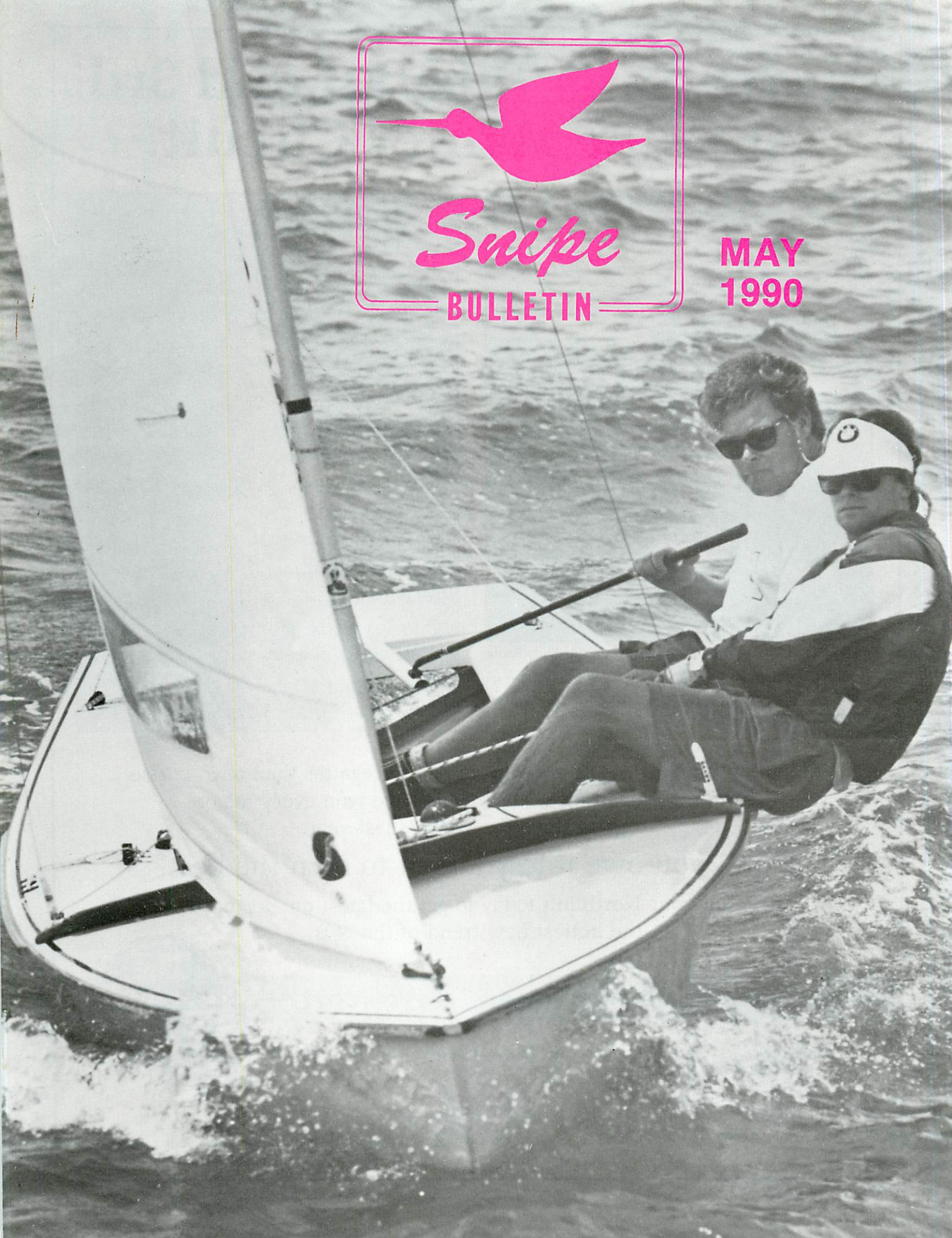


Snipe

BULLETIN

MAY
1990



North Sails Take 1st and 3rd At Snipe Winter Circuit.



Dennis Kelly Photo

Bart Hackworth rounding the leeward mark with a comfortable lead en route to winning the Midwinter Regatta, Clearwater, FL.

NORTH SNIPE RESULTS:

World Championship '89,
Karatsu 1st

Dead of Winter Regatta,
St. Petersburg 1st, 2nd

Midwinter Championship,
Alamitos Bay 1st, 2nd

Midwinter Championship,
Clearwater 1st, 3rd

Don Q Regatta, Miami 1st

Bacardi Cup,
Nassau 2nd, 3rd

Gamblin Memorial,
Nassau 1st, 2nd

Charles Kelly Trophy,
Overall Nassau Series .. 1st, 2nd

Zimmerman Perpetual,
Overall Snipe Circuit ... 1st, 3rd

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North Sails Japan
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12-9 Nagai, Yokosuka
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at the masthead

THE COMMODORE SAYS

March has been a busy month. We started out with the U.S. Snipe Midwinter championship in Clearwater, then went on to Miami for a meeting of the SCIRA U.S. Long-Range Planning Committee, chaired by Means Davis, and then home to Dallas and a US Yacht Racing Union meeting in Fort Worth, Texas (about 50 miles from my home in Dallas). Somewhere in that itinerary I spent four days in Taos, New Mexico, skiing with my family and managed to fall and crack a rib. I think I can strongly recommend sailing as a safer family sport. If I could only convince my daughter!

