



Snipe

BULLETIN

OCTOBER
1989

SUMMER REGATTA WRAP-UP



ULLMAN SAILS

**The Domination
Continues in 1989**

1st — Zimmerman
1st and 2nd — Midwinters
1st — Don Q
1st — SCYA Midwinters

New Model K-1 Main and longer lasting M-2 Medium Jib

New Model Minimum Weight L-2 Jib

Make an investment in Performance.

Write or call Jeff Lenhart or Dave Ullman at:

ULLMAN SAILS, 410 29th St., Newport Beach, CA 92663, (714) 675-6970

Ullman Atlanta (404) 945-0788

Ullman Texas (214) 741-2364

**LAUNCH WITH EASE
WITH THE**

CARRELLO²
SHORE CART

*Great for yacht clubs
First quality, highly reliable
Easy to assemble and disassemble
Weighs only 33 pounds
Made of strong non-corrosive materials
Use with 470, 420, Finn, Int'l 14, and others
No danger of deforming hull shape
Great for housing boats for long periods*



*350 to 400
pound
capacity*

EXCLUSIVE U.S. DISTRIBUTOR

HARKEN

1251 East Wisconsin Avenue
Pewaukee, Wisconsin 53072 (414) 691-3320

BASIC SNIPE SAILING MANUAL

Sam Chapin's handbook, written twenty years ago — revised and brought up to date in a new format. Intended for the beginning Snipe sailor or crew. Glossary of nautical terms; knots with illustrations; boat handling; tacking; running; reaching; jibing; heave-to; capsize; racing rules; thumbnail tactics; Snipe measurements. Invaluable — still not complicated. \$3.00 per copy — \$20.00 for 10. From SCIRA only.

uncommon sense

by Tom Payne

Since my topic this month may be controversial, I will begin with my often used disclaimer that "the views in this column are my personal ones, and in no way reflect the official position of SCIRA." Now, on with the show...

Cuban Snipe sailors Nelido Manso and crew Otavio Lorenzo were off to a great start in the 1988 Western Hemisphere Championship with a 4-1-3-5-9 record after five races. The young, athletic products of a strong training program were especially impressive in the heavy airs of Bermuda. Then disaster struck. A simple foul at a mark combined with youthful reluctance to admit wrong and they were DSQd in Race Six. That evening Manso was sitting in the corner of Spanish Point Boat Club, heartbroken and shedding more than a few tears...

The Pan American Games are very important to the Snipe Class. The positive aspects of our being a participating class are too numerous to mention. For the reader who might not be aware, the Pan Ams are held every four years and are the premier games for athletes from North, Central and South America.

Cuba will host the 1991 Games, and expects 7,400 athletes and coaches to participate. For some in the USA that is a big problem.

An article in the September 10 *Atlanta Journal and Constitution*, by Craig Nelson, an analyst at the National Security Archive, a Washington-based research institute, reveals that American Broadcasting Company's (ABC TV network) 9.5 million dollar bid for the rights to televise the Pan Am Games must be approved by the U.S. Treasury Department. The reason is the US trade embargo enacted in 1963.

Although the "Berman Amendment" allows material such as our *Snipe BULLETIN* to get through, the Treasury Department apparently feels that telecommunications transmissions are still covered by the trade ban. This comes as the US Information Agency prepares to begin transmitting TV signals to Cuba via a balloon anchored off of Key West, Florida.

There is a very strong possibility that the Treasury Department will not approve ABC's application, for political reasons.

US Snipe sailors should be concerned. For one thing, we could miss out on some great TV coverage. Ted Turner's broadcast system has rights to 60 hours of the coverage, which ABC sold, keeping only

20 hours for itself. There are a lot of reasons why Turner could be expected to provide good coverage of the yachting events, and even more reasons why the Snipe Class could get some great exposure.

Snipers throughout the world should be concerned because there is also the possibility that SCIRA Cuba might play some role in our future expansion into the emerging Iron Curtain nations.

But that's only the selfish side of my argument. I met the Cubans at the Western Hemisphere. We didn't discuss politics because we were too busy with sailing and that's the way it should be. Look on the map and check the distance from Cuba to Bermuda and ask yourself why the Cubans had to fly from Habana to Mexico City to Toronto, Canada, and then on to Bermuda? Or why the Argentines had a hassle getting to Bermuda because of the Falklands.

Pressure is already building on the Treasury Department from sports organizations throughout the hemisphere. We should support and join those who argue for reason and rational action. I'm going to write my senator and congressman and I hope you will, too.

Maybe I'm too idealistic but I want special hassle-free passports for athletes, an end to meaningless boycotts of Games, and a realization that athletes, coaches, and fans are too involved with the competition

to worry about spreading their political beliefs.

Nelido Manso didn't say anything about his political ideas, but I know a lot about what kind of sailor he is. I saw it in his tears.

SCIRA Move is Complete:

This has been a month to end all months! First came the news that we had a buyer for the house, starting a frantic search, by Gina, for a house that we could move right into. Finally we found a place that was suitable, made the deal, and started moving. Now the new office is on-line. Note the new address, FAX and telephone number in the masthead.

On to the Worlds:

Then, five days after the move it was off to Karatsu, Japan, for the Worlds, and what a trip that was. It was a regatta to end all regattas.

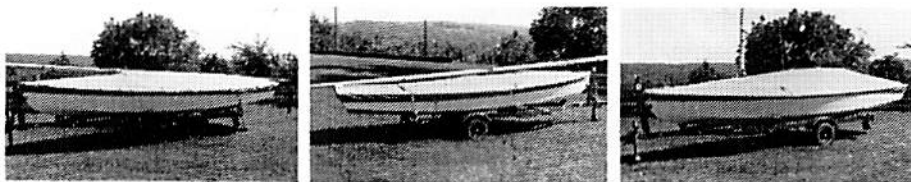
We returned to Atlanta with too much to tell you, 13 rolls of film, and not enough time to get it all together for this issue of the *Snipe BULLETIN* so we'll devote the November issue to the Worlds.

Uruguay Takes the Top Spot:

We will tell you that Ricardo Fabini and crew Harold Meerhoff of Uruguay took a narrow 1.7 point victory over defending world champion Torben Grael. Now, wait a month for the full story.

Big Times on Mission Bay:

Our feature in the December issue will be the US Masters and North American report. At this writing it looks like it's going to be another great one.



Our Covers Are More Expensive ...so they can cost less!

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than cheap imitations.

3 in 1 cover	
Polyester Army Duck	\$183. ppd
Acrylic - White	\$189. ppd
Acrylic - Colors	\$199. ppd
(Also Available in Skirted Style)	
Bottom Cover	\$182. ppd
Flannel lined waterproof grey canvas with drain hole	
Football Cockpit Bag	\$12. ppd
Hangs in cockpit and zips closed	
Daggerboard Cover	\$32. ppd
Flannel lined canvas - specify size and shape	
Rudder Covers	
Flannel lined canvas	\$24. ppd
Nylon shell foam lined	\$36. ppd

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- 5/16" shock cord in hem & tie down points
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Snipe covers since 1972

INVEST IN THE BEST... Covers by The Sailors' Tailor

The Sailors' Tailor

Send check or Money order to :

191-SN Bellecrest, Bellbrook, OH 45305

Visa/MC orders call Sandy Rowland: (513) 862-7781
OR see Bob, Sandy or Scott in Snipes 26747 & 26303



(USPS 611-500)

OCTOBER 1989
Volume XXXVIII No.10

S.C.I.R.A OFFICERS

Commodore

Per-Ole Holm
OY Auto-Haro AB, PL 22PB
67101 Kokkola 10, Finland

Vice Commodore

Peter B. Fenner
600 Goodwin Dr.
Richardson, Texas 75081

Rear Commodore

R. Means Davis
5115 Northside Drive NW
Atlanta, Georgia 30327

Executive Secretary/Treasurer

Thomas Payne
4096 Chestnut Drive
Flowery Branch, Georgia 30542

RULES COMMITTEE

Chairman: Dan N. Williams
MacLellan Building
Chattanooga, TN 37402, USA

EDITOR

Thomas Payne

EDITORIAL & BUSINESS OFFICE

Address all correspondence to: 4096
Chestnut Dr., Flowery Branch, Georgia
30542 USA. Phone/Fax: (404) 287-8405.

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.

at the masthead

THE COMMODORE SAYS

It is almost impossible to find out which way the Snipe came to Japan. One guess is that some of the stationed U.S. Navy sailors brought a few boats over right after the War.

We know, however, that the Tokyo Bay Fleet was founded at the end of the 1940s.

The president of the Japan Snipe Class Association, Katsumi Hirata, built his first boat 37 years ago. Since then he has owned 11 Snipes and won the Japanese National Championship twice. Hirata-san has done a great job for the Snipe Class in Japan.

In the 1959 Worlds in Porta Allegre, Masayuki Ishii placed third. He is nowadays an International Judge and was a member of the Jury during the World Championship in Karatsu. Both in the Worlds in Buenos Aires and in La Rochelle, the Japanese sailors have placed well, Miyuki Kai/Akio Kaneko third in 1985 and Nobuhiro Utada/Noriaki Sugitani fourth in 1987.

