



Swipe

BULLETIN

OCTOBER
1991

North Snipe Sails Win The World Over!

Partial 1990 Results

World Championships '89	1st
Masters World Championships	1st
Junior World Championships	1st
European Championship	1st
Western Hemispheres	1st*
Midwinters	1st
Don Q Regatta	1st
Bacardi Cup	1st
Zimmerman (Overall Winter Circuit)	1st
Southern California Midwinters	1st

* Top six places



Means Davis photo

Ricardo Fabini on his way to winning the Western Hemispheres. North Sails took top six places.

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COMMODORES LOG

So much has happened in the past four months, months in which I could not do a meaningful "Commodore's Log" because I was either preparing for meetings or on the road attending those meetings.

Now I can report to you that your officers and board members have traveled many miles, at their own expense (many SCIRA members have the misconception that SCIRA pays the travel expenses of these *elected volunteers*) and worked many long hours to be sure that you were well represented in the matters affecting the Snipe Class for the foreseeable future.

In Tonsberg, Norway, there was a meeting of all National Secretaries to enable the Board to have maximum input from all Snipe countries. Then the Board met to determine future regatta sites, a new format for the Western Hemispheres Championship, new international dues and *Bulletin* subscription rates for 1992 and beyond, restructuring support of the SCIRA Junior World Championships, totally revamped and up-to-date SCIRA Sailing Instructions so that each sanctioned regatta will be guaranteed to be a consistently better racing event. Congratulations and many thanks to U.S. National Secre-

tary, Phil Richmond, who spend hundreds of hours working on this project which necessitated a complete revision of the "Rules for Conduction Sanctioned Regattas," and "Rules for Conducting National and International Regattas," as well as the SCIRA scoring system software, and finally, standardization for all Deeds of Gift which impact so many of these regattas. All of these were thoroughly discussed and finally passed for the 1992-1996 SCIRA Rule Book.

Your Board created two new, nonvoting positions on the Board of Governors. The first is the IYRU Representative, to be an official spokesperson for SCIRA at IYRU. Past Commodore Per-Ole Holm of Finland was elected to fill this very important position for the next five years. Future terms will be four years running in conjunction with Olympic years (this coincides with IYRU rules changes). The other nonvoting board member is East European Secretary. This position which is created to promote Snipes in the eastern European countries is filled by Alexei Fomin from the USSR, who will be a valuable addition to our class. (In a future *Bulletin* there will be an article describing the Russians' ad-

venture coming to their first Snipe World Championships and completing construction of their wooden boat at the regatta site. Look for the story of "Kristina Av Tunsberg".)

International standing committees were approved by the board, to include Promotion, Finance, and Long Range Planning. These committees are to be chaired by a member of the Board and open to all SCIRA members, appointed by the Commodore.

In the future, flag officers will have specific, assigned responsibilities, with the Rear Commodore responsible for oversight of the financial matters of SCIRA throughout the world, and the Vice Commodore responsible for oversight of the promotion of the class and communications within the class. With these responsibilities your flag officers will be able to be more effective during their term in office as Commodore by having those experiences and background.

RULES CHANGES: There were eleven or twelve rules changes—see the *Bulletin* for details. Some highlights: The elimination of the anchor as required equipment, except that event organizers may require

BIG SNIPE PROMO IN FLORIDA

The 1991 Florida Citrus Sailfest might sound like something new, but it's only in name. You used to know this event as the Red Lobster.

The 1991 regatta is scheduled for December 6th through 8th, 1991, on Lake Monroe in Sanford, Florida, and will probably attract over 600 boats and upwards of three thousand people. This makes it a perfect opportunity to showcase the Snipe Class. We will have a pool-side "Hospitality Suite" featuring a non-stop (almost!) slide show of Tom Payne Snipe photos from "Around the Snipe World," a Bill Buckles/Mueller Boats Blender Party, and giveaways of Snipe promotional material.

The best promotion for the Snipe Class will be a big fleet of boats! Please make plans to attend and look forward to a great party and some great fresh-water sailing.

For registration information: **1991 FLORIDA CITRUS SAILFEST**
200 S. Orange Ave., Suite 2220
Orlando, FL 32801
Phone: 407-425-0585
FAX: 407-872-0879

OR CALL THE SNIPE OFFICE.



(USPS 611-500)

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CHANGE OF ADDRESS

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

anchors to comply with local conditions. Watch the *Notice of Regatta* for each specific event to determine if an anchor will be required! Another is that beginning in 1992, boats will be weighed *with* the whisker pole or pole launcher *at the current minimum weight, 381 lbs. (172.8 kg)*. In 1992 and after you will be required to carry at all times a topline at least 33 feet (10 meters) by 1/4 inch (6mm). Jibstays must be all metal 3/32 inches (2.4 mm) minimum diameter wire or rod and must be fastened to a tang or other deck fitting. Its length shall be such that when all three stays are properly attached and the mast puller-pusher is off, the mast will not touch the aft partners (the back end of the mast hole through the deck). There are more changes—look for them in the *Bulletin*.