Well, Clearwater has started the decade with a new weather pattern. Two years in a row the weather has been sunny and the winds moderate. No rain. No fog. No blow-outs. Birger Jansen commented that he had been there four years in a row and every year the wind was different! Birger had flown to California and driven across the country to Florida with Jerry Thompson. He observed that it was a very long trip. (Yes, folks, Janet was crewing for him). Francis Seavy has recovered from his bad arthritis with the help of some powerful medication and was back out sailing "Honey." With 59 boats, the Midwinters were a big success and the Clearwater Yacht Club did a great job. We look forward to more boats next year.

Means Davis is really lighting a fire under the Long Range Planning Committee, and some very hopeful ideas for reducing the cost of a new Snipe were reviewed. Most of the US boat builders attended the meeting held in Miami. "Old Man" Diaz started a discussion of the benefit of junior skipper with a senior crew and some possible variations of the program. The committee agreed that we need to get the word out that this new junior event is part of the 1990 Junior National Championship in Annapolis. Dan Williams presented data on mast step height and mast stay heights (where they intersect the mast.) Bill Buckles provided some data on new plastic molding materials and techniques which had some significant labor saving for hull construction which Bill will investigate further for the next meeting to be held in Annapolis on Saturday, July 28, after the U.S. Nationals. The committee also reviewed organizational areas such as dividing the USA into more districts and providing biannual or quarterly super-bulletin issues, primarily for better international

participation and distribution of the *SNIPER BULLETIN*. Your ideas on these and any other long range issues are always welcome. Just forward them to Means in Atlanta, or the SCIRA office.

I attended the USYRU meeting in Fort Worth to both represent SCIRA USA (SCIRA is a dues paying member of USYRU) and to get a preview of the current IYRU issues. Just about all pending IYRU actions are reviewed at these meetings, sometimes in excruciating detail. In addition, several members of the U.S. delegation to IYRU are good friends of the Snipe Class, and I wanted to review our IYRU boat building fee negotiations with them. As many of you know, SCIRA is in the process of renegotiating our IYRU membership fees, and we want our proposal to get a good reception at IYRU. The major IYRU issue at this time seems to be the writing of a new rules Appendix 1 to define professionals, amateurs, and those in between when the IYRU votes to make yachting an open sport in the Olympics. Everyone seems to believe the open Olympics vote will happen this year.

I also obtained a rough schedule for the 1991 Pan Am games in Cuba, and their schedule is in August and likely to overlap the 1991 Snipe Worlds in Norway. Like the Worlds, the Pan Am Games are a bring-your-own-boat regatta; this could be a problem for many in the Western

Hemisphere who plan to send teams to both events. I will identify the exact Pan Am sailing event schedule as soon as possible and distribute that information to the Western Hemisphere and Norway as soon as it is available. As a practical matter, many of us in the Western Hemisphere may have to send different teams to the two events.

A quick correction to my comments in the March *BULLETIN*. The next Rule Book revision is voted on at the 1991 Board meeting for the 1992 to 1995 Rule Book. I had it delayed a year in my March column. Until next month, happy Snipe sailing.

Your Commodore,
Pete Fenner

MAY 1990

THE COVER: Nassau's Steven Kelly and Crew Eric Krebs sailing in the 1990 Gambler series. San Diego's Bart Hackworth dominated the 1990 Winter Circuit. Look for the full report in the June *SNIPER BULLETIN*. Dennis Kelly photo.

THE COUNT: Forty-four numbers were issued. Thirty to Japan, five to the U.S., five to Denmark, and four to Uruguay.

NUMBERED SNIPES: 27788

CHARTERED FLEETS: 809

Correction: In the cover credit for the April issue, Tatsuya Wakinaga's name was misspelled. We're sorry.



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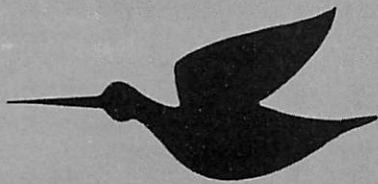
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Snipe

BULLETIN

(USPS 611-500)

MAY 1990

Volume XXXIX No. 5

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PUBLICATION INFORMATION

SNIPES BULLETIN (USPS 611-500) is published monthly for \$8.00 per year by Snipe Class International Racing Association, Incorporated (not for profit), 4096 Chestnut Dr., Flowery Branch, Georgia, USA. Second-class postage paid at Gainesville, GA, 30501 USA, and additional mailing offices. POSTMASTER: Send address changes to SNIPES BULLETIN, 4096 Chestnut Dr., Flowery Branch, GA 30542.

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

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

CHANGE OF ADDRESS

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

ANNAPOLIS READY FOR U.S. NATIONALS

Beware. Annapolis, Maryland is the site of the 1990 U.S.Nationals. Unless you like to have a good time, enjoy lots of on-shore activities and entertainment, participate in challenging and well-run races...don't even think about attending.

District I, Severn Sailing Association, and the Annapolis Snipe Fleet 532 are pleased to host the 1990 U.S. Snipe National Championships and Junior Snipe National Championships. The Junior Nationals will be sailed on Friday and Saturday, July 20th and 21st. The Crosby Series will be held Sunday and Monday, July 22nd and 23rd. The Heinzerling and Wells Series will run Tuesday through Friday, with a lay-day scheduled for Thursday.

The Junior Nationals will feature a new twist this year. There will be two "classes" of juniors: the traditional Junior class with both skipper and crew of junior age, and a special class for junior skippers sailing with crew of any age. This will allow senior boat owners to lend their boats to juniors who might otherwise not be able to participate, and will insure that more juniors are able to sail.

Housing is available for almost everyone who needs it, but be sure to register early for the spots closest to the Severn Sailing Association.

If you don't know what to do with your children for a week, BRING THEM ALONG! Baby sitting services will be available. Again, register early and indicate that you'll need a sitter. You will be mailed a list of available baby sitters. You can then make arrangements with someone from that list who best suits your needs.