Also the registered Snipes in Japan have increased the last 10 years, being now about 1,200. We know that even the University students and the Navy have been using the Snipe as a practice boat.

All this made SCIRA suggest Japan as the host for a World Championship event. Following this idea, in 1986 Ralph Swanson and Buzz Lamb went to Karatsu to inspect the place where the Japanese wanted the Worlds to take place. At that time the clubhouse was just a shed but in three years the Karatsu Yacht Club built the most suitable facilities to host a World Championship.

Placing the event to a smaller town was just the right thing to do although the transportation expenses became higher. The whole city, as well as the whole Saga Prefecture, was standing behind the arrangement. This was seen at several occasions, both on the racing area and during splendid dinners and ceremonies. The Coast Guard also gave all help by providing boats and personnel for the races.

At this time I want to say THANK YOU VERY MUCH — DOMO ARRIGATTO to our friends in Japan, from all of us who had the opportunity to be in Karatsu.

We thank you not only for a well-organized regatta but especially for the

warmth, the friendship, and the hospitality we received during our stay.

I will also express SCIRA's thanks and wish of success for the Snipe Class in Japan.

The Board meeting as well as the National Secretaries meeting were also held during the regatta. We had a long agenda of items to discuss and decide upon. But next BULLETIN will give you more facts and tell you more of the splendid World Championship 1989 in Karatsu, Japan.

Your Commodore,
Per-Ole Holm

LETTERS

Snipe growth and development...

I think the Snipe Class is dropping the ball a little in the growth area. By no means do I mean that the officers are responsible. It seems that the Nationals and Mid-winters are turning into an old boys week. Often it is the same faces and the same people meeting and having dinner together. Sailing is friends and that is how a class can grow.

I recently attended a one-design mid-winters for a class that has really bailed themselves out and doubled the size of the regatta in just two years. Everyone there this year left saying they would be back again next year. They did a couple of

OCTOBER 1989

THE COVER: The newest Snipers: Skipper Kyung Yu Sn and crew Tae Hun Park of South Korea cross the finish line in the final race of the Worlds. SCIRA's new relationship with Korea is just one of the stories from Karatsu to be reported in next month's Snipe BULLETIN. Tom Payne photo.

THE COUNT: Thirty-two numbers were issued: Thirty-one to Japan and two to South Korea. Also, a new fleet number was issued to Pusan.

NUMBERED SNIPES — 27657
CHARTERED FLEETS — 809

things that set the mode from beginning to end.

First, at the skippers meeting they asked everyone who was attending the regatta for the first time to raise their hands and welcomed them, indicating these are the people we want everyone to meet and help out.

Secondly, they had a bowling night where everyone was competing at something other than sailing and they were doing it as teams. You just got on a team of people you didn't know and by the end of the night you were good buddies.

Part of our growth and development program could be to have someone who pushes to make sure these friend-making events occur at regattas. He could be responsible for selecting a program at the Nationals and make sure it happens. For instance, a round table of experts one night. That hasn't happened since Stan Watkins organized it in Annapolis.

I think it's an excellent idea in setting up committees like the long range planning committee and the growth and promotion. Let's make it happen now so that we can remain the best Class both on and off the water.

Steve Callison
Columbus, Ohio

Wooden Boat News...

Dick Loomis is a long-time Sniper and was regatta chairman for the 1988 Nationals at Encinal Yacht Club. He is now the proud owner of an old woody. This report was part of a letter to Executive Secretary Tom Payne.

by Dick Loomis

A classic Snipe is now in my driveway. Now the neighbors know what my wife has known for years — that I may not be playing with a full deck. Looks like landscaping will be put off awhile (again)...

I recently bought Snipe #3233 home to

Calistoga and immediately began a thorough inspection. My first discovery was that a family of cats had called the boat home for a lot of years (it sat bottom side up in a Palo Alto backyard since the mid-'60s). Let me tell you a cat family can create quite a mess. Then there were the spiders. While they may not have been that big, when a black widow steps out from underneath a frame they look huge! After that first spider I continued my survey — Blag Flag at the ready. McLaughlin had ants; I had spiders. What is it with old Snipes and creepy, crawling things?

I was pleasantly surprised to find very little rot. The deck (mahogany T&G) was shot — it came off. I was planning on having to replace it anyway. The topsides and bottom planks (Port Orford cedar) are perfect. I found some (not a lot) of rot in the frames (side frames). As of this writing I haven't exposed the bottom frames, as I haven't removed any planks yet. I'm also planning on removing the centerboard trunk. Who knows, I may find ants just like Mike did. Maybe black widows eat ants...

This boat was built by Howard Evans in Los Angeles. He's now living in Ashland, Oregon, and says he built it in 1940. I suspect it was built in '38 or '39. Crosby's boat (#4000) pictured in *WoodenBoat* was built in '40. In addition, I have the original cotton sails and they're stamped with a SCIRA stamp from an international regatta dated 1939.

My next step is to weigh the hull. If I can put a new deck on, plus all the new hardware, and come up in about 381 pounds, we'll race this yacht. Like Jerry Thompson is doing.

Lastly, I'd like to initiate a monthly article in the *BULLETIN*. At least a corner where woody owners can share their experiences, problems, and solutions relating to the care, feeding, and restoration of classic (wood) Snipes. Perhaps the Annapolis fleet would consider a classic divi-

sion at the '90 Nationals. How about a "Concourse de Elegance" in the parking lot?

Thanks to my neighbor's generosity, I saved about three weeks of sanding and scraping the old paint off the boat. He loaned me his 'hotsy' — a high pressure water sprayer — that knocked off years of crud like it was nothing. I had to be careful not to focus it too long on one spot as it might have shot right through the wood.

I sure would enjoy reading Mike McLaughlin's thoughts on restoration. Personally I'd like to read more on deck construction (aircraft plywood, etc.), repairing frames/planks, epoxying, glassing the hull if necessary (and how to determine if it is necessary), and seam caulking.

I have received a letter from Cleveland Mattix of Cleburne, Texas. He has Snipe #6839 and will start restoration in September. Thanks for the referral — send more — and keep up the good work.

McLAUGHLIN SNIPES WIN:

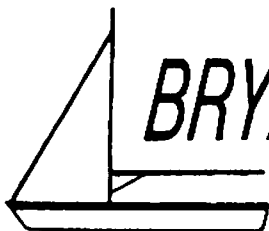
- 1988 U.S. Nationals
- 1988 Midwinters
- 1988 North Americans
- And many, many more 1988 regattas

For quality that lasts and lasts, look to McLaughlin!



STEVE SHERMAN
4737 Adams Road
Hixson, TN 37343
(615) 875-4040

Now available in Europe
Antonio Bari
via Lorenzo 7
38100 Trento Italy
TEL 04-61/911-877



BRYANT PERFORMANCE SPARS, INC.

P.O. Box 785

Buffalo, N.Y. 14240

716-893-1100

INTRODUCING OUR 1989 MODEL!

High Performance and Unmatched Quality
New Side Weld Design Features Our New E-Z
Adjust Spreaders, and Quick-Disconnect Shrouds
and Spreaders. Call Paul or Jim for Details.

Lessons Learned from The Nationals Storm

This is a continuation of comment about seamanship at the '89 Nationals.

by Steve Callison

The '89 Nationals renewed my confidence in not only how seaworthy the Snipe is but also how vulnerable.

During the week we were hit by three major thunderstorms, the largest of which struck during a race and caused a lot of damage to masts and sails. Fortunately, in spite of the storm's severity and long length, no one was hurt. The other two storms caused relatively little damage to

the fleet as they hit after the races and the fleet had a chance to lower sails and toss out anchors.

Personally, although we were more than a little scared a few times, we got through the major storm relatively uncathed. I guess there were a couple of things we did that both made us more vulnerable and a couple of things that helped minimize our damage. First, the things we did wrong and hopefully wouldn't do again.

1) Although we saw the storm building and it was a heavy air race we had not put on our life vests when it hit. We were too caught up in the race to respond to priority No. 1, personal safety.

2) Because of the heavy weed conditions in Biscayne Bay we had tied our board in too loose so that it could be pulled all the way out of the water to de-weed. When we capsized the board stretched the line slightly, fell out of the well completely, and was dangling by the retaining line. We should have been more careful to tie it in so that it could not come out of the well.

Things We Did Correctly

1) Immediately upon capsizing we put on our life vests. This reinforced two things: It is very difficult to put on a life vest in the water when you are also trying to stay with the boat, and if we had any

non-functioning zippers or snaps on our jackets we would have been in a lot of trouble. Again, we should have had them on before the race started.

2) Most of the major damage done to boats was caused by masts touching the shallow bottom and the boats blowing over on top of the masts, causing the masts to bend or break.

With life jackets on, no board, and no inclination to right the boat, the priority was to keep the mast from hitting bottom. The only way to do this was to try and keep it either upwind of the hull or keep the bow into the wind. Our hanging on to the forestay as the boat was blown across the Bay slowed down both the bow and the mast and kept the hull downwind of the rig. The only obstacle we ran into was the heavy wind which would catch under the deck and flip the boat over the other way. It was important to quickly grab the forestay again and pull on it to get the boat headed into the wind.

