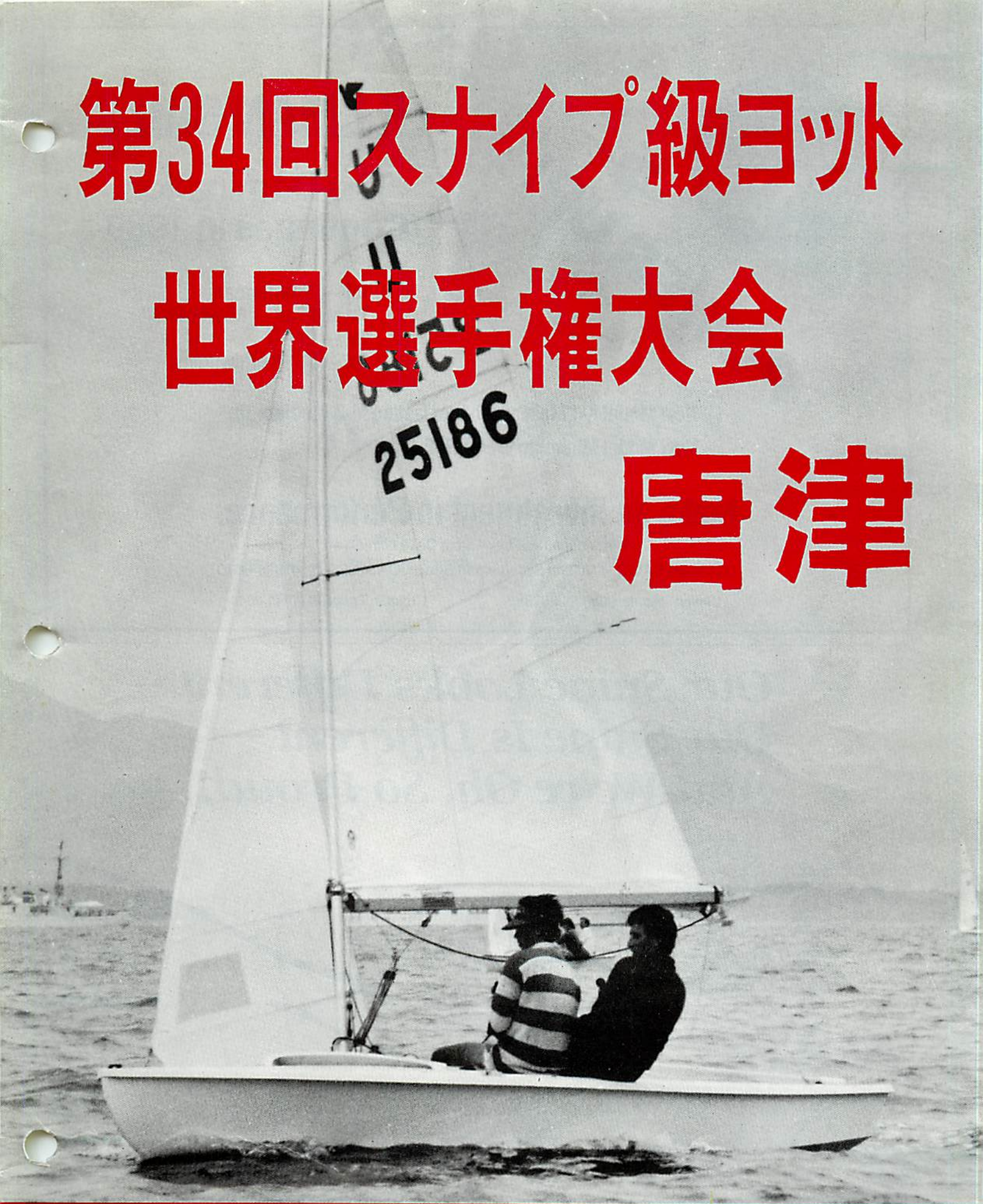


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SNIPER BULLETIN November, 1989



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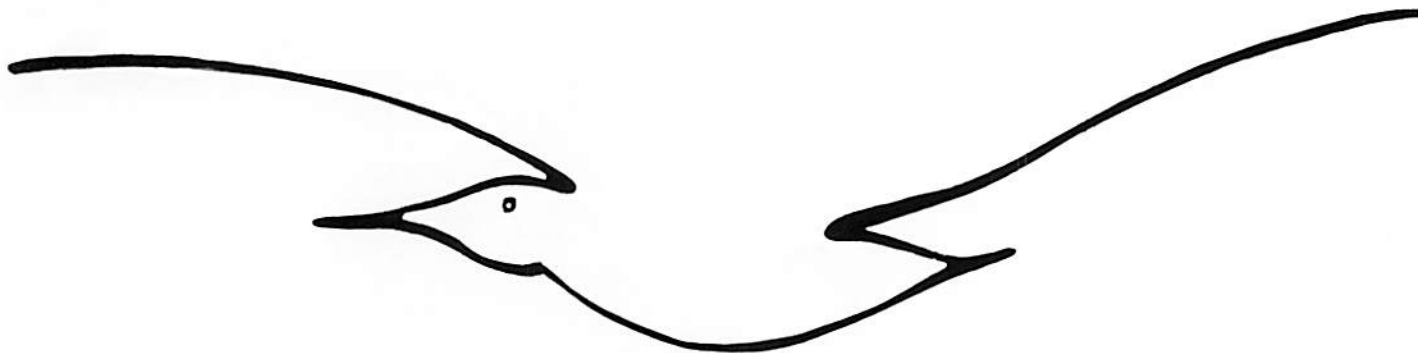
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uncommon sense

by Tom Payne

The Karatsu Worlds were beyond belief. I know that sounds like hype, but just ask anyone who was there. The main thing that stands out is the wonderful hospitality of the Japanese people. Sure, you've heard what great hosts they are, but you really have to experience it to believe.

I've used a different style for my report because I want to give you a first-person view of how things were. I hope you enjoy it.

The National Secretary's and Board Meetings were very productive. Please read the Minutes carefully as there are some very important matters that directly effect you.

Two of these matters are covered in Dan Williams Circular Letters which you will find in this issue. The first concerns the jibstay and jib hanks, a topic that has been around for awhile, and now it seems that Dan has worked out a viable solution to

this problem.

The competition was hot and heavy, the conditions were all over the scale, providing a real test of skill.

Leweck and Lenhart

In the December issue we'll have the complete report on the U.S. Masters Championships and the North Americans which were hosted by Mission Bay Fleet. Jeff Lenhart and crew/wife Peggy took the Masters with four bullets. Craig Leweck and Lisa Manzer won the NAs by five points over Dave and Kathy Chapin. Is there any doubt that Craig is the #1 Snipe sailor in the U.S.? Not in my mind! News that Craig and Lisa are planning a Spring wedding indicates that this is one team that will be tough to beat in the years ahead.

In December

We'll also cover the Frigid Digit, hosted by the Annapolis Fleet. Highlights:

GREAT race committee work, some hot competition, and a super party complete with Dark and Stormys provided by Kevin Blee and the boys from Bermuda.