There were changes to bring our Constitution and By-Laws up to date. This project is headed by Past Commodore Pete Fenner, who has been elected U.S. National Secretary to succeed Phil Richmond who steps down at the end of this year after doing a super job, not only in the U.S. but for the class internationally. Thank you Phil, for all of your hard work and support.

And there was more—a lot more! Advertising, IYRU Fees (again!), Junior Worlds funding, Snipe Class Womens World Championship, to name a few. In all there were more than twenty-five (25) hours of meetings on behalf of the future well-being of your Snipe Class. As I told you throughout the year, if there is something you believe will benefit our class, tell your elected representatives. If you didn't make your thoughts and feelings known, you have no right to complain about that which was done. We are one of the most stable classes in the world, and part of that stability is due to our policy of changing the rules *slowly* and without obsoleting older boats. If you believe something needs changing, now is the time to *start* the process with the Rules Committee. The next rules change year will be 1996.

I congratulate Axel Rodger and his crew, Jorge Quiroga, of Argentina, the new Snipe Class World Champions! Also congratulations to Hakan and Rikard Bjurstrom of Finland who finished second, and in third, Birger Jansen and Janet Krefting from Norway. There were 20 countries represented at the championships speaking 15 different languages! I also want to congratulate and most sincerely thank SCIRA Norway and Tonsberg Seilforening for a wonderful championship regatta and experience for all of the competitors, officials and guests.

Also, congratulations to Pan American Games Gold Medal winners, Nelido

Manso and Otavio Lorenzo of Cuba, and Cao Leme and Marcelo Maia of Brasil, the Silver Medal winners, and Peter Commette and Tarasa Davis of the U.S.A. on winning the Bronze. Finally, congratulations to the new European Junior Champions, Michael Irgens and crew, Tom Erik Smedal of Norway, in a very close series.

OMISSION

We failed to credit Charlie Bustamante for his excellent "What Do I Do With All Those Lines?" article in the September issue. Our apologies, Charlie.

OCTOBER 1991

THE COVER: Champions, old and new! Ricardo Fabini, 1989 World Champion Skipper, Jorge Quiroga, new World Champion Crew, Axel Rodger, new World Champion Skipper, and Harold Meerhoff, 1989 World Champion Crew, (left to right) celebrate in Tonsberg, Norway. Tom Payne photo.

THE COUNT: Fifty numbers were issued: thirty to Japan, thirteen to Denmark, two to Italy, two to Uruguay, one to the U.S., one to Brasil, and number 28177 was issued to the USSR boat, Kristina Av Tunsburg.

NUMBERED SNIPES: 28194

CHARTERED FLEETS: 817

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VIVA ARGENTINA!

Axel Rodger and Jorge Quiroga spent four years preparing for the 1991 Snipe World Championships. The pair, from Buenos Aires, sailed Regatta Chairman Steinar Woein's Skipper Snipe to a 11.25-point margin of victory over Finland's brother team of Hakan and Rikard Bjurstrom, who sailed their self-designed plywood Snipe *Turbo Joker*. Norway's National Secretary, Birger Jansen, with Janet Krefting crewing, won the final race moving them into third overall in the 50-boat, 20-nation fleet.

The event pointed out some significant factors in International Snipe competition:

1. Parity among the nations is a reality. Noting the results, there were seven different winners of the seven races: Leweck (US), Carpelan (Finland), Evers (Denmark), Parada (Argentina), Svensson (Sweden), Rodger (Argentina), and Jansen (Norway).

2. Parity among different Snipe designs is a reality, despite manufacturer's claims to the contrary. The new designs from Persson, Jibe-Tech, and Lillia were competitive but no more than competitive, as in the final tally it was the "traditional" Skipper that took the victory and the most places in the top ten. Of course one could argue that this was the result of superior numbers of Skippers racing, but the results speak for themselves. Leweck (US) sailed the Persson to victory in race one, Clark (US) in the Jibe-Tech was never able to finish above sixth, and the best that Japan's Kai could manage in his new Lillia was second in the first race. This is not to say that these new designs lack merit. They

are all well-thought-out variations on the Snipe theme, and each is worthy of a closer look by those interested in new Snipes, but no one should expect any radical breakthroughs in speed.

3. In mast design and construction, the lead has apparently swung to Erling Olsen's *Sidewinder*, as nine of the top ten boats were so equipped. Again, it may be argued that this is the result of superior numbers, but as with the hulls, the results speak for themselves. The one notable exception was Clark with a Cobra II, and Leweck's race one victory with the Proctor.