Finally the storm blew over. We dropped the main in the water and righted the boat to sail in under jib alone. We spent over an hour in the water and were more than a little afraid at times but came through safely and with minimal damage to the boat and rig.

COBRA MASTS



Obviously the Best Mast!

PACESETTER BOAT CO.

6415 Grubb Road

Hixson, TN 37343

(615) 877-7099

U.S. Nationals Report — Sobstad Sails. Again!

All four U.S. sailmakers with eleven representatives attended the U.S. Nationals in Miami, with hopes of demonstrating to the country that their sails were the finest. The competition was the best ever, and only one could win. For the second year in a row, Sobstad Sails have won this important event.

1st Heinzerling Trophy (Championship Division) 1st Gilreath Trophy (Champ. and Elimination combined)

Our Fall Discount is from Sept. 1 to November 30, so this is your best opportunity to prepare for the Masters, North Americans, Halloween, etc. The sails that won the Nationals will win for you. Again and again. Call Craig Leweck or Mark Reynolds today!

SOBSTAD SAILMAKERS SAN DIEGO

2832 Canon Street
San Diego, CA 92106
(619) 226-2422
Telex 677638
Fax (619) 226-0682



regatta circuits

WEATHER RIPS FIREWATER REGATTA

Lincoln, NE — A drifter, a shifter, and a drag race — that's how you could describe Nebraska's 29th annual Firewater Regatta.

The weatherman forecasted heavy blows for Saturday, June 17, and even some thundershowers as the day wore on. As the nearly two dozen Snipes took to Branched Oak Lake, however, anticipation turned to disappointment. The winds became a breeze and then a whisper.

They were the kind of conditions local skipper Larry Briggs loves. He and crew Pat Keane left the rest of the pack bobbing for air on the two-and-one-third course as he danced to an uncontested first.

"He just knows where to find wind," said one skipper.

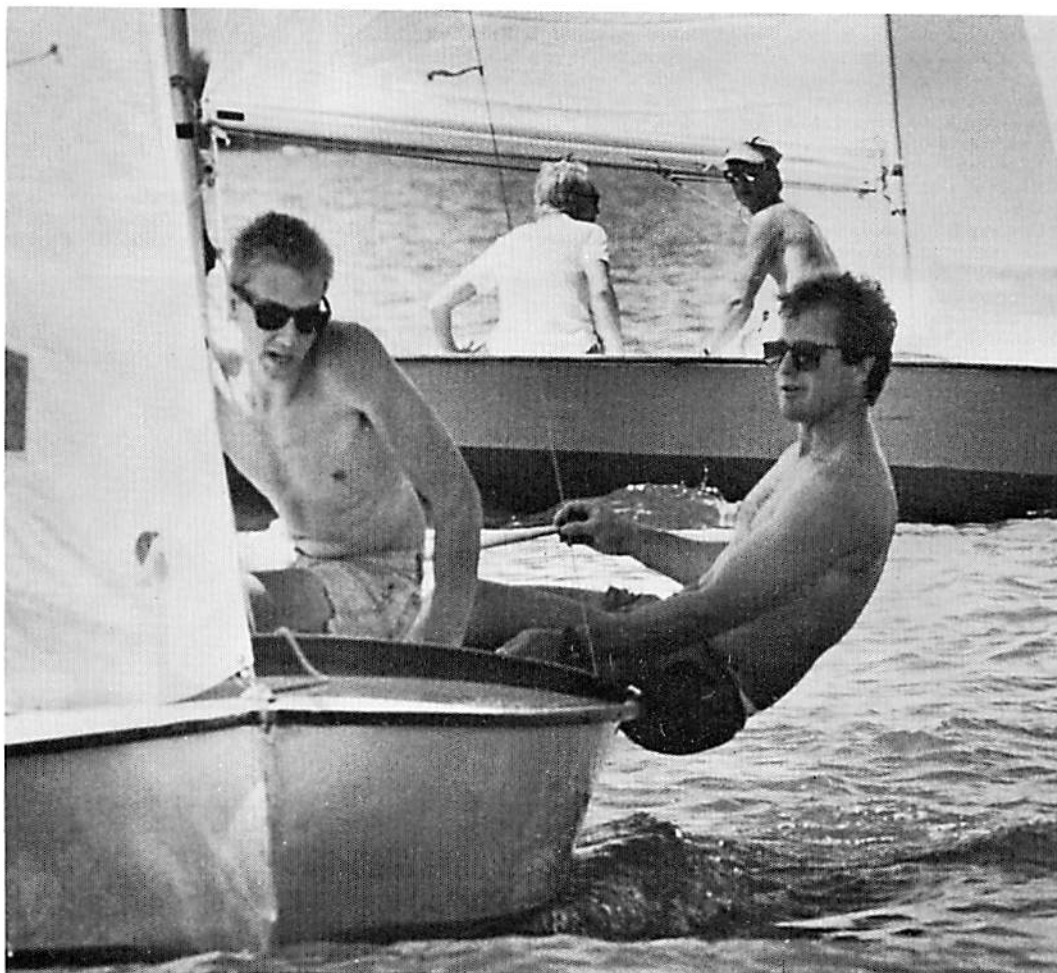
It appeared that wind would be hard to find in the second race as well. Regatta organizers even considered a short delay. Alas, ripples again fingered across the lake.

Suddenly the wind shifted from the southeast to almost due west. As the committee fired the starting gun, the breeze grew to a comfortable hike. By the time the fist boats crossed the finish line whitecaps roared over the lake.

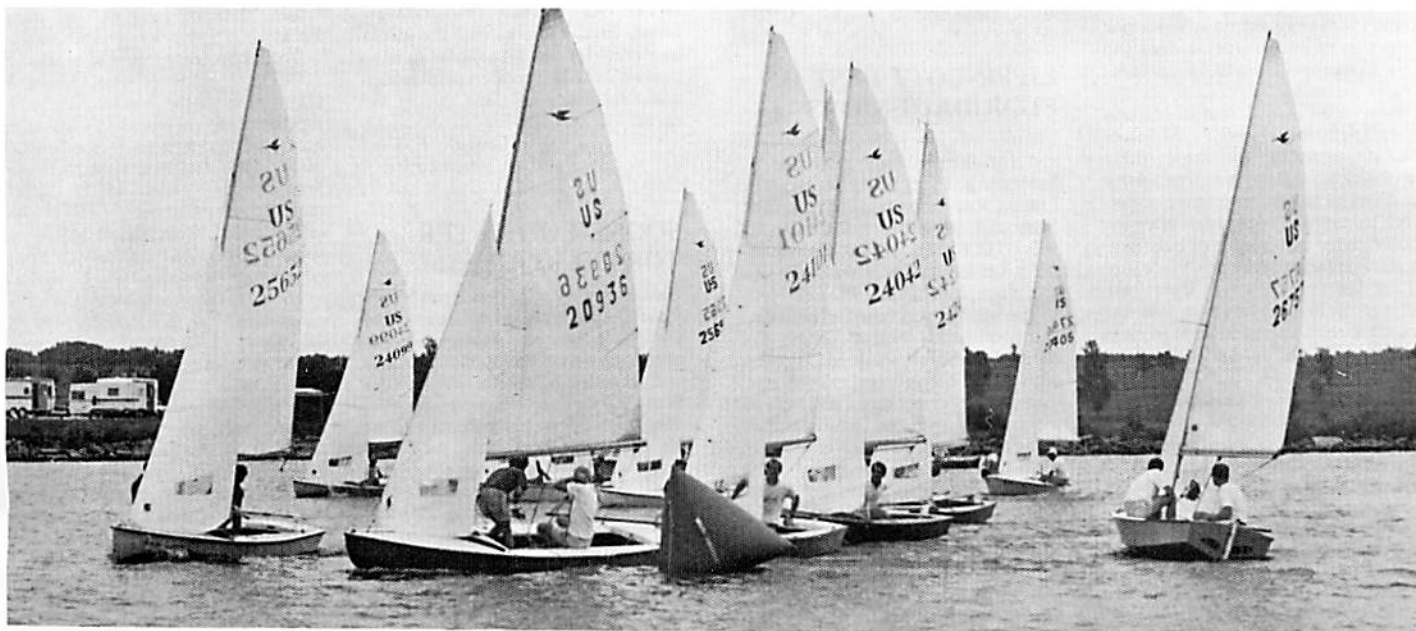
The storm had arrived!

Thirty knot winds gave skippers and crew a rocket-ride to the docks. Whether it was rain that hit your face or the splash of the planing Snipe it was hard to tell. Not one boat capsized, however.

This day's adieu to sailing would soon be a precursor of things to come. On Sunday, skippers looked across the lake, wondering if those one-inch charbroiled steaks they ate the night



"How'd they get there?" wonders crew Jon Christensen (background) during Firewater Regatta. Jim Russell and crew Matt Briggs (foreground) won the event.



Boats converge at windward mark in Firewater Regatta, Lincoln, Nebraska.

before would help them hold down their Snipes in the 20-knot wind.