McLAUGHLIN SNIPES WIN:

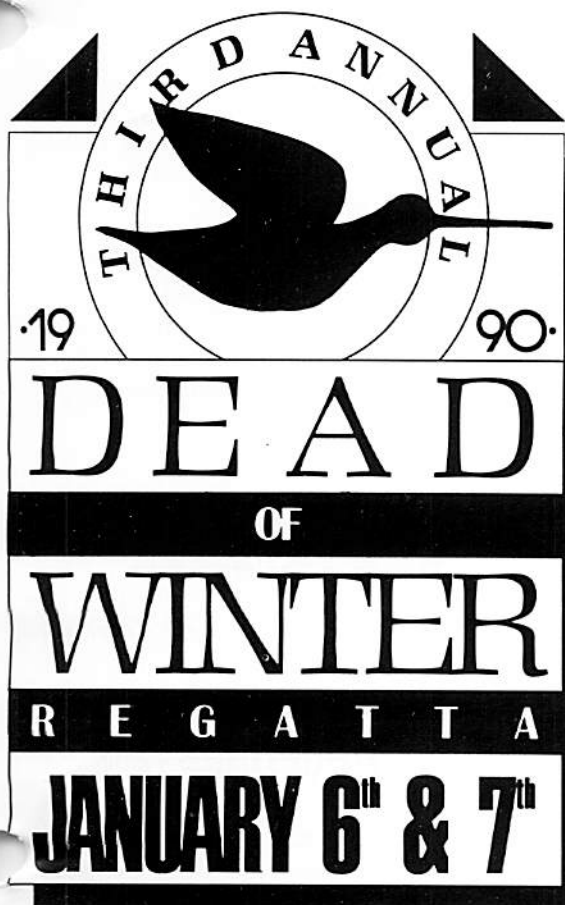
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Snipe

BULLETIN

(USPS 611-500)

NOVEMBER 1989
Volume XXXVIII No.11

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at the masthead

THE COMMODORE SAYS

A good example of a dedicated Snipe sailor is Bibi Juetz of Brazil. I have met her at several events. This year she came to the Worlds in Japan to support the Brazilian team. Then she continued to San Diego to compete in the American Masters, placing eighth overall and second in her group. After the Masters she also sailed in the North American Championship Regatta and told me she must hurry back home to sail a regatta in Brazil. Although looking like a young girl she has a long experience of sailing the Snipe.

Talking about experience and playing with figures, I found out that the total age of the competitors in the Masters was 2778 years. As there were 29 boats racing, the average age of the crews in each boat was about 96 years. You can see, there was a lot of racing experience in every boat. And you could 'hear' that Snipe experience also, both on the race course and in the yacht club after the races.

The courses on Mission Bay sometimes consisted of several rounding marks, which led to one comment: "I have never touched 14 marks in one race before." So even a Master can learn something new. But there was a lot of good sailing. Most of the Masters sailed according to the Rule Book of the year 1942 that Doug DeSouza showed me. It says: "A good skipper concentrates on his racing and sailing, not on fancy geegaws most of which only serve to confuse him at the very time when he should be giving the greatest attention to his sailing."

The book also states that "a good, clean, smooth bottom, simple rigging and good sails are the surest way to win races. Extra gadgets only tend to make an 'alibi factory' out of the boat as the skipper invariably pulls the wrong thing and blames that for losing the race."

As we have had a lot of interest lately in making wooden Snipes, I also found out from the old book that 60 percent of the boats at that time were homemade "and many of them have done remarkably well in open regattas in many cases winning from expensive professional jobs."

How expensive was a professionally built Snipe in 1942? The Rule Book says: "There is a price limit of \$375 on any boats used for racing in the class and any

boats that cannot be duplicated for this price by a professional builder, cannot have a measurement certificate." Oh tempora et mores. One did not think of the word inflation when making rules in those days.

But now back to the present time. Congratulations to Craig Leweck and Lisa Manzer for winning the North American Championship Regatta in San Diego. In their boat there must not have been too much arguing about how to race successfully, because they announced their engagement at the prizegiving ceremony.

The regattas in San Diego were successfully arranged. Thanks to Past Commodore Doug DeSouza and his wife Jennifer, the whole Regatta Organizing Committee, and Mission Bay Yacht Club for good racing and nice parties. I especially admired the Race Officer Helen Bedford and her committee for their excellent job. And the 'Night of the Legends' was filled with Snipe atmosphere.

Long ago I learned a poem by American writer Richard Armour, on how to finish a letter (or an article in the Snipe BULLETIN).

Some say 'Yours sincerely'
And some 'Sincerely yours'
And some 'Sincerely' merely
And some just 'Yours,' the boors,
And some prefer 'Yours truly,'
Some 'Cordially,' some 'Love,'
And some, a little coolly,
Use none of the above.
But brusquely end a letter
With nothing, just for spite;
And all of these are better
Than those who never write.

Per-Ole Holm
Commodore

NOVEMBER 1989

THE COVER: Skipper Ricardo Fabini and crew Harold Meerhoff are the new World Champions! Tom Payne photo.

THE COUNT: Eleven numbers were issue: Ten to Brazil, and one to the U.S.
NUMBERED SNIPES — 27679
CHARTERED FLEETS — 809

CIRCULAR LETTERS

SUBJECT: Measurement Rule 33, third sentence, and Forestay Length and Jib Hanks.

At the recent World Board of Governors' meeting in Karatsu, Japan, the following proposal of the Rules Committee was adopted:

The Rules Committee proposes:

1. To begin enforcing Rule 33, third sentence, concerning restraint of the mast butt. U.S. measurers have already been advised to do so.

2. Looking ahead to possible Rules changes for Jan. 1, 1992, the Rules Committee proposes that skippers be advised that:

(a) It is likely that the forestay length will be limited to allowing EITHER the mast to just not touch the back of the partners OR the mast to only move 1 inch (25 mm) at the partners when not restrained by the mast push-puller lever.

(b) A minimum diameter of the forestay may be established, say 3/32 inch (2.4 mm), so that the forestay will be effective in supporting the mast in the event of a jib halyard failure.

(c) Jib hanks may be made optional.

The background on Para. 1 concerning Rule 33, third sentence, is that for years measurers assumed that the earlier under-the-deck mast push-puller would keep the mast butt in the mast step in heavy seas when the boat is inverted or lying on its side with the mast buried in the mud. The mast butt, if it comes out of the step, can do a lot of damage to the hull and inner liner. Experience has shown that above and below deck push-pullers and the long forestays that are being used on some boats make it quite easy for extensive damage to occur, as we saw at the recent South American Championships and the U.S. Nationals.

Now, what are some ways of restraining the mast butt? One of the simplest ways for existing boats is the use of a collar, approximately 1½ inches (38 mm) high, that fits loosely around the mast and is attached with screws to the inside of the hull (See photo 1). The advantages of this set-up are that you don't have to remember to hook anything up each time you step the mast and it doesn't carry the weight of the inverted mast.

Another method is the use of the new type of butt fitting that has a pin that connects the fitting to a track attached to the hull (See photo 2). This is a good solution for new boats because the mast length can be set correctly at the boat builders. But you do have to remember to insert the pin



Fig. 1: A slightly different arrangement. Note that the retention collar is screwed to the liner. (Dan Williams photos)

each time you set the mast.

Another approach is the use of a cable attached to the mast on one end and to the hull on the other. It is a little difficult to get the cable long enough to allow the usual fore and aft mast movement and not so long that the mast will come loose when the boat is inverted. Also, the hull attachment fitting must be strong enough to take the weight of the inverted mast.