What kind of sailing conditions can you expect? Each year, 50 to 60 boats sail at the Colonial Cup, which is sailed in June, and for the Frigid Digit which is sailed in October. If you asked these participants, you'd probably get 50 to 60 different ideas!

There are some common denominators: Yes, it's bound to be light air (around 10 knots). But bring a light air crew and it will probably blow, hard. The wind in Annapolis at that time of year is very dependent upon whatever weather system is in place at the time. Also, be prepared for some tidal current. July on Chesapeake Bay can feature currents between 1 and 2 knots. Watch the tankers anchored in the middle of the bay for tidal indications.

The racing promises to be challenging so we want competitors and their families to be able to unwind and relax on shore. Each evening there will be a featured event. Nightly entertainment includes: Bands, Barbecues, Pool Parties, Best T-Shirt Contest, Pub-crawling, and a few surprises. Rumors are flying that District I pyrotechnics expert, Lee Griffith, has been diligently collecting the combustibles necessary to put on a dazzling spectacle of fireworks art. (Place on level ground. Light fuse, get away, fast! DO NOT HOLD IN HAND!)

The town of Annapolis offers many historic, tourist and shopping attractions. The old State House in the center of town was once home to the Continental Congress. To this day, Annapolitans thank our forefathers for moving our capital to another city. There are also many historic hotels and bed and breakfast establishments that give the "air" of the colonial period.

Downtown shops offer a wide variety of fashions and merchandise. Whether you're looking for a pair of radical tennis shoes to match Craig Leweck's, or prefer the more "conservative" Phil Richmond look, there is something for you. But remember, this is the town where Steve Callison grew up, so if fashion is not your thing, you'll still be fine.

Baltimore and Washington are about an hour's drive away, which can make for a nice day trip (Thursday's lay-day?), or you might want to visit before or after the regatta. Baltimore is best known for its Inner Harbor and National Aquarium. There are also some quaint taverns in the Fells Point section.

ANNAPOLIS WILL DECIDE WORLD ENTRANTS!

The U.S. Junior and Senior Nationals will serve as qualifiers for two SCIRA World Championships.

The top two teams in the Junior Nationals will qualify for the 1990 Junior Worlds, to be sailed in Spain.

Three teams will also be selected for the 1991 Worlds to be sailed in Norway. Contact U.S. National Secretary Phil Richmond, or the Snipe Office, for more details.

Washington needs little introduction except to say that you need to plan well in advance if you want to visit the White House, any of the Smithsonian Museums, or the National Art Gallery. Planning is important as you'll want to make reservations and schedule enough time to cover the attractions that you want to visit.

Back in Annapolis, spectators will be able to watch the races from several "Press" boats. There will also be live broadcasts of the races beamed to the Severn Sailing Association and to Marmaduke's pub, which is just down the street from SSA. Marmaduke's will also feature nightly video replays of each day's racing action.

Want to get in some advance practice before the Nationals? The Colonial Cup will be held on June 2nd and 3rd at the Severn Sailing Association, so you can get a preview of the racing and on-shore fun.

Great racing, fun parties, and plenty of off-the-water attractions for the whole family, this is one U.S. Nationals that will have it all. Be prepared for some serious good times!

AROUND THE SNIPE WORLD

WICHITA, KANSAS: Kathryn MacIvor has donated her late father's collection of *JIB SHEETS* and *SNIPE BULLETINS* to the Class. Don MacIvor was an active member of the Class for many years, and during our conversation, Kathryn told me some great anecdotes from days past. We're hoping that she'll write them down for posterity. Included in her package was a photocopy of "Building a Snipe" by Crosby, and her father's list of building materials.

Special thanks, Kathryn, for your gift, especially the *JIB SHEETS*!

ZAPATA, TEXAS: Bob Williams sent a few comments with his renewal to the *SNIPE BULLETIN*: "First raced Snipe in 1932 with the Commodore's son in Oklahoma City. Went to the first U.S. Nationals at Dallas, I think in 1933??? I built my first Snipe in 1932 with three others following. I still have the cedar to build another boat. I still sail once in awhile on Lake Falcon, in Texas, where we now live with #21110.

NEWPORT, RHODE ISLAND: The United States Sailing Foundation (USSF) has awarded a \$1,000 grant to help get the U.S. Junior team to the 1990 Junior Worlds in Spain. Special thanks from the U.S. Snipe sailors for your continued support!

SPAIN MAKES FINAL PREPARATIONS FOR JUNIOR, MASTERS WORLDS

The "Costa Calida" in Spain will be the setting for the 1990 Masters and Junior Worlds. Located on the Mediterranean, near San Javier, the Mar Menor (little sea) is the ideal setting for sailing and vacationing, with warm winds, and plenty of tourist attractions.

The beautiful Segura Valley, with its orange and lemon groves, is close by, as are the pine-covered Sierra Espuna Mountains. Also popular are the spas at Archena and Fortuna, with their thermal springs and therapeutic baths.

No vacation would be complete without exploring the local food, and this area

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SOBSTAD 90 — THE PATH TO A GREAT FINISH!

won't disappoint. The famous "Arroz Caldero," a delicious blend of rice and fish is an area favorite, along with other seafood delights. The Province of Murcia is well-known for its greens, vegetables and fruits, and the local salad dishes are prime examples of the rich fertile land in which they are cultivated, as are the grapes which produce some of the finest of Europe's wines.

The "Mar Menor" area is also famous for its variety of hotels, from the modest to the deluxe.