About 10 skippers thought not and bowed out of the last two races. Those who sailed were treated to some of the best air the midwest has to offer. This day would belong to Jim Russell. He and crew Matt Briggs sailed consistently and captured the regatta. Admittedly, Russell concedes he got a little help from Larry Briggs' misfortune.

During the reach of the third race, Briggs' rudder broke. Briggs, who was first in the standings at that point, was able to steer his boat back to the dock by trimming his jib and luffing his main to go to windward and by doing the opposite to bear off.

"I've seen it done it before," Briggs said, "but I've never practiced it before."

On shore Briggs was able to find a spare rudder and resume the race. Though he finished 12th, he did finish and it paid off.

"I needed that one point to come in third overall," Briggs said. "Finishing last was probably the best thing I did all day!"

Never say die. Just like the wind and the skippers of the Firewater!

Andrew Ozaki

ITALIAN REGATTAS REPORTED

The race season began in the last days of March with the classic Criterium of Sanremo, with 28 Snipes from four nations attending.

Four beautiful races with all conditions gave the lead to Danes Erickson/Erickson, who finished first twice. Second place went to Brezich/Crevatin, and third to Zaoli/Zaoli, both winners of one race. For the first time in many years, the Snipe class has been the largest fleet in this five-class regatta (FD, Soling, Star, Moth Europe), giving evidence of the good moment of the class in Italy.

More or less one month later, another big regatta took place in Italy, the South-European Championship, sponsored by Circolo Nautico Brenzone, the host club of the 1990 Italian Nationals. Unfortunately the conflict with a big regatta in Spain took away a lot of southern contestants and only five crews from Belgium came to join the race.

Five races in different conditions (from 2 to 20 knots) gave the 35 Snipes the opportunity to show their capabilities. After the first races Sain/Leghissa, a newcomer crew, were leading the regatta but after the third race the consistency of Bari/Bensa allowed them to take first place, until the last race in which their RET allowed Dematte/Murari to win the regatta with 0.1 point advantage, with Vicicomini/Vestri third after two firsts and Sain in fourth.

At the end of May and beginning of June, two big regattas were held, both valid as selections for the Worlds. More than 25 Snipes attended the two regattas. In the first one, held in Caldonazzo in medium to light and shifty winds, Morin/Michel won with regularity (1-4-5) over Bari/Bensa (17-1-1) and Casciaro/Ciavatta.

Fifteen days later in Monfalcone, Michel/Turazza defeated all the contestants with an impressive 1-3-1, showing a better speed and a very

good tactics, with Dematte/Murari in second and Casciaro/Ciavatta again in third in three beautiful races run in 15-20 knots.

At this writing the situation of the World's selections is the following: Michel leads with a 1-4 in the two regattas, with Casciaro in second (3-3), Dematte in third (5-2), Bari in fourth (2-6), and Morin in fifth (1-8).

Michel/Turazza, at the moment, is the emerging crew. During the first part of the season they increased their speed and improved performance, and appear as the best outsiders for the Nationals which will be held in Chioggia at the beginning of July.

30th Spring Criterium — Sanremo (Top 10 of 28 Boats)

1. Ericksen/Ericksen	D
2. Brezich/Crevatin	I
3. Zaoli/Zaoli	I
4. Calvet/Casaus	E
5. Ascoli/Gaia	I
6. Sorensen/Soensen	D
7. Dematte/Murari	I
8. Difino/Brenna	I
9. Michel/Turazza	I
10. Tua/Vasta	I

South European Championship (Top 5 of 35 Boats)

1. Dematte/Murari	AVT
2. Bari/Bensa	CUS TN
3. Vicicomini/Vestri	CCS
4. Sain/Leghissa	SVOC
5. Michel/Turazza	SVOC

Trofeo Punta Indiani — Caldonazzo (Top 5 of 25 Boats)

1. Mori/Michel	SVOC
2. Bari/Bensa	CUS TN
3. Casciaro/Ciavatta	AVLC
4. Michel/Turazza	SVOC
5. Dematte/Murari	AVT

Trofeo Santo Morin — Monfalcone (Top 10 of 28 Boats)

1. Michel/Turazza	SVOC
2. Dematte/Murari	AVT
3. Casciaro/Ciavatta	AVLC
4. Anzelotti/Sfiso	YCA
5. Fioretto/Malossi	SVOC
6. Bari/Bensa	CUS TN
7. Penzo/Nordio	CNC
8. Morin/Michel	SVOC
9. Sain/Leghissa	SVOC
10. Conelli/Seveso	CVBV

LIPPINCOTT BEST OF FLORIDA JUNIORS

Miami, Florida — Steve Lippincott and Jonathan Glauser from the St. Petersburg Yacht Club are the 33rd Florida State Snipe Junior Champions. They did it with solid finishes of 3-2-1-1-2 for 8.5 points. Coincidentally, Ken Lippincott (no relation) won this championship in 1957 and 1958.

The weather was beautiful both days with southeasterly winds 6-12 mph. The race committee headed by Art Auwaerter did an excellent job conducting five perfect races, all in Olympic courses with the weather mark being repositioned whenever required for a perfect upwind leg.

Like in previous years this junior championship was hosted and run by the Coconut Grove SC. We want to express our hearty thanks to Art Auwaerter and people who helped make this a great regatta — Frank Herbert, Shirley Runnel, Dave Swanson, Judy Jensen, Mike Anderson, Lew Geer, John Martin, Pat Martin,



Firewater A-Fleet, skippers in back row with crew in front, L to R: Jim Russell & Matt Briggs, Bob Ewoldt & Gunther Hofmann, Larry Briggs & Pat Keane, Kirk Smith & Jennifer Smith, Jack Wagener & Richard Moulton.



Firewater B-Fleet, L to R: Kristen & Phil Ross, Mike Recker & Mark Peterson.

Joya Bruno, Warren Riley, George and Mary McCullough, and Roger Debruelle.

Out of the 13 juniors, three had a junior crew and placed first, fifth, and sixth. We also allowed for the first time a junior team that alternated at the helm: Evan Zinn and Senett Bischof. We didn't see anything wrong with it and feel that this practice will bring more advantages than disadvantages. Our practice of borrowing Snipes for the juniors with the owner as a crew (or any adult) continues to provide us with increased participation and total peace of mind during the races.

Gonzalo E. Diaz
Miami Fleet 7

SOONER OR LATER TOPPED BY GUST

Oklahoma City, OK — Sixteen Snipes from Colorado, Kansas, Texas, and Oklahoma ignored weather reports promising a weekend of thunderstorms and travelled to the Oklahoma City Boat Club on Lake Hefner for the sixth annual Sooner or Later Regatta, June 10-11. They were rewarded with three races sailed in excellent conditions under the superb management of race committee chairman Steve Taylor. The series was again dominated by the Texas sailors, with the usual consistent performance from winner Greg Gust.

The first race was delayed 30 minutes by severe thunderstorms, which surrounded the lake. The start

was clean in steady 10-15 knot winds. Ed Olson led at the first weather mark, followed by Gust, Bill Jackson, and Gene Soltero. Gust assumed the lead on the downwind leg. The final weather leg was punctuated by a sudden wind shift, which caught the leaders by surprise. Jackson took an unscheduled bath and barely avoided a capsizing, allowing Soltero to pass. The order at the finish was Gust, Olson, Soltero, Jackson, and Billy Felder.

The second race followed in similar 10-15 knot winds. Soltero, Gust, and Olson rounded the first weather mark together. Soltero, blanked by the other boats, dropped to third. By the leeward mark, Gust had established a clear lead, which he maintained for the remainder of the race. A 720 at the leeward mark dropped Soltero back to seventh place. At the finish, the first five boats included Gust, Olson, Felder, Jackson, and Steve Craig.

Sunday morning, the racers woke to the sound of heavy rain. The race committee, using some sort of sixth sense, decided to press ahead with the third race. Although the decision was greeted with some groans from the competition, the race committee was again vindicated. By the starting gun, the downpour had cleared and the winds were oscillating at 5-10 knots.

Soltero took an early hitch to starboard and ended up with a big lead at the weather mark. He maintained a convincing lead throughout the race. On the second weather leg, Gust was able to find his own private gust (pun intended) to put a lock on second

place. Felder used good downwind speed to work into third.

The soggy conditions never dampened the spirits of the sailors. Saturday night, an Italian feast was prepared by gourmet chefs Jan Schechter and Pat Melly. After several beers, Jim Slomski wondered how many people it would take to sink a Snipe. He even offered his boat to conduct the experiment. As people climbed in, the boat slowly settled deeper and deeper, until it finally sank with eight aboard. Perhaps next year the experiment can be repeated with the bailer holes sealed!

*Eliot Schechter, Ed Olson
Fleet 14*



Fleet winners in the Sooner or Later Regatta held at Oklahoma City Boat Club.



How many people does it take to sink a Snipe (with the drain plugs open)? Seven, according to tests performed at the Sooner or Later Regatta.

19 90

THIRD ANNUAL

DEAD

OF

WINTER

REGATTA

JANUARY 6th & 7th

Start The Nineties Racing On Tampa Bay!

