$17.95 paperback, \$26.45 hardcover.

## WE WANT YOUR FEEDBACK!

Look over Commodore Holm's letter in this issue. We are requesting your comments regarding possible modifications of Rule 54.3. Please send them to your National Secretary! Do it now!

## HEY BOB!

We're running your announcement about the *Firewater Regatta* in this month's sanctions.

# CIRCULAR LETTER

Two matters have recently been referred to the Rules Committee for clarification:

**1. Battened hiking pants** — These pants have heavy battens sewn into the backs of the legs. There was a question as to whether this type of pant allowed the crew to hang further out of the boats (possibly in violation of Measuring Rule 61) or merely allowed them to hang out longer. We, of course, have had padded (with foam and extra cloth) pants for years with no objections that I know of from other competitors.

The battened hiking pants add less than a pound of weight when soaked with water, so adding ballast with wet clothing is not an issue here. They are somewhat bulky and probably impede movement a little. The Rules Committee voted to allow the use of battened hiking pants.

**2. Slanted Rudders** — A few skippers have started mounting their rudders at a slant on the transom so that rudder has the maximum 1½" clearance at the top (Measurement Rule 32, second paragraph) and almost touches the transom at the keel. The idea is to give a more sensitive rudder feel or to give a more nearly neutral rudder. Because the rudder blade is being moved closer to the center of lateral pressure, slightly more rudder angle must be used to give the same rate of turn.

Rule 32 says "Rudders must at all times be attached as shown in the plans. Vertical adjustments or changes in angle not permitted."

Nowadays, our plans show the rudder separate from the hull and not attached at all. In the original plans for the boat, it was shown on the transom and mounted essentially parallel to it. The Rules Committee

voted not to allow the use of slanted rudders. Rudders must be mounted essentially parallel to the transom.

On another subject, Polyant Square sailcloth from Germany has been used recently in a few jibs. It is a woven, single layer polyester cloth and meets the requirements of our Measurement Rule 65. It probably has slightly less stretch than other jib materials and it maybe costs slightly more. The sailmaker using it felt that it would give a longer useful life so that the net effective cost might be less.

After examining some Polyant Square jibs at both the Western Hemisphere and World Junior Championships, the Rules Committee has no objection to its use.

Dan Williams  
Rules Committee Chairman  
SCIRA



Dan Williams with crew Louise Cash find themselves in a good attacking position at the 1988 Southern. Fielding Freed photo.



*This scene at California's Mission Bay YC will be repeated in September at the North American and U.S. Masters Championships. The photo was taken during the Carolyn Nute Memorial Regatta.*

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- (1942) DE JARNETT • (1946) WELLS • (1947) WELLS •
- (1948) ISAACKS • (1949) WELLS • (1950) WELLS • (1951) MARTIN
- (1952) HAYWARD • (1953) HAYWARD • (1954) JEROME
- (1957) ZARS • (1958) KILPATRICK • (1959) NELMS • (1960)
- NELMS • (1961) KILPATRICK • (1962) THOMPSON •
- (1963) THOMPSON • (1964) THOMPSON • (1965) THOMPSON
- (1966) WHEELER • (1967) NELMS • (1968) WELLS (1969) •
- BOSWELL • (1970) WELLS • (1971) WELLS • (1972) ZARS
- (1973) BOSWELL • (1974) ZARS • (1975) BUCKLES • (1976)
- HORNER • (1977) MCGOWAN • (1978) BOSWELL • (1979) BOSWELL
- (1980) ZARS • (1981) FENNER • (1982) SHERMAN • (1983)
- (1983) GUST • (1984) ZARS • (1985) AXILROD • (1986) SHERMAN
- (1987) SHERMAN • (1988) JACKSON • (1989)

CONTACT :  
BILL FELDER (214) 324-5333  
6906 PASADENA  
DALLAS, TX 75214

DAN GEIL (214) 393-2231  
1158 SETTLERS WAY  
LEWISVILLE, TX 75067

•SOUTHWESTERN•MAY 26-27-28•SNIPE FLEET #1•SOUTHWESTERN



## Sanctioned Snipe Regattas

MAY 13-14, DISTRICT II CHAMPIONSHIPS, Greg Gust, 332 Columbia, Rockwall, TX 75087.