For the sailors, SCIRA Spain is making every effort to insure the finest competition. Top quality Snipes will be provided for the Juniors, and these same boats are available for Masters to charter on a first-come, first-served basis. Sun, wind, great food, and the famous Spanish hospitality! What a great Mediterranean vacation for Snipers of all ages. For more information please contact Fernando Velarde Flores, National Secretary of SCIRA Spain, Apartado de Correos 4493, 30.080, Murcia, Spain.

NORWAY PREPARES FOR 1991 WORLDS.

Tonsberg, Norway is a city of 40,000 people that lies about one hour's drive south of Oslo. Considered to be the oldest town in Norway, it was founded circa A.D.871. Tourist attractions include the ruins of King Hakon Hakonsson's castle, which was built in the 13th century, several ancient churches, and the Vestfold Museum.

Nearby is the village of Fjaeholmen, where the 1991 Snipe Worlds Championship will be held. A paradise for sailors, Fjaeholmen is not a luxurious place, but practical, and very beautiful. It's the kind of place that you fall in love with on your first visit.

The sailing conditions are ideal, with winds from 3 to 5 metres-per-second. The Sailing Center is a ten-minute drive from Tonsberg, and housing for competitors will be close by.

On the Social Scene, we're planning lots of parties in the traditional Norwegian style, so be prepared!

We want *every Snipe Nation* to participate, and we're making plans to keep it low-priced. Skipper Snipes will be avail-

able for charter at very low prices, and housing will be available for sailors on a low budget.

Snipe Sailors around the world: Start making your plans to be in Norway in 1991! It will be the event of a lifetime.

National Secretaries: Contact Birger Jansen for more information. It's not too early to start your PREPARATIONS!

Birger Jansen
National Secretary—SCIRA Norway
Broveien 44
1315 Nesoya, Norway
FAX: 011-47-2-848262

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SCIRA District 1 Severn Sailing Association Annapolis Snipe Fleet Present

THE 1990 U.S. SNIPE JUNIOR NATIONAL AND NATIONAL CHAMPIONSHIPS

Schedule:

Junior Nationals: July 20 and 21

Crosby Series: July 22 and 23

Heinzerling and Wells Series: July 24 through 27 (Lay day July 26)

Housing:

Annapolis Snipe Fleet and Severn Sailing Sailing Association members will accomodate everyone who needs housing...but register early to ensure your spot!

A list of area hotels and motels is available. Again, register early!

Babysitting:

A list of available baby sitters is available to anyone who requests it! Sitters will be available on a first-come, first-serve basis.

Practice:

Practice at the Nationals' site is even possible!

Severn Sailing Association Spring Regatta

May 19 & 20—This is a multi-class club event at which out-of-towners are welcome. Plan to leave the dock at 10 am on Saturday and Sunday.

Colonial Cup

June 2 & 3— This event typically draws 50-60 boats. The racing is in open water with a potentially good sea breeze. Contact Tom Sprehe, 380 Holly Trail, Crownsville, MD 21032.

For further information, contact Lisa Foulke, 410 West Lombard Street, Baltimore, MD 21201.

1990 U.S. SNIPE JUNIOR NATIONAL AND NATIONAL CHAMPIONSHIPS

Annapolis, Maryland • July 20-27, 1990

REGISTRATION FORM

SPECIAL JUNIOR SKIPPER/SENIOR CREW CHAMPIONSHIPS

No entry fee, Skipper must not yet be 20 years old on December 31, 1990. Crew may be any age.

U.S. JUNIOR NATIONAL CHAMPIONSHIPS.

No entry fee. Top two teams will qualify for the 1990 Junior Worlds. Skipper and Crew must not yet be 20 years old by December 31, 1990.

U.S. NATIONAL CHAMPIONSHIPS.

\$75.00 Entry fee.

ALL ENTRIES—COMPLETE THE FOLLOWING INFORMATION (Incomplete forms will be returned!)

NOTE: Enter only one event per form. If you are entering more than one event, please complete a separate form for each! All information must be complete. Incomplete forms will be returned!

Skipper _____ Crew _____

Address _____ City _____ State _____

Zip _____ Skipper's telephone w/area code: _____

Yacht or Sailing Club: _____ Fleet Number: _____

Sail Number: _____ Hull Number: _____

Builder: _____ Year Built _____

Hull Color _____ Deck Color _____

The boat that I will sail has a : Class Certificate Green Card Fleet Certificate Moment of Inertia Measurement.

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

Owner: _____ Hull Number: _____

JUNIORS ONLY: Skipper's birthday: _____

Crew's birthday: _____

IF HULL MEASUREMENTS ARE NEEDED, PLAN TO ARRIVE BY JULY 19TH.

JUNIOR MEASUREMENT WILL ALSO BE HELD ON JULY 19TH.

For and in consideration of the acceptance by the Severn Sailing Association and the Snipe Class International Racing Association of my entry in this regatta, I hereby accept all the risks and responsibilities of my yacht's participation in said regatta and waive any and all claims I may have against their members, officers, directors, committees, agents and/or employees arising out of or in any way connected with such participation. I agree to abide by the sailing instruction of this regatta, the rules of USYRU, the rules of my Class and by the rules of the host organization:

Signature of Skipper _____ Date: _____

I certify that this entrant is a member in good standing with SCIRA, and that he has sailed in at least 5 point score races or 5 sanctioned regatta races this year and that he comes within the limit of one skipper for each 5 active Snipes or major fraction thereof in the fleet. (EXCEPTION: All-Junior teams that compete in the Junior Nationals may enter the Crosby Qualifiers without regard for the Fleet Quota.)