The background on Para. 2 of the proposal is that the extra long, thin forestays being used by some skippers puts their mast at risk in the event of capsizing or loss of the jib halyard. The Rules Committee strongly recommends that these forestays be replaced with a stay likely to be allowed after Jan. 1, 1992. Those skippers who feel that this shorter forestay will unduly restrict their use of long jib halyard releases (long magic boxes) shall write to either Chief Measurer Charles Loomis, 138 Court Rd., Winthrop, MA 02152, or myself at 108 Wilder Drive, Signal Mountain, TN 37377, and request permission to join a test program to sail without jib hanks. The permission will be granted if the skipper agrees to furnish information on his non-jib-hank sailing experiences for the 1992 proposed Rules changes.

SUBJECT: Mylar Jib Test Program.

At the recent World Board of Governors' meeting in Karatsu, Japan, the Board directed the Rules Committee to set up a Mylar jib test program. This program would gather information so that the Board, at its meeting in 1991, could decide whether or not to allow Mylar jibs,

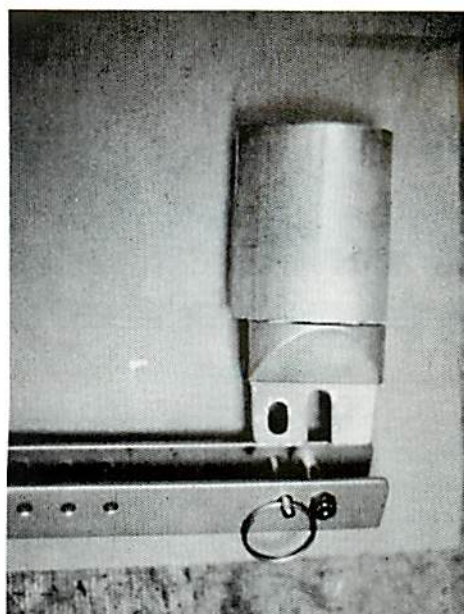


Fig. 2: Mast retention collar is just high enough to keep butt of mast in place when the boat is turtled. Note retention pin.

and under what conditions, in the 1992 Rules.

A similar program was tried in 1987, but it did not develop much definitive information. By starting now and involving the sailmakers more directly, we hope to learn much more about Mylar jib material as it pertains to our size of boat.

Here's how the program will work. Those sailmakers who want to make Mylar jibs, either for their own use or for sale to others, must write to either Chief Measurer Chuck Loomis or myself and ask permission to join the program. They must agree to furnish information on each jib made by filling out a simple form that the Rules Committee will furnish. In return, they will be able to use the jibs in point score races and sanctioned regattas up to but not including the National level.

After two years experience, we should have enough information to be able to make a recommendation on Mylar jibs to the Board for the 1992 Rules.

—Dan Williams

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Japan's magnificent hospitality is a fitting background for a fine performance by Ricardo Fabini and Harold Meerhoff of Uruguay. . .

KARATSU WORLDS

It's 5:30 a.m., my second day in Karatsu, Japan, and I'm wide awake. The spartan conditions in my free room at the Seamans Maritime School dorm don't include air conditioning, and already it's hot.

I throw on some clothes, grab the camera, and head for my bicycle. In a moment I am at the end of the breakwater enclosing a small harbor on the shore of Karatsu Bay. In the predawn light the fishermen prepare their small boats for a day's work. In the hills above, the crows start their morning ruckus. Soon the clouds to the east alight with the coming of the day. Takashima Island, rising in the middle of the Bay, blocks my view of the sun breaking the horizon. Across the Bay to the south, Karatsu Castle, built high on a hill, glows as it receives the first golden rays of what will be the first of many magic days.

Halfway between my vantage point and the castle, the sparkling new \$4.5 million Saga Sailing Center is quiet. Soon it will be buzzing with activities as 44 teams from 18 nations prepare to contest the 34th Snipe Class World Championships.

Back on the bicycle, I am soon 'lost' in the streets of this city of 80,000. I head

toward the center of town where, the night before, we danced the traditional "Bon Odori" folk dance with over 200 women dancers, all in traditional dress. It was the first of many lessons as the citizens of Karatsu taught us their way of life and traditions of the city that is still somewhat rural and much less westernized than Tokyo. Hosting the Snipe Worlds was their chance to attract attention in hopes of becoming a major player in Japanese and International sailing and no effort or expense was spared. And of course, there is the reknown Japanese hospitality and friendliness. Everyone I meet as I pedal through the backstreets greets me with a smile and "Ohio Gozai-mas." I soon head for the sailing center. SCIRA Commodore Per-Ole Holm, of Finland, and I have a 10 a.m. appointment to meet the mayor of the city.

I didn't notice it, but Per-Ole later told me that he was somewhat surprised that the police were stopping traffic and waving our car through the intersections as we neared city hall.

My first indication of what was in store came when I realized that the formal receiving line, headed by Mayor Yutake

Nozoe and backed up by 150 or so city hall workers, a couple of TV cameras, and at least 10 press photographers, was for us! Fortunately we had practiced and our bows were low and perfect. We were ushered into the formal reception chambers where we exchanged greetings and pointed out our hometowns on the mayor's atlas. Back in the car, we shared our amazement at the reception we had received. Little did we know that this was just the beginning.

Day Three, time for another practice race, but it will be abandoned at 1:30 p.m. to give the sailors time to prepare for the opening ceremonies. It's standing room only in Citizen's Hall, the large theatre adjoining city hall. The floral arrangement at the base of the podium would eat up the budget of most small regattas. A military band plays as the flags of the competing nations are marched in by students from Saga University. Speeches are made and then Torben Grael and Marcello Maia of Brazil return the Commodore Hub E. Isaacks Trophy in a special ceremony. The teams form each country stand as they are introduced. There are television cameras everywhere.

Outside, in the city square, we form into groups for a parade through town. Aerial bombs are fired, calling the citizens to the sidewalks. The bands strike up and we're off down the main street, then through the fish markets, into a mall area street with trendy shops, and back into the streets. The parade strings out as team members stop to hand out the hundreds of helium balloons provided by the organizers. I notice that everyone is starting to realize just how special this event will be.

Back at city square we are loaded into busses for the trip back to the five-star Seaside Hotel and the mayor's opening reception. The tables in the grand ballroom are loaded with food and drink. In the center of the room is a huge ice sculpture of a sailboat (of course it's a Snipe!). And



Erling Nesse and crew Michael Irgens of Norway at the leeward mark. (Tom Payne photo)

everywhere, more flowers.

After Mayor Nozoe's short welcoming speech the show begins as the M.C. gives a short history of the Snipe Class and tells of the excitement that hosting the Snipe Worlds has brought to Karatsu. Then the lights go down and with a tympani roll the curtains covering the entire eastern wall of the room are raised to the bay where three Snipes sail in the fading light. Later I learn that the song that is playing was composed especially for this moment.

Soon it's time to break out the sake, literally, as the mayor invites Commodore Holm, the president of the Japan Snipe Class, Katsumi Hirata, and the quiet man behind all of the arrangements to host the regatta, Dr. Saburo Shindo, to join him on stage where they are given large mallets. Together they break open the top of a large barrel. Another great Japanese tradition, as are the square cedar boxes that the saki is served in.