Five races sailed on Tampa Bay

January 6 & 7, 1990

St. Petersburg Yacht Club and Snipe Fleet 801

Start a new decade snipe sailing on Tampa Bay

Open to all SCIRA members, 1989 decals honored

\$30 per boat includes Saturday night dinner

Friday night pre-race gathering at Harvey's 4th St. Bar & Grill

Registration starts at 8 am, skipper's meeting at 9:30 am

St. Petersburg Sailing Center has

forty floating snipe cradles and ample parking

Limited storage until the midwinters is available

Overall and junior trophies will be awarded

New sails will be door prizes at the Saturday night dinner

For information or housing: Bill Welch, PO Box 2154, St. Petersburg, FL 33731 — (813) 822-0900

THREE-WAY TIE AT WINCHESTER

Winchester, MA — On July 8-9 the Winchester Boat Club hosted the annual Winchester Invitational. Thirty-three boats registered for the regatta with 13 signing up for the "B" fleet.

To the casual observer the weekend weather seemed perfect with a bright sun overhead, but the light and unpredictable shifts in wind caused many people to review their lists of expletives more than once.

Consistency was the key to success and also very hard to come by. Sue Lodico and Jan Tabor of Winchester won the first race and were the only team to win more than one race but a string of 13s kept them out of trophy contention.

The sailing was tough as concentration and a little luck were at a premium. A phrase that kept going through my head was from a Talking Heads song which asks: "You may ask yourself: how did I get here?" At some point in the second race I had been in first and at another point in last yet I could not figure out what I had done wrong or right. Perhaps the problem was not in my sailing but in superstition. Had I shaved that morning? Had I forgotten to sacrifice to the Mystic Lake weed god? Was I wearing my lucky hat? I am still not sure what my problem was but Jennifer and Art Rousmaniere had few problems winning the second race with Dave Lence and Barb Evans beginning their charge with a second place finish.

Saturday's third and last race witnessed Lence take top honors as he was concerned with getting to the hoist first. John Drayton and Mary Jodice secured a second place finish, thus placing then in regatta contention going into the second day. The results after Saturday's racing placed Lence in first, John Keane and John Drayton tied for second, Joel Zacklin in fourth, and Jennifer Rousmaniere in fifth.

Dinner was served at the club and, as always, was superb. However, the after dinner activities must have been slightly more memorable to sailors such as Martin Fraser and Joel Zacklin

because as people arrived at the club Sunday morning for a pancake breakfast by master chef Steve Boodakian, they saw a strange sight in the pool. Mike Bowers' Snipe must not have been pleased with his sailing on Saturday because it was relaxing in the pool — apparently on vacation.

John Drayton must have liked the pancakes because he won the first race going away. Sue Lodico won the second race and John Keane, who sailed an extremely consistent regatta, won the last race with Drayton finishing second, Lence third, and Rousmaniere fourth.

What made the finishing order in the last race so important was that everyone sailed to the dock not quite sure who had won. After the throwout was calculated, three boats remained tied for first with 18.75 points. The tie was broken by including the throwout race. Thus, the final results indicated that Lence had won his second straight Winchester Invitational. Second went to Drayton and third to Rousmaniere. Rounding out the top five were Keane in fourth and Zacklin in fifth.

The "B" fleet was won by Jim Fraser and Maria Trica of Medford who won two of the six races. Pam and Carl Boerner of Winchester spent most of their weekend finishing in the top three and claimed second overall with third going to Greg Pease and Dave Flowers of Quassapaug.

Many thanks to Berta Swanson and her race committee for running six good races in slightly less than perfect winds.

Jim Bowers

BROADSTAIRS OPEN ATTRACTS UK, FRANCE

Kent, England — The Broadstairs Open drew competitors from UK fleets plus two crews from SCIRA France. The weather remained perfect throughout the weekend with an increase in wind on Sunday.

Peter Wolstenholm, crewed by David Jones, dominated the four races but to claim second and third was quite

a tussle. The last race was a battle between Statham and Humphrey to finally decide who was to claim second overall.

The buffet/dance Saturday evening was a most friendly affair, being a combined Snipe and Ships Officers social gathering from the Cross Channel ferry companies operating locally.

1. Peter Wolstenholm/David Jones, Blue Circle; 2. Tony Statham/Alan Williams, Budworth; 3. Dennis Humphrey/Pat Humphrey, Stone; 4. Gavin Watkins/Andrew Stephen, Stone; 5. Peter Frost/Allison Frost, Stone.

The following Sunday, July 1, was the annual Dover 12 Hour hosted by the Royal Cinque Ports YC. This is an all classes open with the Snipe representatives being Andy Thomas, Tina Joustra (Netherlands), Eric Broughton, and Peter Wolstenholm.

At the start gun at 0800, the large fleet of numerous classes crossed the line in a strong steady wind. With arranged times to change crews a good start is not really essential. The criterion is a quick change over of crews plus the psychological attitude to contain concentration for such a long span of time, and log your nearest opponent on the handicap figures of such a menagerie of boats.

At 2000 hours the finish gun went off. There were a number of protests to be heard before finalizing overall finishing positions, but one result was definite: regardless of the findings of the protest committee, Snipe had claimed the overall first for the 1989 Dover 12 Hour Race.

The champagne was opened when the crews came off the water, while the sore backsides and blistered hands were forgotten in the impromptu celebration.

John Broughton
UK National Secretary

WOLCOTT WINS AT CEDAR POINT

Westport, CT — The first Snipe regatta held at Cedar Point YC in many years was won by Peter and Kerri Wolcott. They won the first two races when the wind was blowing about 15 knots, only slipping to fifth in the third race when the wind lightened below 10 knots.

The one-day regatta was held July 15 on Long Island Sound. It was attended by 11 boats from Boston, Long Island, New Jersey, and Connecticut.

Joel Zacklin with crew Debbie Corwin were second, and Jim Barnes/Carrie Williams were third. Zacklin improved throughout the day, moving from fifth to second to first in the three races.

The main purpose for the one-day regatta was to promote the Snipe at Cedar Point. The races were sailed with the fleets that usually race at the club (Atlantics, Stars, Thistles, and Lightnings). A number of sailors from other fleets came over after the racing to look at the Snipes and to express interest in sailing them.

The interest in the awards ceremony was enhanced by the presence of Ken Shauer, the nephew of Bill Crosby. He sailed with the Snipe fleet in his cruising boat, named Uncle Bill, throughout the day. He presented the awards to the top three boats and discussed his memories of sailing with Bill Crosby. He said, "We should have a Snipe fleet here at Cedar Point." There were

cheers of encouragement from all of the Snipe sailors present.

The event was arranged by Roger Sharp, the fleet captain at Cedar Point. In addition to crewing on a Star boat, Roger sails a Snipe. John Cuccio served as race committee chairman, Jim Barnes was in charge of publicity. Dave Rogers handled promotion, and Paul Wood arranged for trophies.

1. Peter & Kerri Wolcott; 2. Joel Zacklin/Debbie Corwin; 3. Jim Barnes/Carrie Williams; 4. Fred Abels/Vicki Spindler; 5. Pedro orson/Nancy Green.

Paul Wood

WOLSTENHOLM IS UK SNIPE CHAMPION

England — Peter Wolstenholm of Blue Circle won four of five races to take the UK Snipe Championship in July at Budworth Sailing Club.

The regatta started with a practice race on Sunday afternoon in a sea breeze.

This was followed by the first race on Monday afternoon with a slight improvement in wind speed. Second and third races were held back to back on Tuesday.

On Wednesday only the afternoon race was possible as the wind was non-existent in the morning.

We made an attempt to hold the last fourth race on Thursday, the rest day, but was not successful.

The sixth race was started after a two hour delay waiting for suitable wind conditions. During the race the wind dropped to a whisper and abandonment looked pretty certain. With one hour left to the time limit, the wind strengthened and the tide turned allowing the whole fleet, which was at the leeward mark, to round the mark and make the last leg to the finish line.

The social events were a great success. The dinner was well attended with 65 guests. There was a garden barbecue held at Wally Hardman's on Monday evening followed by an impromptu one on the beach on Thursday evening. At this event a good old fashioned game of Rounders was played, south versus north.

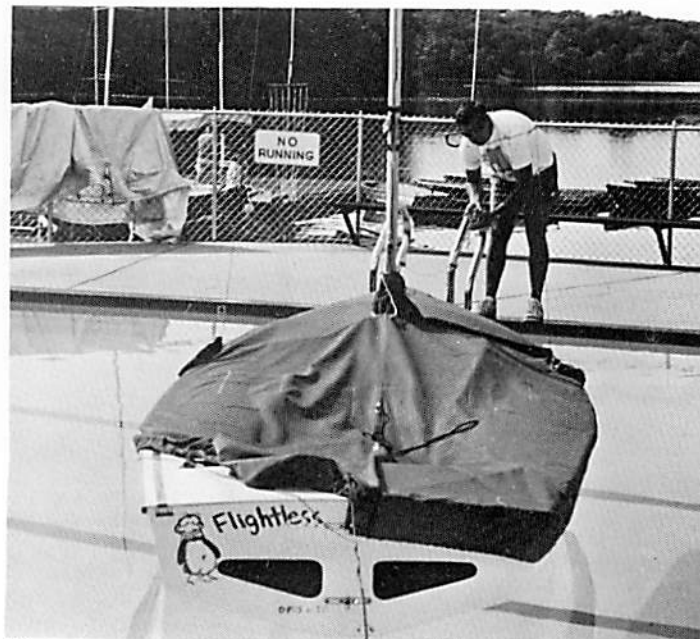
Stan Hackney, Fleet Captain
Budworth Sailing Club

JEFF MITCHELL WINS CANADIAN TITLE

Oakville, Ontario — The weather enjoyed by the 14 boats from Ontario, Maryland, Michigan, and New York State for the Ontario Open/Canadian Nationals could not have been better. Clear, with a sea breeze kicking up a light chop, those who sailed had good racing under the flag of the Oakville Harbour Yacht Club. Those who missed it blew it.