Signature of Fleet Captain _____ Date _____

SEND REGISTRATION AND FEE TO SCIRA, 4096 CHESTNUT DRIVE, FLOWERY BRANCH, GA 30542.
ENTRIES MUST BE POSTMARKED BY JULY 9, 1990.

ADVENTURES OF THE TEST SKIPPERS

By Jeff Clarke

Yesterday I did it. Just up and volunteered. Oh, Mom cried when I told her, but Dad's silent grip on my hand told me how proud he was that his boy was going to be...a Test Skipper. Let me explain:

Like all Snipe sailors, I'd noticed that the forestays on our boats have been getting longer and skinnier every year, so that now they're nothing more than a kind of loose, wiry dental floss that doesn't do much except get sucked up into the jib sheave when you hoist the sails. Folks seemed afraid to talk about it, except Grandpa, who said it was because of something called Rule 72, that this Rule 72 made everyone hank their jib to the forestay and, because you had to ease your jib halyard up to 14" in order to sail fast downwind with the big whisker pole set, the hanked-on forestay had to be 14" too long as well. He said that "one day freedom-loving Snipers would rise up and overthrow the evil Rule 72."

Well, Grandpa said a lot of crazy things

when he'd been into the nail polish remover, but I know this much was true: any Sniper whose jib halyard let go in a blow could count on wearing the spreaders a couple of seconds later, and this same useless forestay would keep the jib from setting properly downwind in light air. Rule 72 had cast a shadow over the land, but I felt that I was helpless. Then I saw the notice in the *BULLETIN*.

It was in the November 1989 issue, and it said there was going to be a "test program to sail without jib hanks," for anyone who had what it takes to join: the ability to send in a letter asking to participate. I figured if I took the Adult Literacy class over at the "Y" I might make it in three or four months. Instead, Fate sent me a shortcut.

At the fleet's December meeting at the Liberty Inn, I sat at the table wondering if I could make the grade as a Test Skipper. Looking across all those empty wine carafes, at the Warnes, the Carters, the

Fishers, the Wearys, and our new Fleet Captain, Suzi Loesch, I felt my heart sink. Most of them already know how to write, and every one had the kind of daredevil spirit it would take to volunteer for the test program. If I couldn't join right away, too, I might never be able to catch up. So, I took a chance and whispered my problem to Brad Warne. I'll never forget the way he tried to focus his eyes as he roared: "To Hell with that, kid, I'll write the (expletive deleted) letter for you!"

And that's how I became a Test Skipper. Yeah, I know the risks. Having a shorter, heavier, functional forestay is unavoidably safer than the old rig, and without the hanks the jib will set faster and smoother, at least until we get the bugs worked out, but that's just what you put on the line when you're part of a test program, whether you're Chuck Yeager, or one of the Few, the Proud, the Test Skippers.

THE WANDERINGS OF SCIRA FRED.



"SORRY OLD CHAP, BUT RULE 33 STATES MASTS MUST BE POSITIVELY RETAINED."

THE LIST

Last month we covered Peter Commette's packing list for the trip to the worlds in Karatsu, Japan. This month we take a look at the list that he and crew, Connie Suddath, put together to make sure that they were ready to sail their best.

Notice that their preparations for a race start as soon as they arrive at the site. The letter "S" and "C" stand for skipper and crew.(logical, eh?)

WHILE RIGGING THE BOAT

S & C—Take hourly wind readings each day before the competition starts and each morning before leaving for the course.

S—Find a "buddy" for start line testing, speed testing, etc.

ON THE WATER, BEFORE TEN MINUTE GUN.

C—Even up tails of all lines.

S & C—Check in with race committee

S & C—Check the line and weather leg with buddy.

S & C—Do a two minute practice start.

S & C—Practice acceleration before start.

S & C—Check vang setting for reach.

S & C—Check vang setting and wave patterns for upwind.

S & C—Check current, direction and strength.

S & C—Get compass readings for both tacks. Establish highs and lows.

S & C—Practice putting on Mollet haulers.

C—Estimate compass heading from weather mark to reaching mark, and from jibe mark to leeward mark. (Approx. $135 \pm$ degrees from wind direction.)

C—Check current on jibe mark.

C—Check jib settings. Correct for conditions?

AFTER THE TEN MINUTE GUN

S & C—Check the line and take wind readings.

S—Check vang setting for upwind.

S & C—Stand up and look for wind at five minutes, two minutes and one minute.

S & C—Clean blades, weed check, at two minutes.

S—Approach fleet on port at one minute and thirty seconds, to tack onto starboard at 45 to 30 seconds. Find a turkey. Stay away from ends. Put on vang when tacking to starboard.

C—Read out time (but not so loud that others can hear!)

S—Trim and go at the same time, or before the next boat trims.

S & C—Concentrate on acceleration before and after start.



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Ullmann Atlanta (404) 945-0788

Ullman Texas (214) 741-2364

AFTER THE START

- S & C—Watch what the locals do!
- S & C—Keep it flat (think Ed Adams)!
- S & C—Roll back in waves.
 - C—After each tack is completed—take in slack on windward jib sheet and coil windward sheet, make sure leeward sheet can run free.
- S & C—Check angle of fleet—take it!
 - S—Get separation—do not tack more than twice in first five minutes. Want to cruise through middle at 1/2 way up beat.
- S & C—Watch for starboard tackers.
 - C—Check angle of back deck on horizon—Think **BALANCE!**
 - C—Remind skipper to get head out of boat.
- S & C—Watch for wind on water.
- S & C—Read the compass.
 - S—Interpret wind on water.