Then we are treated to more traditional Japanese dance and music as the ancient "Song of Karatsu" is played by young men on their drums and flutes. Their driving tempo and the effects of the sake are hypnotic. Soon we return to reality. The first race is tomorrow so tonight the party ends at a decent hour.

The winds on the Sea of Genkai are moderate as we head out to the course. I've weaseled a ride with reporter Jun Nagai and photographer Jun Arata from *Kazi* ("Rudder" in Japanese) magazine. They warned me that their inflatable Kazi Maru will be a wet ride, but the seas are calm today.

The starting area is crowded with fishing boats, provided for the press and spectators. Three helicopters buzz the line as the fleet prepares to start. A medium-sized Japanese Coast Guard ship serves as the committee boat while a large helicopter-equipped cutter is loaded with 500 to 600 locals out to watch the action. I soon add a new phrase to my companions' limited English vocabulary: "Big production."

Arata's motor winder runs non-stop as the start gun goes, the helicopters buzz low in front of the fleet. Arata signals Nagai that he is done, throws his camera in the cooler and we blast off, around the jibe mark and up to the windward mark.

Looking downwind we struggle to pick out the leaders. Soon we see that Ricardo Fabini, 22, and his crew Harold Meerhoff, 18, of Montevideo, Uruguay, are in the lead. Mikuni Kai if Japan is second, and Ivan Pimental of Brazil is third. John Keane, a former All-American from Harvard, with Anne-Marie Weldon crewing, is the leading U.S. boat, in fourth. Peter Commette, with Connie Suddath crewing, is near the front but Californians Craig



The new champions! (Jirou Kurita photo)

34th SNIPE CLASS WORLD CHAMPIONSHIP Karatsu, Japan, August 22-28, 1989

Boat	Skipper/Crew	Country	Places	Points	Finish
25186	Ricardo Fabini/Harold Meerhoff	Uruguay	1-5-5-5-8-5	40	1
27535	Torben Graef/Marcelo Maia	Brazil	14-1-3-14-10	41.7	2
27280	Nobuhiro Utada/Noriaki Sugitani	Japan	6-2-3-8-13-7	47.4	3
10883	Guillermo Parada/Paulo Weber	Argentina	15-3-2-7-27-3	48.4	4
25084	Peter Commette/Connie Suddath	United States	10-ypm-ypm-6-15-2	56.5	5
27342	Miyuki Kai/Satoru Yamamoto	Japan	1-8-4-14-9-14	60	6
26680	Antonio Leme/Pepe D' Elia	Brazil	13-6-7-11-4-15	68.7	7
26645	Hakan Bjurstrom/Rikado Bjurstrom	Finland	7-9-6-2-23-24	71.7	8
27323	Takeyasu Sugiyama/T. Sugimoto	Japan	19-7-9-4-18-9	75	9
27515	Akira Kansaku/Hirokazu Furukawa	Japan	24-10-10-12-6-8	75.7	10
27107	Craig Leweck/Brett Davis	United States	5-11-13-20-5-17	79	11
23012	Ivan Pimental/Sergio Stsuto	Brazil	3-4-dsq-1-29-29	83.7	12
24555	Jorge Maguel/Martin Wizner	Spain	9-30-8-pms-1-16	87	13
13504	Paulo Da Silva/Ricardo Felipe	Brazil	8-ret-ret-9-2-4	88	14
26909	Carlos Chaves/Anders Schmidt	Brazil	dsq-dsq-14-10-3-1	96.7	15
20560	Jeff Lenhart/David Pritchard	United States	11-20-29-18-16-13	108	16
27354	Kazuyuki Hyoudo/K. Komatsubara	Japan	dsq-13-15-13-17-20	108	17
27226	Navapro Vazquez/Javier Gutierrez	Spain	dsq-15-11-21-11-23	111	18
26802	Frank Eriksen/Tonny Eriksen	Denmark	21-17-21-17-26-6	111.7	19
27410	Birger Jansen/Janett Krefling	Norway	16-12-19-15-21-37	113	20
25781	John Keane/Ann-Marie Weldon	United States	4-ret-23-24-19-18	116	21
27210	Joaquin Pacheco/Also Centanaro	Uruguay	17-16-17-32-10-33	122	22
26931	Erling Nesse/Michael Irgens	Norway	ret-18-18-27-20-21	134	23
25143	Giorgio Brezich/Paolo Vicidomini	Italy	26-19-20-23-25-19	136	24
26990	Carlos Llamse/Angel Prieto	Spain	20-21-22-16-33-27	136	25
17480	Raul Revora/Jorge Agnoletti	Argentina	12-dsq-12-dnd24-11	138	26
26812	Enrico Michel/Giovanni Turazza	Italy	22-27-28-25-7-28	139	27
26626	Carlos Martinez/Emilio Azofra	Spain	18-36-26-22-12-pms	144	28
27330	Neil Martin/Alan Williams	England	28-24-ret-19-30-22	153	29
27680	Hong Jae Chung/Sang Hwan Lee	South Korea	25-23-35-29-31-25	163	30
26840	Pauro Rodrigues/Carlos Jacinto	Portugal	23-ret-34-28-22-26	163	31
27329	Andrew Thomas/Tine Jousstra	England	30-26-33-33-35-12	164	32
26839	Pedro De Melo/Joao Carmo	Portugal	37-22-24-26-28-38	167	33
27231	Claus Carpelan/Freddy Wegelius	Finland	35-31-16-30-36-41	178	34
25459	Nuno De Melo/Goncalo Morta	Portugal	29-28-31-31-34-32	181	35
27446	Mats Gotthlin/Nicke Bjorling	Sweden	31-29-27-40-43-34	191	36
26139	Ennio Casciaro/Mario Ciavatta	Italy	34-32-32-34-42-31	193	37
25533	Ola Nygaro/Carine Juliusen	Norway	27-34-dnc-41-32-35	199	38
27232	Jouni Valli/Mariko Dahlberg	Finland	36-33-25-39-38-40	201	39
25843	Gweneth Crook/Cathy Johns	Canada	33-ret-ret-35-41-30	211	40
25775	Lars Angur/Christer Jacobson	Sweden	32-35-ret-38-39-39	213	41
27681	Kyng Gu Sin/Tae Hun Park	South Korea	dnd-25-dsq-37-37-42	220	42
27233	Bo Lindosjo/Bodil Lindso	Sweden	dsq-dsq-30-36-40-36	221	43
24806	Jeff Mitchell/Sandy Belford	Canada	dsq-37-dnc-42-dnc-dnc	241	44



Pedro Roquette and crew Joao Carmo of Portugal lead a pack around the windward mark. Tom Payne photo



Dr. Saburo Shindo, the quiet man whose hard work brought the regatta to Karatsu. (Jirou Kurita photo)

Leweck, with Brett Davis crewing, and Jeff Lenhart and crew David Pritchard are deep in the fleet.