MAY 13-14, SOUTHERNS, Privateer YC. Matt Gregory, 7743 Village Way Dr., Hixson, TN 37343

MAY 20-21, DISTRICT IV CHAMPIONSHIPS, Lake Lanier SC. Brent McKenzie, 3925 Cranbrook Ct., Lilburn, GA 30247

MAY 20-21, RIFF-RAFF. David Smith, 8632 South Cove Dr., Maineville, OH 45039.

MAY 20-21, TROFEO PUNTA INDIANA (qualifier for world championship). Assoc. Velica Trentina, Casella Postale 394, 38100 Trento, Italy.

MAY 27-28, SOUTHWESTERNS — Dallas, Bill Felder, 6909 Pasadena Ave., Dallas, TX 75214.

MAY 27-28, TURKU REGATTA, Turku, Finland. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

JUNE 3-4, DISTRICT V CHAMPIONSHIPS, Cuba Lake, NY. Leo Murphy, PO Box 66, Cuba, NY 14727

JUNE 3-4, DISTRICT III CHAMPIONSHIPS, Lake Carlyle Fleet 705. Ray Sepanski, 7781 Wooddale Lane, St. Louis, MO 63121

JUNE 3-4, DISTRICT I CHAMPIONSHIPS, Severn Sailing, Annapolis. Tim Cusack, 15 Copely Ct., Annapolis, MD 21403.

JUNE 3-4, TROFEO SANTO MORIN (qualifier for worlds). Soc. Vela Oscar Cosulich, Via Dell Agraria 50, 34074 Monfalcon, Italy.

JUNE 3-4, STONE INTERNATIONAL. John Broughton, SCIRA UK, 24 Empress Drive, Chislehurst, Kent, England UK

JUNE 10-11, GOVERNORS CUP. Tim Dixon, 836 Loraine, Springfield, IL 62704.

JUNE 10-11, DISTRICT VI CHAMPIONSHIP, Dana Point YC. Charles Wohl, 3671 Country Club Dr., Long Beach, CA 90807.

JUNE 10-11, HELSINKI REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

JUNE 10-11, NORTH SHORE REGATTA, Dave Richards, 205 Bower Hill Rd., Woodstock, Ontario N4S 2N, Canada.

JUNE 10-11, BLUE/GRAY REGATTA, Pine Beach. Lee Griffith, 16 Orchard Way, Yardley, PA 19067.

JUNE 10-11, SOONER OR LATER REGATTA. Ed Olson, 3016 Elmhurst Ave., Oklahoma City, OK 73120.

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

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

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

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

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

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

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

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

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

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

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

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

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

JULY 15, HOLM REGATTA. John Broughton, SCIRA UK

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AUGUST 26-27, PINE BEACH BLUE-GRAY CALL OF FALL. Lee Griffith, 16 Orchard Way, Yardley, PA 19067.

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

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

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

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

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

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

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

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

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

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

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

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# regatta circuits

## BRAZILIAN TEAM SET FOR KARATSU WORLDS

Brasilia, Brazil — Fifth-one boats sailed on Lagoa Paranoa in the capital city of Brasilia. Designed as "The City of the Future," Brasilia was built in the middle of the jungle in the late '50s. Lagoa Paranoa is an artificial lake, designed to provide water and recreation for the city. It wraps around the city in a crescent shape, and is large enough to support an Olympic course with one triangle. The wind is usually light and shifty.

Paulo Santos and his son Ricardo took the title. This is the fifth time that Paulo has won the Nationals. Before moving to Brazil he won four Portuguese Nationals. He is consistently good, and has placed in the top three in countless past championships. It is also interesting to note that he is a true amateur, having no professional ties with sailing and only sails on weekends. But every weekend! He sails an old wooden boat, #13504, which he treats like a baby.