BEFORE THE WINDWARD MARK

- S—Rounding on lift or header?
- C—Look for next mark
- S—On second windward leg, can come in with smooth water on port tack layline.
- S—Don't get lazy! Continue looking for shifts. Don't get to layline too early.
- C—Continue looking for next mark!
- S—Tell crew if pole reach, or not, Mollet haulers or hand hold.
- S—Tell crew where they will sit on reach.

- S—Explain mark rounding tactics to crew if rounding in traffic.
- C—Ask skipper "What's the plan?" for rounding and next leg.

ROUNDING WEATHER MARK

- S—When rounding in traffic, slow and win, position is the key.
- S—Get position and get boat moving. Make adjustments later.
- S & C—When in traffic: do not set the pole.
 - S—When in doubt, do not set pole. If pole is set, set at full length.
 - S—Rounding in lift or header? Go high or low, accordingly.
 - S—Ease vang to pre-set mark.
 - C—Ease jib cunningham.
 - C—Pull up board. Pull top of board aft, if pole is up. (Last thing when maneuverability is not so critical.)
 - S—Ease main cunningham.
 - S—Ease jib halyard 1" if no pole. Half magic box if pole is used.
 - S—Check current at mark.
 - C—Clear and coil lines.
 - S—Trim pole jib sheet.

FIRST REACH

- S & C—Keep track of wind shifts for next weather leg. (easing and trimming)
- S & C—Look over shoulder for wind, boats, and waves. Crew to remind skipper.
 - S—Up in lulls—off in puffs! Communicate to crew.
 - S—Play jib halyard and vang in puffs and lulls.
 - C—Coil lines. If jib is hand-held, must keep frisbee shape and draw evenly.
- S & C—Steer with weight.

BEFORE JIBE MARK

- C—Look for next mark.
 - S—Pole on the next reach? What about beginning of reach?
- S & C—Communicate on tactics. Will you need no pole and more board to get up over boats around you after the jibe? Pole or no? Mollet haulers or not?
 - C—Ask skipper "What's the plan?"

THE JIBE


- C—Shorten pole and pull up jib halyard.
- C—Drop board to next reach position. A little lower if maneuverability will be needed.
- C—Take pole down.
- S—Take in windward jib sheet at beginning jibe and after jibe.
- C—Sit on windward side and pull vang over.
- C—Pole up. Mollet haulers on or hand hold jib?
- S—Check current at mark.

BEFORE BOTTOM MARK

- S & C—Determine if rounding in lift or header.
 - S—Look at boats already on upwind leg. None there? We're leading!
 - S—Plan weather leg.
- S & C—Look for wind upwind.
 - C—Look for next mark.

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- S—Tell crew about rounding tactics.
- C—Ask skipper “What’s the plan?”

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OTHER THAN THE TILLER**

ROUNDING BOTTOM MARK

- S—Check for current at mark.
- S & C—Use weight to steer around mark.
- C—Drop pole.
- S—Pull in weather jib sheet when pole is dropped.
- C—Trim jib but not too fast! (Too tight—stops boat from heading up!)
- S—Pull up jib halyard and ease aft-puller.
- C—Shorten pole when jib halyard is pulled up.
- S—When rounding in traffic slow and win. (Don’t get caught outside.)

Body Weight

- Move forward —boat heads up
 - Move aft —boat falls off.
 - Torque forward —boat falls off.
 - Torque aft —boat heads up.
 - Lean out —boat falls off.
 - Lean in —boat heads up.
- Sheet Tension**
- Trim main —boat heads up.
 - Ease main —boat falls off.
 - Trim jib —boat falls off.
 - Ease jib —boat heads up.
- Centerboard**
- Board up —boat falls off.
 - Board down —boat heads up.

DOWNWIND

- C—Stay forward, unless planning.
- C—Shorten pole.
- S—Up in lulls and off in puffs. Play jib halyard and vang.
- C—Ask skipper “What’s the plan?”

FINAL BEAT

- S & C—Look for favored end of finish line. NEVER finish in middle!

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JUNE 2 & 3, DISTRICT THREE CHAMPIONSHIPS/RIFF RAFF, Cowan Lake, Ohio, David Smith, 8632 South Cove Dr., Maineville, OH, 45039, USA, 513-683-6451

JUNE 9 & 10, WHITTEMORE-ST. JOHN, Quasapaug, CT, Peter Wolcott, 5 Country Walk, Huntington, CT 06907, USA, 203-929-8241

JUNE 9 & 10, GOVERNORS CUP, Tim Dixon, 836 Lorraine, Springfield, IL 62704, USA, 217-787-9850

JUNE 16 & 17, DISTRICT II CHAMPIONSHIPS/FIREWATER REGATTA, Andrew Ozaki, 320 South 29th St., Lincoln, NE 68510, USA

JUNE 16 & 17, 1990 BROADSTAIRS OPEN, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JUNE 16 & 17, DISTRICT ONE CHAMPIONSHIPS, Harry & Sarah Levinson, 22 Harvard Ave., West Medford, MA 02155, USA, 617-488-3032

JUNE 16 & 17, 1990 WOLVERINE REGATTA, Kirk Donaldson, 1720 Chandler, Ann Arbor, MI 48105, USA, 313-663-6569

JUNE 23 & 24, DISTRICT FIVE CHAMPIONSHIPS/BOLDE MOTHERS, Cuba Lake, NY, Leo Murphy, P.O. BOX 66, Cuba, NY 14727, USA, 716-372-2853

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JUNE 23 & 24, 1990 PINE BEACH BLUE-GREY REGATTA, Lee Griffith, 16 Orchard Way, Yardley, PA 19067, USA, 215-493-8031

JULY 7 & 8, 1990 STONE INTERNATIONAL, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JULY 7 & 8, OCEAN COMMOTION, Deke Shelter, 627 N. Pinehurst Ave., Salisbury, MD 21801, USA, 301-742-7277