Fabini and Meerhoff pull away on the reaches. Keane and Weldon are third at the leeward mark, but they have trouble with their pole takedown. They elected to save shipping costs and are sailing one of 35 brand new charter boats, equipped with a manual whisker pole, unlike John's boat at home which has a pole launcher. Commette squeezes inside, into third. The leaders hold their positions on the beat and run, but at the finish it's Fabini by a huge margin over Kai, and Pimental is back up to third. Keane and Weldon cross in fourth. Leweck has made a great comeback and finishes sixth, but Commette is nowhere to be seen. Finally he crosses in 11th. Later, after the fifth place finisher is DSQd, Leweck and Commette move up one spot to fifth and 10th. Lenhart and Pritchard are 12th. A good start for the U.S. boats. Graef has a hard time in the light (by his standards) winds and takes a 14th.

Back in the parking lot Keane and Leweck are beaming. Lenhart and Pritchard are complaining about boatspeed, and Commette's mood is almost nasty. Thinking that maybe a little psyche will help him, I check my escape route and then say: "Hey Peter, it's only the Worlds!"

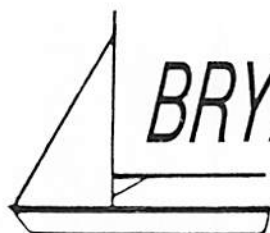
Tonight is the Board Meeting with a lengthy agenda that keeps us busy until midnight when Commodore Holm mercifully adjourns. We will reconvene on the Thursday layday. We arrive back at the Sailing Center just as the Citizens for Success Beach Party comes to an end. Judging from the empty trays of food and the condition of the sailors it was a grand fete.

The racing starts early the next morning and it's a different sea as we head out to the course. The light chop of the day before is replaced by some nice-sized rollers. The wind is up to 12 knots and will continue to build. The helicopters are gone and only the serious press remains. We're kept well away from the start, forced to use binoculars to pick out sail numbers, a difficult job as the Kazi Maru bounces

along in the waves.

Someone has done an incredible job of breaking away from the line and has a huge lead. It's Commette and Suddath! Clear and ahead of the fleet and pulling away. "No one will catch them," I tell the boys from Kazi. We head for the weather mark, a wild and wet ride for us, and I think of the crews hiking like crazy in the building breeze and getting a good drenching with every wave. We wait at the mark, the binoculars uselessly wet and nothing to dry them with.

Grael and Maia have a nice lead with Utada, Parada, and Pimental close behind. Where is Commette? Arata and I whip out our cameras and shoot a few frames. Suddenly a shaft of pure sunlight breaks the gray overcast and focuses on the rounding boats. I hear Arata's excited "hai, hai" just as I say "yes, yes." It is a magic moment for photos, the boats bouncing madly in the seas and the most incredible lighting I have ever seen. Totally engrossed with the camera I lose track of the rounding positions.



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Brushing the launch ramp was a daily exercise for the students from Saga University. That's Karatsu Castle in the background. (Tom Payne photo)



Team Finland. (Tom Payne photo)

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Peter Commette of the U.S. broke his rudder the morning after the near-miss by the typhoon. (Tom Payne photo)



The brand new \$4.5 million Saga Sailing Center. (Tom Payne photo)

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I certify that the statements made by me above are correct and complete. (signed) Thomas Payne



Sanctioned Snipe Regattas

JANUARY 6-7, DEAD OF WINTER REGATTA. Fleet 801 and St. Petersburg YC. Bill Welch, PO Box 2154, St. Petersburg, FL 33731, (813) 822-0900.

MARCH 11-13, SCIRA MIDWINTER CHAMPIONSHIP. Clearwater YC.

MARCH 16-18, DON Q RUM KEG REGATTA. Coconut Grove SC, Miami.

MARCH 21-24, BACARDI AND GAMBLIN MEMORIAL SERIES, Nassau, Bahamas.



Officers and wives from SCIRA South Korea watch the action. (Tom Payne photo)



Sailors aboard the coast guard cutter that served as the starting boat salute the sailors as the regatta ends.

We'll never make it to the jibe mark so we head downwind. Graef has widened his lead. Utada, Pimental, and Parada are still fighting for second. Commette is well back in the pack as are the other U.S. boats. As the last boats round I realize that Keane and Weldon are missing. I look back up the reaching leg and see them capsized. They retire, too far behind to attempt a recovery in these conditions, and prepare for the next race.

At the finish it's Graef with a huge lead. Utada is second, Parada third and Pimental fourth. Fabini is fifth followed closely by Cao Leme of Brazil and Sugiyama. Leweck and Davis are the first U.S. boat in 12th. Commette crosses in 15th.

The waves seem like mountains and the wind is up to 20 knots as race three starts. Graef continues his domination and has a healthy lead at the windward mark. Parada, Utada, Kai, Fabini, and the Bjurstrom brothers are fighting for runner-up. Leweck is sailing well, but Commette, Keane, and Lenhart are deep. It is madness at the jibe mark as these conditions challenge the world's best Snipers.

Graef and Maia make it look easy. They're gone, clearly the superior crew in this heavy going. Suddenly there is confusion and noise as several boats in the pack lose control. Even though we are 50 meters from the mark, we can hear the collision. Neil Martin and crew Alan Williams of England retire with a huge hole in their bow.

At this point the conditions are too rough for us to attempt to make it to anywhere but the leeward mark. We are soaked to the bone and our cameras have been splashed more than once. We wait as the fleet works its way upwind and then back



Torben Graef congratulates Fabini after the final race. (Tom Payne photo)



Jerry Thompson and Bibi Juetz of Brazil share a light moment. (Tom Payne photo)

down on a rocket-ride run. Graef and Maia continue to dominate. Everyone else fights to make the rounding. Pimental comes in on starboard and when he jibes to round he falls out of the boat. He retires. Someone capsizes at the mark creating yet another obstacle for the fleet. Commette and Suddath don't jibe. They're heading in. Later we learn they they had been involved in a collision before the start of the first race. So much water found its way into the resulting hole in their bow that the boat is in danger of sinking. They will be awarded YMPs for the two races.

Somehow we make it up to the line for the finish where Graef has a huge margin. Parada is second, Utada third, Kai fourth, and Fabini fifth. Leweck leads the U.S. team with a 13th. It is quickly apparent that the South Americans and the Japanese (with home-court advantage) are the superior sailors in these conditions.

Race Four and it's another beautiful day. The breeze has moderated somewhat, and is officially recorded at 12 knots at the start. Pimental makes it look easy and leads the entire race. Hakan and Rikard Bjurstrom sailing their plywood homebuilt Turbo Joker, take second, followed by Graef in third, Sugiyama in fourth, and Fabini takes his third consecutive fifth. Commette and Suddath have an excellent race and finish sixth.

Later we board busses for a trip to Hamatama Town and yet another party hosted by the mayor. More excellent food and as usual, plenty of spirits.

Thursday is the layday and everyone takes off in different directions to see more of Japan. Dave Pritchard of the U.S. asks Dr. Seichi Isotani where he can rent a motor scooter. In a typical gesture of hospi-

tality, Isotani-san insists that Dave take his scooter. Back at the Sailing Center we learn that a typhoon is headed our way, but will probably pass to the east of us later that night.

Friday morning the wind and seas are wild. Judging from the conditions on shore we can easily see that there will be no racing, but the authorities assure us that the winds out on the course are below the SCIRA limits so the fleet heads out.

Lenhart and Pritchard bust their starboard shroud. One of the Spanish boats capsizes and somehow rip their main away from the boltrope. Commette breaks his rudder. The wind is a steady 23 knots, gusting to 30. The race is abandoned.