He also had an advantage in that he sails in Sao Paulo, that has similar water conditions to Brasilia. In fact, the sailors from Rio de Janeiro had been sailing in Lagoa Rodrigo de Freitas as a tune-up for Brasilia.

Second was Torben Grael with Marcelo Maia. Everyone knows Torben and what he is capable of: two world championships, two Olympic medals, etc. He was the only one to win two races, but the low point scoring gives the advantage to consistency, not flashy results.

Third was Carlos Roberto Chaves, known as Galo, with Anders Schmidt crewing. Anders is the son of three-time world champion Eric Schmidt. They were only a half point behind Torben. Galo has always been a very fast sailor and has placed well in past events, but this is the first time that he has qualified for an international regatta.

Fourth was Ivan Pimental with Alexandre Hasselmann crewing. They were only .75 points behind Galo.

They sailed Ivan's new wooden Linneburger. His fourth was no surprise, although it's easy to expect more since he's now the champion of the Western Hemisphere for the second time. That three boats finished ahead of him is a good indication of the seriousness of the competition. Besides it's always the same, no matter what you do there's only one first place!

In fifth and also qualifying for the Worlds was Antonio Carlos Paes Leme (Cao) with crew Pepe D'Elia. Since Cao was second last year no one should have been surprised, except that last year the wind and wave conditions were very strong and everyone assumed that he was only good in the rough going. Now he has proved that we were wrong, as he is fast in any conditions.

So our team for Japan is set, and we feel that it's very strong.

Other noteworthy participants in the regatta were Marco Aurelio Paradedda, a past champion of the Western Hemisphere, who finished sixth; Gustavo Vianna in seventh; Boris Ostergren, a past world champion in eighth; Marcelo V. Reitz in ninth; and one of the national secretaries Triumvirate Roberts Camps in 10th.

## THREE RECORDS FOR SCIRA UK

SCIRA UK has entered the 1989 race season with three records to shout about! We now have our third generation in a Snipe. First there is Horace Crispin who did tremendous work to build up Snipes in the south of England in the late 1940s and early 1950s. Horace held office as UK National Secretary for eight years up to 1959. He has two sons and a daughter who were very active in the Class.

His first son Bryan contributed much to the Snipe and held championship position. Bryan had a son Lawrence, grandson to Horace. Lawrence took trophy after trophy in the International Cadet, did the same in Lasers ending up as world champion. Lawrence then moved into the Finn,



Paulo and Ricardo Santos en route to winning the Brazilian Championship.

winning second position in UK selection for the 1988 Olympics.

Now, 1989, sees our first third generation, Lawrence Crispin, racing Snipe. Grandad Horace is still involved in Snipe UK and a honorary life member.

Our next record breaker is Elizabeth Crouch. Elizabeth has just come out of the junior league. Her last appearance as a junior was at the 1988 Junior Snipe Worlds in St. Petersburg. The Blue Circle Snipe Fleet has voted her into office as Fleet Captain. This is possibly the first time SCIRA has had a lady fleet captain and, added to that very likely the youngest fleet captain ever. Elizabeth will preside over a fleet of 17.

There is an encouraging move within UK to elect in young fleet captains. The youngsters are bringing in fresh ideas, viewpoints and the necessary energy to project SCIRA into the 21st Century. This slow evolution will gradually move the young fleet captains into higher office. As they come up the older retiring officers will pass on the traditions, thinking and hospitality of our association. This will result in modern changes being made but the very foundations and bed rock, with which SCIRA was built, will be respected and undisturbed.

The third record breaker is Leslie Lancaster — celebrated his 80th birthday in February. Over the last eight years Leslie has had a hernia operation and replacement of his right and left hip. His wooden Snipe Marnie 11063 is a regular each weekend competing for the Maldon fleet points series. Leslie is celebrating 1989 and his 80th year with a new set of Ullman

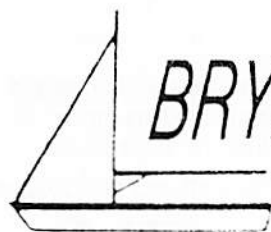


Snipe 1612, 'lost' for 50 years, was discovered in a barn on the banks of the Clyde, some 500 miles from where this original photo was taken.

sails... so retirement has been put off for a further season!