Three races were run on Saturday, July 15. Kirk and Phyllis Donaldson won the first race followed by Jeff Mitchell and Sandy Belford, with Jack and Ken Mitchell in third. Doug Nugent and Jamie MacKay split the next two races with the Donaldsons. David Belford with Angie McPhail were third in Race Two, Gweneth Crook and Cathy Johns were third in Race Three.

All the racing was over by 4 p.m. when the fleet returned to harbour and the club for the infamous "Green Can." During the evening's festivities, retiring fleet captain Chris Hains was



Mike Bowers' Snipe went for a swim in the Winchester Boat Club pool after the Saturday night party.

What have we done for you lately?

If you race one-designs, you benefit from USYRU in more ways than you might realize. As your national association, USYRU works hard to make your sailing better and keep your class healthier through:

- **national class management seminars**, newsletter workshops and the new Class Management Handbook, all created and sponsored by USYRU's One-Design Class Council

- **national awards** for one-design class growth, fleet development and event management



USYRU's annual One-Design awards honor class leadership and event management.

- **international regatta grants** for one-design champions
- **a national sportsmanship program** that's helping to keep racing fair and fun
- **ever-expanding training programs** that produce better instruc-

tors and better competitors

- **unified racing rules**, including a national appeals system responsive to *your* input

- **education programs** and seminars for race committees

- **safety programs** to combat powerline hazards and hypothermia, and to promote on-water safety awareness

- **special regatta insurance**

Your class, and thousands of sailors like you, make these and many other services possible through membership in USYRU. What's in it for *you*?

USYRU members receive a free rulebook, a yearbook and member discounts on USYRU publications, sailing books and videos, travel ser-



USYRU's One-Design Class Council helps classes grow stronger.

vices, regatta entry fees . . . and more. All this plus **AMERICAN SAILOR**, USYRU's monthly news-magazine.

Every time you cross the starting line, USYRU is serving *you*. Be part of the sport. Join USYRU today!

YES, I'll do my part. Sign me up for membership and a full year of member benefits today!

Name _____

Address _____

City _____ State _____ Zip _____

- ☐ \$25 Individual
☐ \$50 Family or non-U.S. resident
☐ \$10 Youth (under 21: Date of birth _____)



USYRU

Your sport, your voice

P.O. Box 209, Newport, RI 02840 Tel: (800) US-SAIL-1

USYRU is a nonprofit, volunteer-led organization. All membership dollars go directly to support programs and services to sailing, and are tax-deductible above \$15.

presented with a new watch by the incoming fleet captain Doug Nugent in recognition of 12 years in the post.

If Saturday belonged to the Donaldsons and the Nugent/MacKay team, then Sunday belonged to David Belford and Angie McPhail and Jeff Mitchell and Sandy Belford. They split the two races. Gweneth Crook and Cathy Johns split third and fourth places in both races with Jack and Ken Mitchell. The competition among the top seven boats was very tight with positions often changing.

Overall, first place went to the Donaldsons. Second and top Canadian boat was Jeff Mitchell and Sandy Belford who were awarded the Canadian/National Championship Trophy. Tied for third were David Belford, Angie McPhail, and Doug Nugent and Jamie MacKay. David got third on the tie breaker.

Owing to a very shrewd purchase by your reporter in 1988, everyone was presented with a Canada beer mug.

The race committee under Canadian National Secretary Id Crook received a big round of applause for a job well done.

Chris Hains

EVANS DEFENDS GOVERNOR'S CUP

Springfield, IL — The 1989 Governor's Cup held June 10-11 at Island Bay Yacht Club featured gorgeous weather and varying wind much to the enjoyment of all who attended. Although no attendance records were set, this year's turnout equalled last year's. To the delight of everyone, temperatures hovered around 80 degrees all weekend.

Races One and Two on Saturday featured light and shifty wind. Thanks to the perseverance of an expert race committee headed by Kevin 'Big Boots' Haynes and J.B. Dixon, competitors enjoyed two closely contested races in the easterly breeze. Featured were Dave 'River Rat' Wesselhoft and the debut of the Toad, Todd Gay. Also noteworthy were the antics of Salisbury's own and California transplant Troy Nolan sailing 24681. However, Race One belonged to sophomore Snipe skipper Clay Sanborn and crew, wife Becky, the Comet/Laser veteran who paced the way in trying conditions for an early lead in the event. Cosely contesting Clay were the Wesselhofts and reigning champs Jeff and Julie Evans.

Race Two proved equally as interesting as the first. With leads changing frequently, Evans emerged victorious closely challenged by Toad and Troy. The Rat eked out a fourth with a cagey finish beat.

Much to the chagrin of the RC, Race Three on Saturday had to be forfeited to light wind and the beckoning of IBYC's facilities featuring poolside non-stop rummies, highballs, and brewskies. Saturday night's steak feed crept up and rallied the crowd to late night cutting up into the a.m.

Sunday morning involved into a racer-epitomized version of what Sniping is all about. Greeted by a 15 mph southeast wind, the eager RC's mission was downhill all the way. New wind brought new life and the racers sensed it.

Driven by a determined crew, Tim Dixon came back from a dismal Satur-

day to take Race Four going away. After a close first lap, 24701 gambled and broke cover on 24682 to double the lead on the second beat. With flawless crewmanship on the pole leg, the lead was safe and Race 4 was in the bag. Closely following were Jeff and Julie Evans and Clay and Becky Sanborn. Local master champ Tom Lewis took fourth in Race 4, nudging out Toad, Troy, and The Rat.

Race Five was more of the same conditions with an interchanging outcome. Following a magnificent start, Evans was not to be denied in defense of the Cup. Once in the lead, Jeff and Julie punctuated their local domination, showing the rest of the fleet nothing but transom. Establishing their presence on the water, the Sanborns followed close behind to put a lock on second in the regatta. Tim and Troy duked it out for third in the race and overall with Toad, The Rat, and Tom Lewis close behind in a tight final race.

Snipe Fleet 91 recognizes the fine effort by the RC and staff in making this year's Governors Cup a rousing success. The top five trophies consisted of beautifully engraved six pack coolers, and ice packs were awarded to skippers and crews. Tom Lewis took home the top master award.

Tim Dixon

HIGH WINDS DOMINATE 39th MISSOURI VALLEY

Council Bluffs, Iowa — The 39th annual Missouri Valley Championship Regatta, sponsored by the Iowa Nebraska Sailing Association, Snipe Fleet 309, was held at a newly acquired sailing site on Lake Manawa, July 8-9. Lake Manawa, located five miles from Omaha, usually draws Snipers from a five or six state area and this regatta was no exception.

Twenty-six participating boats, divided into two fleets, were welcomed to the first race by 18-20 mph winds with gusts to 25. The X-style course, using the majority of the lake, was scattered with capsized boats as the gusts usually contained a violent shift. Consequently, the positions changed rapidly but after three races on Saturday most sailors changed to either the prone position or "by the keg position."

Saturday night's festivities included a lakeside picnic with 85 people attending. Special recognition was given to George Rood who worked for three years with various bureaucratic agencies in order for the Iowa Nebraska Sailing Ass'n to lease five acres of land from the State of Iowa to build the new sailing site which we are now enjoying. All of us once again want to thank George, formerly of our fleet who now lives in Houston.

By Sunday morning the winds had subsided. Twelve to fifteen mph winds made the fourth and final race a near perfect event. The trophy lunch concluded the regatta.

Henry Davis of the host fleet, with crew Curt Forest, won the regatta with three firsts and a second. The 'B' fleet was won by Jerry Roos and his crew Steve Minor of Overland Park, Kansas, with four straight firsts.

The cooperation of the wind made for a great regatta and a fine time for everyone.

Stuart Simon, Commodore Fleet 309



Henry Davis, 24101, leads fleet early in race, and eventually won the Missouri Valley Championship. (Steve Glowacki photo)



'A' Fleet winners, front, crews, L to R: Pat Keane, John Miller, Terry Honki, Rita Goppert, Jon Christiansen, Curt Forest; back, skippers: Larry Briggs, John Miller Jr., Ed Weitz, Doug Goppert, John Briggs, Henry Davis.