Back in the parking lot Connie Suddath has everyone sign the broken rudder, a great souvenir of the day. That night there is another splendid party hosted by the Citizens for Success at Kai-Jin-Kahn, a restaurant nestled among the famous Karatsu Pines. Dr. Shindo tells me that he used to play here as a child.

Conditions are light on Saturday. It will be a day of victory for someone, and a day of heartbreak for many. The winds are six knots for the start of Race Five and lighten as the race proceeds. There are moments when the race is a drifter. Pimental, who was in strong contention for the title, limps home in 29th. The Bjurstrom brothers have a disastrous 23rd. Maguel of Spain leads from start to finish, by far his best result. Graef drops to 14th, Santos, Chaves, and Leme come through for Brazil and finish 2-3-4. Leweck matches his first race fifth, and Fabini and Meerhoff drop to eighth. Utada is 13th.

Aboard the spectator boat, Brazilian National Secretary Eduardo Bomeisel quickly figures the standings going into the finale. It looks like the fight for the title will be between Graef and Fabini.

The wind has shifted 90 degrees to the right and has freshened a bit. A tight group fights for the lead at the first mark. Santos, Chaves, Commette, and Parada were fighting for the lead, followed closely by Fabini, Utada, and Ericksen of Denmark, but all eyes were on Graef as he struggled in the light going.

The breeze freshened, the crews were hiking, and Graef began to move up through the fleet. Bomeisel was counting boats and calculating. Commette and Suddath had a nice little lead at the second windward mark with Chaves close behind in second, positions that they would hold to the leeward mark. Chaves got by Commette on the final leg to take the win, but now it was down to cases for Fabini and Graef.

Fabini crossed in fifth. Could Graef pick

NOTES FROM THE 1989 KARATSU WORLDS

Top Six	Sails	Mast	Spreaders	Hull
Uruguay	North	Okamura	17.5"	Okamura (new plug)
Brazil	Custom Main North Jib	Cobra II	47cc	Thor
Japan	Diamond	Cobra II	47cc	Okamura
Argentina	Sobstad	Okamura		
USA	Fisher	Cobra II	16½"	McLaughlin
Japan	Ullman	Cobra II	17½"	Okamura

Sails: General cloth weight towards the lighter side of the rule. Torben Graef used a full radial main and won both races in the breeze. Nice looking sail but expensive to make. Most prevalent cloth was Polyant.

Spreaders: Wide variety of combinations. Most of the top boats were sailing longer than the norm (16½"). Tip to tip anywhere from 26" to 30." Most spreaders chocked at static upwind position in 8 knots. Most common technique was to heavily pre-bend the mast, moving center of effort forward to improve helm.

Rake: Upwind, 21'4"; downwind, 20'10½" average.

Blades: Most centerboards were uniformly sharp on both leading and trailing edges. Centerboard trunks were very tight. Rope was used as a shim down the

front of the trunk. This helped protect the leading edge of the blade and kept board aft. Another feature was a V in the back of the trunk to accommodate trailing edge. Some centerboards featured multi-adjustment holes.

Rudders: For the most part were maximum thickness and minimum chord length. The Okamura rudder seemed to have tapered thickness, that is to say greater thickness at the head.

Pole: South American teams were very successful at pole reaching in the breeze. Part of their technique involved leading the jib sheet to a "guy" hook located on or by the shroud and then aft to a cleat. This made trimming simple and improved sheet angle to clew.

—David Pritchard

up enough boats on the final beat? No. He managed a great recovery and finished 10th, but it wasn't enough. Fabini and Meerhoff were the new champions by 1.7 points. Utada and Sugitani were third, only 7.4 points behind Fabini, and Parada of Argentina was fourth. Commette's second helped his average and boosted the value of his two YMPs and he was fifth overall. Pimental had another disastrous 29th and dropped out of the top five, as did the Bjurstrom brothers with a 24th.

It was a grand scene at the closing ceremonies, hosted by the Governor of the Saga Prefecture at the Karatsu Royal Hotel. Fabini and Meerhoff were ecstatic, Graef and Maia restrained, Utada and Sugitani were heartbroken although pound for pound they had demonstrated the continuing seriousness of SCIRA Japan's drive for the top. Parada was resigned to fourth but he was not a happy man. Commette and Suddath were clearly elated. They had sailed well despite their bad luck with the

collision on the second day. Peter pointed out that he could have won the regatta, carefully noting where he had made mistakes and lost points.

The attention soon shifted to the future as the Norwegian team took the stage. National Secretary Birger Jansen invited everyone to Norway for the 1991 Worlds and presented Mayor Nozoe with a beautiful Viking ship.

It was a wonderful week. A magic week. The Worlds are always special, but SCIRA Japan, the Mayor and Citizens of Karatsu, the students from Saga University, and all of Japan had outdone themselves. Everything that happened during the week was televised, much of it nationally, all of it locally. Everything was done to perfection, and we all had a valuable lesson on the position of importance that the Snipe holds in Japan.

To everyone in Japan we say thank you for the experience of a lifetime. It was special. Very, very special.

1989 National Secretaries Meeting, Karatsu, Japan

The meeting of the National Secretaries was convened at 6:45 p.m. on August 21, 1989, at the City Hotel in Karatsu, Japan. Attending were Commodore Holm, Vice Commodore Fenner, Past Commodore Thompson, Board Member Katsumi Hirata, Phil Richmond of the U.S., Raul Allegre of Argentina, Fernando Velarde of Spain, Birger Jansen of Norway, Giorgio Brezich of Italy, Akibumi Shinoda of Japan with Masayasu Kanie translating, Id Crook of Canada, Eduardo Bomeisel of Brazil, Andy Thomas representing John Broughton of England, Freddy Wegelius representing Roger Nylund of Finland, and Former Commodore Ralph Swanson. Lars Angur of Sweden arrived late, as did a representative from Portugal.

Commodore Holm opened the meeting with a welcome and explained that the meeting would follow the format of previous meetings, with each representative giving a report on the status of the Class in his country followed by a second round for further comments.

The Minutes of the 1987 Meeting were approved as published in the Snipe *BULLETIN*.

U.S. REPORT BY PHIL RICHMOND: The U.S. is showing renewed growth. There are 1,100 boats registered, with growth on the coasts and a gradual decline in the interior. 64 boats sailed in the 1989 Nationals.

FINLAND REPORT BY FREDDY WEGELIUS: While the level of membership is the same, there is a decline in the number of boats competing in regattas. There were 21 boats at the 1989 Nationals. The number of Juniors is dropping off. There is no builder in Finland and this may be hurting. The Snipe was displayed in the National Boat Show.

ARGENTINA REPORT BY RAUL ALLEGRE: The extreme difficulties of the Argentine economy are affecting Snipe sailors. While the numbers are down, the competition is high. John MacCall is the South American Champion. Many young sailors are interested in the Class. The average age of the Snipe sailors in Argentina is 25 years old. Plans for the 1990 Western Hemispheres are on track. They are seeking a sponsor, and hope to have new boats for the competition. There is also interest in hosting a future Masters Worlds.