JULY 7 & 8, 1990 ATLANTIC COASTS, Henry Filter, 10 Weston Ave., Suite 117, Quincy, MA 02170, USA, 617-773-7375

JULY 7 & 8, 40TH ANNUAL MISSOURI VALLEY CHAMPIONSHIP, Mike Torbey, 2603 N. 56th St., Omaha, NE 68104, USA, 402-553-6882

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JULY 19-27TH, U.S. NATIONAL CHAMPIONSHIPS, Annapolis, Maryland, Lisa Foulke, 410 W. Lombard St., Baltimore, MD 21201, USA

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AUGUST 25, 1990 DISTRICT THREE JUNIOR CHAMPIONSHIPS, Matt Heywood 1004 Miner St., Ann Arbor, MI 48103, USA

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SEPTEMBER 4-9, 1990 JUNIOR WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, entries limited to two per nation.

SEPTEMBER 11-15, 1990 MASTERS WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, FAX: 34-68-21-50-44

SEPT. 16 & 17, 1990 JOE RAMEL MEMORIAL REGATTA, Carl Chinnery, B-4, Lake Lotawana, MO 64063, USA, 816-578-4810

SEPT. 22-23, 1990 BATTLE OF ATLANTA, Thomas Payne, 4096 Chestnut Dr., Flowery Branch, GA 30542, USA, 404-287-8405

SEPT. 22-23, 1990 NORTHWEST CHAMPIONSHIPS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

SEPT. 22-23, 1990 LONG ISLAND OPEN, CALL OF FALL, Ron Hill, 4 4th St., Stamford, CT 06905, USA, 203-967-2332

SEPT. 29-30, 1990 OXFORD INCIDENT/ACCIDENT, Jim Hater, 230 Solarama Ct., Cincinnati, OH 45238, USA, 513-451-5508

SEPT. 29-30, 1990 FRIGID DIGIT, Doug Heuser, 1636 Ridout Rd., Annapolis, MD 21401, USA, 301-757-5173

SEPT. 29-30, 1990 RONALD C. PRIME MEMORIAL, Sandra Czibik, 27 Poor Richards Dr., Bow, NH 03301, USA, 603-226-0231

SEPT.30-OCT. 3RD, 1990 U.S. MASTERS CHAMPIONSHIP, Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

OCTOBER 3-6, NORTH AMERICAN CHAMPIONSHIPS, Rush Creek Y.C., Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

OCTOBER 6 & 7, 1990 NEW JERSEY OPEN—CALL OF FALL, John Marx, 448 W. Shore Trail, Sparta, NJ 07871, USA, 201-729-0313

OCT. 28 & 29, 1990 HALLOWEEN REGATTA, Kathy Bronaugh, 3735 Hunting Ridge Dr., Lilburn, GA 30247, USA, 404-972-4455

NOVEMBER 17-25TH, 1990 WESTERN HEMISPHERE CHAMPIONSHIPS, John MacCall, C/O Yacht Club Argentino, Darsena Norte, Buenos Aires, Argentina, FAX: 00541-313-7267

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TRADING UP HOOKS A SNIPER

Lake Lotawana—The Joe Ramel's Memorial Regatta kicked off Friday night with a participative presentation on fleet building. Wichita, lead by the Rix's, shared the struggles of that fleet with relocating to a new lake which serves them better, and with building up their numbers at the new location. It appears that that effort is proving successful through sheer dedication.

The Lincoln fleet made the second presentation, and told of a novel way that their fleet has continued to prosper. One of the fleet members buys any old Snipe in any condition that he can find it, then upgrades the Snipe and sells it to a prospective sailor. The result is that the new sailor gets hooked on a Snipe at a very modest cost, and then continues to improve that boat or trade up to a more competitive boat.

The technique is thriving at Lincoln through a low-cost entry program, experienced sailors helping inexperienced sailors, and the beat goes on.

Saturday brought the first races in moderate winds of 10-15 mph. The local Lotawana fleet jumped to an early lead with Doug Goppert placing first, Lou Joline placing second, and the ever-masterful Henry Davis from Omaha placing third.

In the second race, Doug Goppert proved that his appetite for placing number one was going to be voracious. A new second place finisher was Bob Ewoldt from Lincoln, and again the local fleet was represented in the top three, with 15-year-old Ben Chinnery placing third.

Sunday brought heavier winds of approximately 20-22 mph with the same boring kind of finish, with Doug Goppert having a clean sweep of the third race. Lincoln again showed its strength with John Briggs placing second. Bulldog Ben Chinnery hung on with his teeth to third.

The end results? Clean sweep Doug Goppert first, Bulldog Ben Chinnery second, and because of consistency in overall averages, the age-old Ken Rix's came in third.



Standing (left to right): Doug Goppert, Ben Chinnery, Ken Rix, Lou Joline and John Briggs; kneeling: Rita Goppert, Carl Chinnery, Jim Rix, Sonja Joline and Larry Briggs

1989 JOE RAMEL SNIPE REGATTA Lake Lotawana Top 15 of 20 Boats

Skipper	Sail Number	Places	Finish
Doug Goppert	25783	1-1-1	1
Ben Chinnery	27111	8-3-3	2
Ken Rix	27405	4-4-6	3
John Briggs	20936	10-6-2	4
Lou Joline	24111	2-8-8	5
Henry Davis	24101	3-11-7	6
James Russell	24321	5-5-13	7
Bob Ewoldt	25652	14-2-10	7
Todd Merrill	23292	17-7-4	9
Hanns Hagan	26122	7-13-12	10
John Sepanski	25049	9-9-15	11
Bob LaScala	25075	15-15-5	12
Mary Ann Rix	25785	6-17-14	13
John Buckley	24042	16-10-11	14
Andrew Ozaki	20841	12-14-16	15

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SNIPES FEATURED IN BOAT SHOW

Guernsey, C. I., U.K.—For a few years I had been aware of the Crystal Palace Dinghy Show (held March 4) but had never had a chance to see it. This year I was able to take a few hours between flights to finally make it.