Jerry Roos capsized on starting line but came back to win the 'B' Fleet at Missouri Valley Championship. (Steve Glowacki photo)



George Rood (left) receives appreciation plaque from Commodore Stuart Simon at Missouri Valley Championship.

scorecard

29th ANNUAL FIREWATER REGATTA Branched Oak Lake, Lincoln, NE, June 17-18, 1989 A Fleet — To 5 of 17 Boats

Boat	Skipper/Crew	Club	Places	Points	Finish
24321	Jim Russell/Matt Briggs	Lincoln	3-2-3-2	10	1
25652	Bob Ewoldt/Gunther Hofman	Lincoln	2-6-6-1	14.75	2
24099	Larry Briggs/Pat Keane	Lincoln	1-3-12-5	20.75	3
22324	Kirk Smith/Jennifer Smith	INSA	6-8-5-3	22	4
24242	Jack Wagener/Richard Moulton	Lincoln	5-dnf-2-4		5

B Fleet — Top 3 of 5 Boats

21807	Mike Recker/Mark Peterson	INSA	1-1-1-1	3	1
15118	Phip Ross/Kristen Ross	Lincoln	2-2-2-2	8	2
18638	Mark Kellner/Sue Kellner	Lincoln	3-3-dns-dns	16	3

INTERNATIONAUX de FRANCE 1989 C.N.B.A., June 12-16, 1989 (Top 15 of 23 Boats)

Boat	Skipper/Crew	Nation	Fleet	Points	Finish
27410	Birger Jansen/Carine Juliussen	Norway	Vestfjorden	3	1
27398	Heinrich Evers/Annette Evers	Denmark	Hellerup	6	2
27401	Jonatan Persson/Jens Thau	Denmark	Espergaerde	26.7	3
27329	Andy Thomas/Tine Joustra	England	RCPYC	32.7	4
25011	Gerard Brossard/Catherine Brossard	France	CN Claouey	35.4	5
22447	Jean-Claude Confoulant/F. Boutarel	France	CN Claouey	37.4	6
26896	Jules Wacemans/Frieda Wagemans	Belgium	VVW	39.4	7
22445	Hubert Follenfant/P.F. Bonfau	France	SN Concarneau	58	8
27028	Yves Le Bour/Frederic Gautier	France	CNB Adierne	63	9
23999	Jacques Romain/Mochtild Romain	France	SR Havre	65	10
26321	Jaime Osset/Mar Osset	Spain	Madrid	67	11
22446	Michel Beaudouin/Marion Hauzeur	France	SN Lorient Larmo	69	12
20894	Janos Litkey/Eric Falise	Belgium	Hofstade YC	73	13
17176	Bertrand Romain/Louis Bonnefon	France	Ecole Navale	79	14
26744	S. Le Bour-Boisaubert/D. Humphrey	France	CNB Audierne	81	15



Official Pocket Patch

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4"

SPECIFY MATERIAL when ordering . . . \$3.00

A smaller size 2-1/8" x 2-3/4" for caps, etc., but in twill only . . . \$2.00

Send Payment with Order to

SCIRA

4096 Chestnut Dr., Flowery Branch, GA 30542

SUPPORT BULLETIN ADVERTISERS!

Halloween in Atlanta

October 28-29, 1989



Skipper

Crew

Address

Fleet No.

Sail No.

Hull Color

Will sail with Spooks ()

Goblins ()

Meals: Sat. Brunch ()

Sat. Adult Dinner ()

Sat. Child Dinner ()

Sun. Lunch ()

Registration is \$25. and includes 2 mugs, hot buttered rum party, Friday night's chili dinner, Saturday night's dance and costume party and a trick or treat party for children.

Please send your registration by October 20 to John Muhlhausen, 1146 Green Street, Roswell, GA 30075. **Registrations received after October 21 will be \$30.**

Special room rates are available 3 miles from the club at the **Frontier Inn**, GA Route 92 at 175, Acworth, GA 30101, Tel: (404) 974-0116. Camping is permitted on club grounds, but pets are not.

CLASSIFIED

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

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

WEATHERMARK: TOP COVER: Full deck and topside cover including PVC/Polyester construction, drawstring skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$140 (white or blue). **SUPER-PADDED CENTERBOARD COVER** with carry handle \$49. **SUPER-PADDED RUDDER COVER** \$35 (both blue). **CONTACT:** WEATHERMARK, INC., Dave Pritchard, 8087 Holiday Road, Buford, Georgia 30518. (404) 945-0788. FAX (404) 932-0622.

CHUBASCO 23990. Red hull, white deck, good condition, two suits sails, Cobra mast, trailer, good racic record. \$1,900. John D. Brown, Cleveland, OH. Home (216) 467-9711, Work (216) 248-8680. (SO)

McLAUGHLIN 24330. Green hull, cream deck, two suits North sails. Southern trailer, top and bottom covers. Excellent condition: \$2,600. Call David Sorrick, (402) 691-8714. (ON)

McLAUGHLIN 27372. Will deliver to reasonable area. This like-new 1988 1/2 was custom built and delivered in late August 1988. She has never been raced and has only been in the water once. She is spotless and still smells like new. All go-fast fittings like magic box, deck-mounted compass, padded color-keyed hiking straps, and much more. Complete with new, never raced Fisher sails. She is powder blue with cream deck, complimented with a matching double deck stripe. You will never ever get a better boat or deal. Call ASAP, this one will sell fast. \$5,800. Russel Cook at 1-800-624-7877 days or (315) 587-4800 evenings. (ON)

McLAUGHLIN 25483. Brand new condition, excellent racing record. Many extras, 5 good sails including two new mains and a new jib. Water Rat rudder. Covers, trailer, etc. \$4,100 or best offer. Lenard Dolhert or Diana Healy, (301) 531-6349. Maryland. (ON)

SAILORS CHRISTMAS LIST: Padded sailing shorts, hiking pants, boots, gloves, covers, sails, nautical notions, video games and books. Call Sailboats Etc. (404) 843-9995 or 955-1492. "Run By Snipers, for Snipers!" (ON)

WANTED: Used rudder and tiller in reasonably good shape. Call Ed Ryan: (H) (413) 567-7599; (W) (413) 788-8411 ext. 3508. (O)

39th ANNUAL MISSOURI VALLEY CHAMPIONSHIP Iowa Nebraska Sailing Association, Lake Manawa, July 8-9, 1989 'A' Fleet — Top 10 of 22 Boats

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24101	Henry Davis/Curt Forest	Iowa-Nebr.	1-1-2-1		1
20936	John Briggs/Jon Christiansen	Lincoln	2-3-3-4		2
25783	Doug & Rita Goppert	Lotawana	3-2-1-12		3
24095	Ed Weitz/Terry Honki	Iowa-Nebr.	6-5-5-6		4
26914	John Miller Jr/John Miller	Weatherby	12-7-7-3		5
24099	Larry Biggs/Pat Keane	Lincoln	4-4-15-7		6
25652	Bob Ewalt/Gunter Hoffman	Lincoln	9-9-4-9		7
25049	John Sepanski/Mark Aljets	Carlyle	10-10-8-5		8
24100	Mike & Susan Tooley	Iowa-Nebr.	5-12-12-14		9
20841	Andrew Ozaki/Henry Cordes	Lincoln	11-15-10-10		10

'B' Fleet —					
19942	Jerry Roos/Steve Minor	Overland Park	1-1-1-1		1
20555	Bill Dunbar/Mark Shaefer	Iowa-Nebr.	2-2-2-dns		2
27523	Bob Lawrence/Dennis Wagner	Iowa-Nebr.	3-3-dns-2		3

FLORIDA STATE JUNIOR CHAMPIONSHIP Coconut Grove Sailing Club, Miami, August 26-27, 1989 (Top 10 of 13 Boats)

Boat	Skipper/Crew	Club	Races	Points	Finish
26761	Steve Lippincott/Jonathan Glauser	St. Petersburg	3-2-1-1-2	8.5	1
24995	Lucas Diaz	Coconut Grove	1-5-2-4-1	12.5	2
24776	Veronica Diaz	Coconut Grove	4-3-3-5-3	18	3
26395	Daniela Diaz	Coconut Grove	2-4-6-3-4	19	4
27276	RD Burley/Andy Couriel	Lauderdale YC	5-9-4-2-6	26	5
24950	Evan Zinn/Sennett Bischof	Coconut Grove	6-1-9-7-5	27.75	6
25484	Chris Gaffney	Coral Reef	7-8-5-8-7	35	7
19723	Lowell Kahn	Coconut Grove	8-10-10-6-8	42	8
24750	David Renton	Coral Reef	9-7-8-9-10	43	9
23711	David Niskin	Coconut Grove	10-11-12-10-11	54	10

SOONER OR LATER REGATTA Oklahoma City Boat Club, Lake Hefner, June 10-11, 1989 (Top 10 of 16 Boats)

Boat	Skipper/Crew	Fleet	Races	Points	Finish
26078	Greg Gust/Ryan Glaze	Rush Creek	1-1-2	3.5	1
26666	Ed Olson/Pat Melly	Oklahoma City	2-2-4	8	2
25196	Gene Soltero/Karen Soltero	White Rock	3-7-1	10.75	3
26975	Bill Felder/Zach Wooldridge	White Rock	5-3-3	11	4
26077	Bill Jackson/Ashlee Twining	Rush Creek	4-4-6	14	5
25376	Stephen Craig/Doug Snyder	Rush Creek	6-5-5	16	6
25517	Martin Bebb/Guy Lindley	Sequoyah	8-8-7	23	7
23277	Gary Derrick/David Bass	Oklahoma City	9-9-8	26	8
24092	Jim Slomski/Humayun Jamidar	White Rock	7-6-dns	29	9
27405	Ken Rix/Robert Fusco	Walnut Valley	10-11-12	33	10