SPAIN REPORT BY FERNANDO VELARDE: The Class is very strong in

Spain with 500 boats registered. There were 78 boats at the Nationals. The Junior Nationals had 30 entries, and the Womens competition drew 12 boats. There were 55 entries for the Europa Cup. Many Olympic sailors are sailing Snipes. Spain will host the 1990 Masters Worlds and the 1990 Junior Worlds.

NORWAY REPORT BY BIRGER JANSEN: The Class is showing great growth with 45 new boats in 1988. There were 88 entries in the Nationals, many of them juniors. There are plans for a Womens Nationals in 1990.

ITALY REPORT BY GIORGIO BREZICH: The situation is good. The Class is growing and there were 55 entries at the Nationals. There is a problem attracting Juniors because the Class is not Olympic. There are good relations with the National Authority.

JAPAN REPORT BY MASAYASU KANIE: The Class is booming in Japan. While there are 1,000 registered boats, there are at least another 1,000 to 2,000 that are not raced and so they are not registered. SCIRA Japan holds Nationals, Womens Nationals, Junior Nationals, and Masters Nationals. The boat is also sailed by the National Athletic League in 47 Prefectures. There are also 20 or 30 corporations who use Snipes for Corporation Regattas. There is also an Intercollegiate Championships in Snipes. Kanie noted that Japan won the 1988 Junior Worlds. There were 50 boats qualified for the 1989 Nationals.

ENGLAND REPORT BY ANDY THOMAS: The numbers are down. There were 16 boats at the Nationals but the location and timing of the regatta may have been responsible. There is the problem of a proliferation of small one-design boats in England that compete with each other for numbers.

CANADA REPORT BY ID CROOK: The numbers in Canada are static. There are two fleets with 10 to 12 boats in each fleet.

BRAZIL REPORT BY EDUARDO BOMEISEL: SCIRA Brazil has formed a formal organization. There is a new system for collecting dues. There are many new juniors. Many of them come to the Snipe from the Optimist Class. There are good boats from builders in Brazil. He explained Volkswagen's sponsorship deal with SCIRA Brazil. They would like to host the Worlds in 1993.

Commodore Holm noted that there is growth in some places and decline in others. There are many factors to consider when evaluating. He stressed the importance of strong fleets. He noted that we must find builders in countries where there are none, and that there is a serious shortage of used boats around the world. He then asked for comments from the following people:

Jerry Thompson noted that communications within the Class are improved.

Pete Fenner said that strong builders and active National Secretaries are vital for growth.

Commodore Holm then asked for another round of comments.

BRAZIL: Eduardo Bomeisel said that the Secretaries should have another meeting before leaving Karatsu. There are still many things to discuss.

ENGLAND: Andy Thomas agreed to another meeting.

JAPAN: Masayasu Kanie spoke about the importance and power of the media.

ITALY: Giorgio Brezich urged the Class to consider guidelines for sponsorship of regattas.

NORWAY: Birger Jansen said that he agrees that the National Secretaries should hold another meeting before leaving Japan.

SWEDEN: Lars Angur gave a report on the state of the Class in Sweden. The Class is growing strong. Juniors are coming along and SCIRA Sweden is optimistic about continued growth. There were 46 boats at the Nationals.

ARGENTINA: There was more discussion about the 1990 Western Hemispheres to be hosted by Club Nautico San Isidro.

PORTUGAL: The Class is strong in Portugal. There were 30 boats at their Nationals. They will host the 1990 European Championships. There are 100 boats registered for 1989.

There was then a brief discussion of the proposed Hull Plaques by the IYRU. There was a general consensus that continued membership in IYRU is vital for the Class, and that we should take all care to insure that relations with IYRU remain good.

Executive Secretary Thomas Payne then discussed the Snipe *BULLETIN*, outlining plans for improved reporting, and better and more timely distribution. He urged all to send more news and to work to get new subscribers.

Commodore Holm thanked all for their interest, hard work, and participation.

The meeting was adjourned at 8:41 p.m.

THINK SNIPE!

1989 SCIRA Board Meeting, Karatsu, Japan

Commodore Per-Ole Holm called the meeting to order at 7:49 p.m., August 23, 1989.

A delegation representing SCIRA South Korea made a brief presentation outlining their new organization. This was done before the Board Meeting started.

Attending the meeting were: Commodore Holm, Vice Commodore Fenner, Rear Commodore Davis, Rules Chairman Williams, Past Commodore Thompson, Secretary for the Western Hemisphere Crook, Secretary for North Europe Jansen, Board Members Richmond, Gorman, and Hirata. Non-voting member Chief Measurer Loomis and the following observers also attended: Andy Thomas of the UK representing John Broughton, National Secretary Eduardo Bomeisel of Brazil, National Secretary Fernando Velarde Flores of Spain, Past Commodore Ralph Swanson, and Thomas Payne, Exec Secretary.

Commodore Holm welcomed the members and proceeded into the agenda.

The Minutes of the 1987 meeting were approved as published in the Snipe *BUL-*

LETIN.

FINANCIAL REPORT: Executive Secretary Tom Payne gave the financial report. It was noted that expenses such as postage and telephone are on the rise as communications within the Class improve. There may be a need to raise dues in the future to insure continued improvements in communications. Phil Richmond motioned that the report be accepted. Gorman seconded. **PASSED.**

WESTERN HEMISPHERE REPORT: Secretary Id Crook said that the Hemisphere is in good shape. He also noted that plans for the 1990 Westerns in Buenos Aires are on schedule for November of 1990, to be hosted by San Isidro Fleet 274.

EUROPEAN REPORT: Payne read a report from Secretary John Broughton. Broughton was unable to attend as last-minute health problems interfered. His report gave the general condition of the Class in Europe as strong. Jansen noted that the 1990 European Championships will be held in Oporto, Portugal, in August of

1990. Flores reported that the European Juniors will be held in Algarve, Portugal, in December of 1989.

1991 WORLDS CHAMPIONSHIP: Jansen presented a brochure on Tonsberg, Norway, site of the 1991 Worlds. *He said* that plans are moving on schedule.

1993 WORLDS CHAMPIONSHIP: Bomeisel presented a bid from Clube Desportivo Municipal De Iatismo, to host the 1993 event in Ilhabela, near San Paulo, Brazil. The dates were most likely to be September. This was tentatively approved pending receipt of a formal bid and budget.

NEW BUSINESS

1990 JUNIOR WORLDS: Spain entered a formal bid for this event. They wish to hold it at Santiago de La Riviera.

1990 WORLD MASTERS: Spain also wishes to host this event. **MOTION:** by Crook, that "Spain host the 1990 Jr. Worlds, and World Masters, subject to receipt of a formal bid and budget. Rob Gorman seconded. **PASSED.**

1992 WORLDS PROPOSAL: Tom Payne read a letter from SCIRA Bahamas National Secretary Myles Pritchard wherein they propose that SCIRA hold a special Worlds in 1992 to coincide with the celebration of the 500th anniversary of Columbus's discovery of the New

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World. If the Board did not approve, then SCIRA Bahamas would host the Westerns as previously planned.

There was much discussion of the problems that this would cause, such as: The change of schedule for Rules Changes, the detrimental effect on the 1991 Worlds in Norway, the 1992 Olympic year, and the conflict with the 1992 Europeans. It was also suggested that they could call the Westerns the "New World Championship" as the nations that will compete comprise the New World. It was proposed that SCIRA will give heavy promotion to this regatta and all agreed.