Finally a ghost story that has a fitting setting in Scotland, the home of such tales. Snipe 1612 first appeared and disappeared around 1938 in south England. For 50 years she was considered 'dead'. Last year she appeared in an old stone barn on the banks of the upper Clyde. She lay there complete, even to the cotton sails. Recalked, rigged and painted, she now sails the Clyde in all her former glory. Her helmsman admits there is an atmosphere about her with the rigging and hull uttering weird noises, even in the slightest of winds.

John Broughton  
UK National Secretary



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# scorecard

## XL CAMPEONATO BRASILEIRO DE SNIPE Lagoa Paranoa, Brasília, January 1989 (Top 20 of 51 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
13504	Paulo Santos/Ricardo Santos	SP	13-2-1-3-2-3-dnf	23.75	1
26910	Torben Graef/Marcelo Maia	RJ	1-21-4-6-4-1-11	26.50	2
26909	Carlos Chaves/Anders Schmidt	RJ	4-14-7-2-8-4-2	27	3
27212	Ivan Pimentel/A. Hasselmann	RJ	3-17-6-1-7-2-9	27.75	4
1	Antonio Leme/Pepe D'Elia	RJ	2-1-13-7-9-10-4	32.75	5
12115	Marco Paradedda/Caio Vergo	RS	5-11-3-5-12-15-1	36.75	6
12741	Gustavo Vianna/Flavio Azevedo	RJ	15-4-9-8-5-12-5	43	7
12298	Boris Ostergren/Edgard Plentz	RS	19-5-10-9-1-21-13	56.75	8
2	Marcelo Reitz/Sergio Michel	SC	20-31-2-4-3-9-29	67	9
27030	Luiz Camps/Felipe Leon	SP	6-3-15-32-16-20-10	70	10
15236	Guilherme Raulino/A. Moura	DF	18-12-8-10-14-13-19	75	11
26806	Fernando Kessler/M. Vanelotti	RS	21-6-11-15-25-6-18	77	12
26920	Ricardo Mottin/Didier Dherte	SP	25-16-5-33-13-5-20	84	13
115	Rafael Paradedda/Leandro Garcia	RS	12-45-18-23-15-14-6	89	14
13	Kurt Diemer/Jorge Weytingh	RJ	10-8-29-25-24-17-8	92	15
17474	Walter Rillo/Ricardo Resende	SE	11-9-14-27-20-16-22	92	16
19116	Marcello Dutra/Bruno Camargo	DF	7-33-26-13-22-11-17	96	17
26905	Roberto Scheidt/Fabio Ferreira	SP	8-10-22-35-23-18-15	96	18
26656	Carlos Hackerott/A. Da Cruz	SP	28-28-12-16-11-7-26	100	19
269	Claudio de Souza/J. Adolfo	RJ	16-38-31-12-21-8-14	102	20



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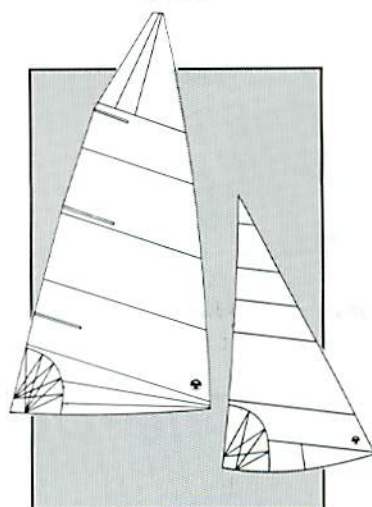
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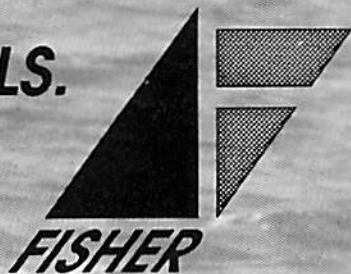
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