GOVERNORS CUP REGATTA Island Bay Yacht Club, Springfield, IL, June 10-11, 1989

Boat	Skipper/Crew	Places	Points	Finish
24682	Jeff Evans/Julie Evans	3-1-2-1	6.5	1
26613	Clay Sanborn/Becky Sanborn	1-6-3-2	11.75	2
24701	Tim Dixon/Joy Dixon	7-5-1-3	15.75	3
24681	Troy Tolan/Steve Minor	4-3-6-4	17	4
24440	Todd Gay/Ginny Brewer	5-2-5-5	17	5
18266	Dave & Debbie Wesselhoft	2-4-7-6	19	6
26913	Tom Lewis/Mark Lewis	6-7-4-7	24	7

1989 UK NATIONAL CHAMPIONSHIP Budworth Sailing Club

Boat	Skipper/Crew	Fleet	Points	Finish
26671	Peter Wolstenholm/David Jones	Blue Circle	0	1
27330	Neil Martin/Alan Williams	Budworth	11.7	2
20246	Gary Lewis/William Anderson	Budworth	17.4	3
27329	Andy Thomas/Tina Jobstra	Royal Cinque Ports	40.4	4
21746	Mark Antonelli/Sue Antonelli	Budworth	40.7	5

Best Turned Out Boat — 26159, Eric Broughton, Stone B.C.
Junior Helm — 20557, David Crouch, Blue Circle S.C.

CEDAR POINT REGATTA Cedar Point Yacht Club, Westport, CT, July 15, 1989

Boat	Skipper/Crew	Finish
25838	Peter & Kerri Wolcott	1
24573	Joel Zacklin/Debbie Corwin	2
25480	Jim Barnes/Carrie Williams	3
25460	Fred Abels/Vicki Spindler	4
25165	Pedro Lorson/Nancy Green	5
25412	Art & Kate Rousmaniere	6
25810	Dave Rogers/Joe Scully	7
26092	Brian Dougherty/Connie Hill	8
25435	Roger & Brian Sharp	9
26305	Paul & Kathy Wood	10



SUPPORT YOUR
SNIPE CLASS

1989 ONTARIO OPEN/CANADIAN NATIONALS
Oakville Harbour Yacht Club, July 1989
(Top 10 of 14 Boats)

Boat	Skipper/Crew	Fleet	Races	Points	Finish
26461	Kirk & Phyllis Donaldson	Barton	1-2-1-6-5	14.5	1
23397	Jeff Mitchell/Sandy Belford	Oakville	2-4-9-2-1	16.75	2
27103	David Belford/Angie McPhail	Oakville	7-3-6-1-2	18.75	3
26641	Doug Nugent/Jamie MacKay	Oakville	5-1-2-4-7	18.75	4
25843	Gweneth Crook/Cathy Johns	Oakville	6-5-3-3-4	21	5
27106	Chris Hains/Don Hains	Oakville	4-6-4-5-6	25	6
24806	Jack Mitchell/Ken Mitchell	Oakville	3-dsq-5-7-3	34	7
27055	Jim & Phyllis Belford	Oakville	8-7-7-8-9	39	8
26614	John Alexander/Carolyn King	Barton	9-9-10-9-8	45	9
26742	John & Adrienne Korkosz	Galway Lake	10-10-11-10-10	51	10

WINCHESTER INVITATIONAL
Winchester Boat Club, MA, July 8-9, 1989
A Fleet — Top 12 of 20 Boats

Boat	Skipper/Crew	Fleet	Races	Points	Finish
26174	Dave Lence/Barb Evans	Winchester	8-2-1-6-7-3	18.75	1
27377	John Drayton/Mary Jodice	Marblehead	11-5-2-1-9-2	18.75	2
25412	Jennifer & Art Rousmaniere	Winchester	3-1-16-3-8-4	18.75	3
25781	John Keane/Ann Marie Weldon	Marblehead	7-7-4-5-6-1	22.75	4
27011	Joel Zacklin/Jane Coin	Quassapaug	2-6-8-9-3-11	28	5
26894	Harry Levinson/Adam Puopolo	Medford	5-10-12-4-5-7	31	6
25710	Jim & Jim Bowers	Winchester	14-12-5-2-13-6	38	7
25003	Sue Lodico/Jan Tabor	Winchester	1-13-13-11-1-13	38.5	8
25676	Dick & Maureen Mitchell		10-8-7-7-11-8	40	9
25810	Dave & Laurie Rogers	Quassapaug	4-3-19-16-4-ns	46	10
26131	Mike Bowers/Kim Hardy	Winchester	18-15-14-8-2-10	49	11
25733	Peter & Christine Keen	Winchester	20-9-10-12-15-9	55	12

B Fleet — Top 5 of 13 Boats

25999	Jim Fraser/Maria Trica	Medford	5-1-3-2-2-1	8.5	1
25709	Pam & Carl Boerner	Winchester	2-3-11-1-3-5	13.75	2
26202	Greg Pease/Dave Flowers	Quassapaug	4-5-1-4-5-2	15.75	3
27099	Stephanie & Brian Keefe	Winchester	7-2-4-7-1-3	16.75	4
26999	Eugene Santori/Martin Noordzij	Winchester	3-4-5-5-6-4	21	5

Oldest Boat Award — Bob & Melanie Coyle (21504)
 Highest Placing Junior — Stephanie Keefe



Sanctioned Snipe Regattas

OCTOBER 7-8, CALL-OF-FALL, Lake Mohawk.
 Rich Pierpont, 485 Eastshore Trail, Sparta, NJ
 07871.

OCTOBER 28-29, HALLOWEEN REGATTA,
 Atlanta YC. John Muhlhausen, 3453 Winter Hill
 Dr., Marietta, GA 30062.

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 CHAM-
PIONSHIP. Clearwater YC.

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

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

NEW SCIRA ADDRESS!
 4096 Chestnut Dr., Flowery Branch,
 Georgia 30542 / (404) 287-8405

North makes the best sailors.



NORTH SNIPE SAILS

Performance ★ Quality ★ Service

LOOK AT THE RESULTS!

Jr. North Americans - 1	Brazilian Nationals - 1, 2, 4
Jr. World Championships - 2, 3, 4	Spanish Nationals - 1, 2, 4, 5, 6
Western Hemispheres - 1, 4, 6, 7, 8	Citrus Bowl - 1, 2, 3, 4
Commodore Rasco - 1	

JOIN THE MOVE TO NORTH
CONTACT YOUR NORTH LOFT TODAY!

LOFTS

NORTH ONE DESIGN
SAN DIEGO
 Vince Brun, Matt Ciesicki
 1111 Anchorage Lane
 San Diego, CA 92106
 TEL: (619) 226-1415
 FAX: (619) 224-7018

NORTH SAILS FLORIDA
 Ethan Bixby
 3703A 131st Ave. North
 Clearwater, FL 33520
 TEL: (813) 573-7730
 FAX: (813) 573-2518

NORTH SAILS UK
 Andy Hemmings
 Newgate Lane
 Fareham, Hampshire
 PO14 1BP England
 TEL: 011-44-329-231525
 FAX: 44-329-220442

NORTH SAILS JAPAN
 12-9 Nazai
 Yokosuka Kanagawa-ken
 Japan
 TEL: (0468) 57-1262
 FAX: 468-57-0370

CALL FOR NEW 1989 TUNING GUIDE AND ORDER FORM

Fisher Sails 1989 Results

Snipe Nationals
Heinzerling Series - 3, 4, 5
5 out of Top 10 boats!
Wells - 1, 2*, 3, 4, 5

District 1 - 1, 2

District 3 - 1, 2

Southerns - 1

Bermuda Race Week - 1

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

Gamblin Trophy
(Nassau) - 1, 2

Bacardi (Nassau) - 3

Clearwater - 3, 4, 5
11 out of Top 18 boats!

Don Q - 4, 5, 6
9 out of Top 16 boats!

* Partial inventory



Photo by Frank Zagarino

THE FISHER FAST EDGE

Snipe sailors around the world rely on Fisher Sails for leading edge performance and dependable durability. They know that we're committed to helping Snipe sailors get the most out of their sails. At Fisher Sails, personal service is our pledge.

We're also available to conduct seminars for your fleet or club. Give **Greg Fisher** or **Steve Callison** a call to find out more information about these great workshops.

Don't be left behind the fleet. Join the Fisher Team! We're working hard to be *your* personal sailmaker!

Save 10% With Our Super Fall Discount!

Now's a great time to consider those new sails because you can save **10% off** our regular prices with our Super Fall Discount. Just order sails between Sept. 1 and Dec. 31 to qualify. We also have great deals on fleet orders! Call the loft for details.



Fisher Sails
330 W. Spring St.
Columbus, OH 43215

(614) 221-2410
Fax: (614) 297-0514

FISHER SAILS. The New Standard in One-Design Performance.