For one who had never been to a show which concentrated on sailboats from around 10' to 22', it was heaven.

Also it was history, since quite a few of the at least three dozen or more classes showed present hulls vs. pre-war 1940 types. Having started sailing in those years, suddenly the pictures became reality!

The show must have been successful, as it was crowded. It had class representation through their associations, and other associations and yacht clubs were also represented. All class stands were made up of one or two boats, and both a video and a display showing location of fleets, major regattas both local and international, and all pertinent organizational information. In the swimming pools used by the British swimming team for training, Optimist prams and other small dinghies floated. These were in constant use, by demonstrators or actual classes to new sailors! A five-mile-breeze was supplied by a group of blowers stretched along the eastern side of the pool; even the radio controls had their pool!

I knew from a magazine that Snipe class was to be represented, but I certainly did not expect it to be the first class at the end of the entrance hallway. The positioning was to me tops, as there were no other classes of our size demonstrated along the hallway. Actually, only the Optimist prams were before

the Snipe, but tucked in among some giant columns, which hid them.

Wanting to leave the best for the last, after a quick inspection, I bore off into the maze of popular British classes to enjoy hulls, finishes, masts, equipment, crazy designs and even sails!

Needless to say, it was all there. Progress around the show was difficult to say the least, not only due to the crowds, but to trying to take it all in, especially when you haven't been able to keep up to what is going on throughout the dinghy racing world.

Specific impressions:

1) All Olympic classes were represented, including the Star, but individually so, not through an overall Olympic organization.

2) Catamarans of all sizes were shown, each with its individual quirks tending to portability.

3) Two other keel boats were shown, which included the "Flying Fifteen."

4) The difference between the old (beautifully prepared) and the new hulls of classes such as the Int. 14s, Merlin Rockets, etc., were astonishing.

5) The extreme complications of the latest dinghy rigging makes a Star boat look simple!

6) Practically all original wooden classes are now being produced in fiberglass, although at least one class maintains a wooden hull under another name.

7) Some of the classes have been wrestling with the aging problem of boats and skippers. When you can see a class like the Merlin-Rockets that in the 50's raced with a 4' beam and now with a 7' beam look more like an Int. Moth hull, you become aware of a tremendous problem. In our case, with the "woodies," although they all look the same, there

are technical differences. (I attach a special leaflet by the M-R class in reference to the "Vintage Wing," as an idea of a possible solution to this class problem. I hope that this could lead to further comments and investigations by SCIRA.)

After having visited the "trade" hall, and doing my inquiring, I went back up to the Snipe Class, to meet whoever was on the stand. I was lucky enough to meet with Andy Thomas of the Isle of Wight and John Sewell of Essex.

Snipe Class impressions:

1) It turns out that the boat on "show" was originally Steve Caulison's, which he sold in France. It seems to have continued to do well on this side of the pond.

2) The impression given me by Andy and John is that enthusiasm for the class is up not only here in the U.K., but in several areas of Europe.

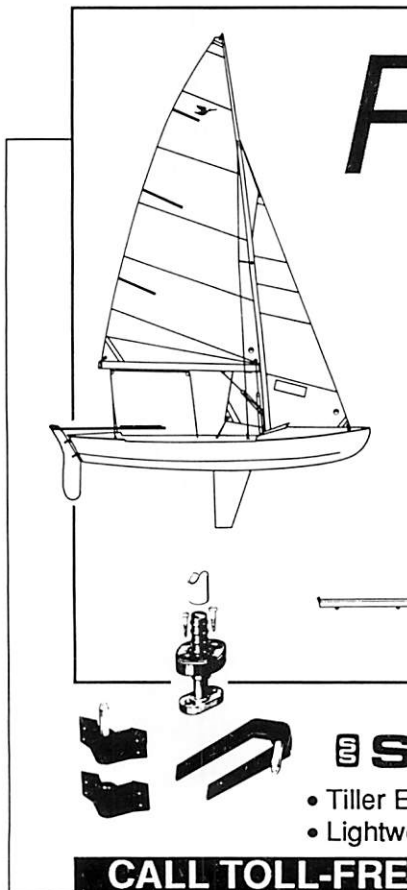
3) The main producer of Snipes in Europe has a backlog of orders, and so other sources must be found.

4) Andy, I understood, has begun to make Snipes on the Isle of Wight and I hope to be able to visit. Hopefully this will make more second-hand hulls available in U.K. for new sailors to the class.

5) Backing the above up was that all of the mast suppliers and other fittings at the show recognized the Snipe Class and had specific products for it. Obviously there is a demand!

My overall impression of Snipes in UK was a good one. There is plenty of enthusiasm, and obviously if I go by the presentation at the show, they have a will to work!

C. E. Bosch



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Race For Space - 1

Atlantic Coasts - 1, 2

New York Open - 1

Wolverine
(Barton Open) - 1, 2

Norwegian Nationals - 1

French Nationals - 1

Northeasterns - 1, 2, 3, 4

Kelly Trophy (Nassau) - 1

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(Nassau) - 1, 2

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Clearwater - 3, 4, 5
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* Partial Inventory



Photo by Frank Zagarino

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