MOTION by Crook: "That SCIRA Bahamas host the 1992 Westerns as previously scheduled." Fenner seconded. **PASSED.**

ANNUAL BOARD MEETINGS: Janzen proposed that the Board meet annually at the Worlds in odd years and the Junior Worlds in even years. It was the general consensus that this would be too costly and dilute attendance at the Worlds board meetings.

PROVISIONAL REVISED SCIRA SAILING INSTRUCTIONS: Phil Richmond presented the Provisional Draft of the New S.I. He gave a brief explanation of how the system will work. There was much praise for Phil's efforts. This new S.I. will be used on a provisional basis to work out any problems before final adoption at the 1991 meeting for incorporation in the 1992 Rule Book.

MOTION by Richmond: "To provisionally adopt the new S.I. with suggested changes to be sent to SCIRA for incorporation in the Final S.I. to be published in

the 1992 Rule Book." Crook seconded. **PASSED.**

IYRU RELATIONS: Rear Commodore Fenner outlined the IYRU proposal to affix a plaque to the hull of each International Class boat. He discussed the problems with USYRU and other national sanctioning bodies to enforce mandatory membership and how SCIRA U.S. was reacting. There was discussion of our relationship with the IYRU and the general consensus was that our relationship with IYRU was important and should be strengthened.

MOTION by Richmond: "That Commodore Holm be empowered to create and authorize a working Committee regarding SCIRA affiliation with the IYRU, and that said Committee shall report to the Board no later than February 1990. Crook seconded. **PASSED.**

NOMINATING COMMITTEE: Motion by Crook: "The Commodore shall appoint a nominating committee no later than August 1 of each year and the chairman shall notify each voting member of the Board of said appointments, and call for nominations to be received no later than October 1. The Executive Secretary will mail ballots to each voting member and they shall be completed and returned to the Executive Secretary no later than December 1." Fenner seconded.

There was discussion of the problems that have occurred in the past with nomination of officers. After the question was called the motion was **PASSED.**

FORMATION OF SCIRA APPEALS COMMITTEE: Richmond outlined the reasons why SCIRA should have an inter-

national appeals committee, and explained that SCIRA U.S. had already established a U.S. appeals committee.

MOTION by Richmond: "That the Commodore appoint an international appeals committee." Crook seconded. **PASSED.**

TITLE OF EXECUTIVE SECRETARY: **MOTION by Crook:** "To change the title of Executive Secretary to Executive Director." Richmond seconded. This is more in line with the duties performed by the Executive Secretary and the title used by other yachting organizations. **PASSED.**

DEED OF GIFT FOR WORLD MASTERS: Id Crook made the motion that the Deed of Gift be formalized, including Board approval of site selection. Fenner seconded. **PASSED.**

Due to the late hour (midnight), the meeting was adjourned and will reconvene at 9:30 a.m. on the layday, August 26.

The meeting was reconvened at 9:40 a.m. on August 26 at the Seaside Heights Hotel, Karatsu, Japan. Attending were Holm, Fenner, Davis, Williams, Thompson, Jansen, Crook, Richmond, Hirata, and Gorman. Non-voting member Loomis, and observers Swanson, Thomas, and Bomeisel.

ADVERTISING AND PROMOTION: Fenner gave a presentation of his proposed guidelines for Promotion and Advertising. There was a lengthy discussion of the issues. It was noted that the new IYRU rules give us some leeway in these matters. It was the general consensus of the Board that if an individual has sponsorship then he is a professional. It was also generally agreed that sponsorship of events with ads on the marks, on the club grounds, etc., is okay, but that the rule regarding ads on boats should remain. Bomeisel gave a brief report on Volkswagen's relationship with SCIRA Brazil. **MOTION by Williams:** "That SCIRA General Restriction #59 (page 43 of 1988 Rule Book) not be changed. Crook seconded. **PASSED 6 for, 3 against.**

IYRU RULE 54: PROPULSION. There was discussion of the necessary definition of the mainsheet arrangement to eliminate possible conflicts with IYRU 54.3 (b). Williams will generate a circular letter outlining which parts of the sheeting arrangement can be pumped.

IYRU RULE 54.3 (c): Possible modification of 54.3 (b) was discussed. It was the general consensus that Snipe sailors throughout the world are happy with the new rule and that no change was necessary.

ELIMINATION OF PADDLE: There have been some calls for this action. The



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consensus of the Board is that the paddle shall remain mandatory.

ELIMINATION OF THE ANCHOR: There have been some calls for this action as the anchor and line as currently specified are useless in some waters. There is a possible liability problem. Counselor Festersen will be consulted and this item will be on the 1991 agenda.

TWO ACROSS MEASUREMENTS OF MAINSAILS: Loomis explained that some have called for two measurements across the main from luff to leech. This will be placed on the 1991 agenda.

USE OF MYLAR AND OTHER LAMINATES FOR JIBS: There have been some problems getting 3 oz. cloth. Gorman suggested that we start another testing program for laminates. This is not to increase boatspeed, but to increase durability of the jib. **MOTION** by Gorman: "To initiate a test program of laminate jibs." Davis seconded. **PASSED.** Please note the *Circular Letter* in this issue of the *BULLETIN*. (Circular Letter in the November 1989 issue of the *BULLETIN* gives complete details).

NEW MEASUREMENTS FOR SAILCLOTH WEIGHT: Loomis reported on his efforts to establish measure-

ment of sailcloth weights using a micrometer. He is still testing methods and will report to the Board when he has some conclusions about this possible testing method.

USE OF COMPOSITES FOR DAGGERBOARDS: There have been some problems getting flat aluminum plate for daggerboards. There have been some calls for building boards of carbon fibre. The Rules Committee will investigate the possibilities and report to the Board.

REGULATION OF HEADSTAY LENGTH AND ELIMINATION OF JIB HANKS: There has been much discussion of this proposed action, often referred to as the "Diaz Proposal." After much discussion, there was a **MOTION** by Williams, seconded by Richmond, which was **PASSED.** Please note the *Circular Letter* in the November 1989 issue of the *BULLETIN* regarding mast butt retention, jib stays, and elimination of jib hanks.

LANGUAGE CHANGES IN SCIRA RULES: Richmond noted that there is a need for several language changes in the Rules for National and International Regattas that should be made before the 1992 Rule Book is published. There is also a need to standardize the Deeds of Gift.

These changes are mostly minor ones.

OTHER NEW BUSINESS

MOTION by Jansen: That Earling Olsen be named an "Honorary Vice Commodore" in recognition of his valuable efforts to promote the Snipe in Europe. **PASSED.**

MOTION by Crook: That Carlos Bosch be named an "Honorary Vice Commodore" in recognition of his lifelong efforts and enthusiasm for promotion of the Snipe Class. **PASSED.**

Snipe BULLETIN: Gorman asked what is being done to promote the *BULLETIN* outside of the U.S. Executive Director Payne explained some of his efforts and recounted his remarks made in the National Secretaries meeting.

Jansen requested that the Board insure that the Executive Director or a Flag Officer attend the European Championships. There was general consensus that this is a good idea.

Commodore Holm thanked the participants for the good work and positive results of the meeting. Special thanks were given to our host, Hirata-san.

The meeting was adjourned at 11:40 a.m.

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