4. Regarding sails, it was another victory for North's Argentina loft as they continue to lead the way. The Bjurstrom's used Rikard's own NEB sails, while Jansen was sailing with Fishers.

After two General Recalls, Race One was started in 5-knot breezes, but a big shift to the left caused a cancellation as the fleet was about a third of the way up the first beat. After the proper adjustments, the fleet was away again with the clear advantage to those boats who chose the right side of the course. There seemed to be more current on the left, opposing the progress of those who had chosen that side. As Japan's Kai rounded the jibe mark in first, those who had sailed up the left side were just rounding the windward mark. At the finish it was Leweck, Kai, Rodger, Svensson, and Jansen making up the top five.

Conditions were radically different on the second day of competition, as the wind built to gear-buster speeds. Finland's Claus

Carpelan and crew Freddy Wegelius were up for the tough going and they took the victory with ease over Norway's Finn Hansen and Knut Roar Holmoy. Brazil's Pimentel and Vergo were third. Leweck took an early overall lead with a fifth, but his luck was about to change.

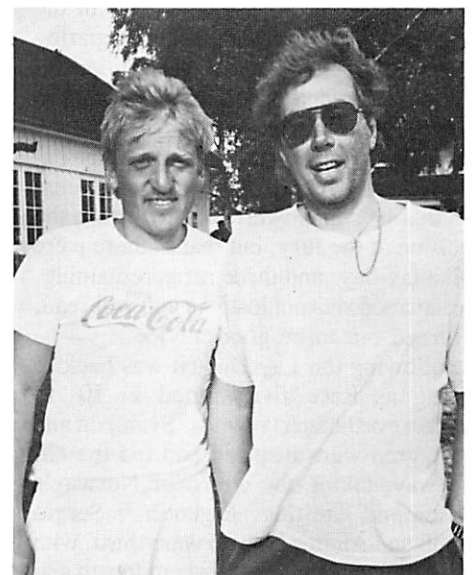
This was the one day when two races were scheduled, and this turned out to be bad news for Leweck, Jansen, and Kai, among others, as breakdowns took their toll. In the day's second race Leweck broke his rudder. Kai had broken his rudder in the day's first race and was told by the Race Committee to standby, that another rudder would be brought from the club. This did not happen and Kai was forced to sit out the second race, resulting in his request for "redress," which the International Jury denied.

The winds were up to 20+ knots for the second race, and again it was Carpelan and Wegelius at the front, closely challenged by Denmark's Evers and Hannibal. As in the day's first race, the Race Committee had called for the Double Triangle course (eliminating the run), and on the second time down the first reach, Evers passed Carpelan and held on for the win. Uruguay's Thode brothers were third and Sweden's Svensson posted another fourth, followed by Italy's Enrico Michel and Fabio Schaffer in fifth.

At this point in the competition there had been a total of seven (at least, I lost count!) General Recalls, and the "Zulu Flag" 20% penalty was taking its toll. For those who are not familiar with this new feature of the SCIRA Sailing Instructions



Hakan (right) and Rikard (left) Bjurstrom took second overall. Tom Payne photo.



Crew Freddy Wegelius and Skipper "Clappa" Carpelan romped to a first and a second in the heavy air of Day 2. Tom Payne photo.

it works like this: After one General Recall, the "Zulu" one-minute rule goes into effect. If you're over with less than one minute to go you must dip back below the line and make a proper restart. You are then assessed a 20% penalty on your finishing position. This applies even if the start that you infringe on is recalled, that is, the 20% carries over to the next start. By the end of the second day of racing, fifteen boats had been so penalized, including Carpelan, erasing his win.

General Recalls were again the order of the day as Tuesday's race (Race #4) saw two before the fleet got underway on the third try. Winds were moderate, in the 10 to 12 knot range with seas generally much quieter than those of the previous day. It was finally Spain's day, as Carlos Llamas and crew, Javier Gutierrez lead the first triangle, followed by the Bermudez brothers, Robert and Carlos. Argentina's Parada and Martinez were third and the Bjurstroms were fourth as the second beat started. Parada managed to get through and take the gun with Llamas in second, Bermudez in third, and Brazil's Pimentel crossing fourth. The Bjurstroms faded to 12th, a finish that would cost them dearly in the final tally.

As the fleet returned to shore the real controversy of the event was about to unfold: Leweck, Svensson, Spain's Gongora, and Sweden's Jonsson were disqualified by the Jury for violations of Rule 54 (Kinetics). Fortunately the Sailing Instructions had been amended before the event started, and a Rule 54 DSQ could be dropped.

Leweck and Raab, whose 1, 5 record in the first two races was now burdened by a DNF due to the broken rudder, did not need the further blow of a DSQ, but they remained philosophical as they requested redress for the breakdown. It was denied.

Sweden's Gustav Svensson was in the parking lot with his mast down, preparing to go home, when Sniper veteran/legend Mats Gothlin persuaded him to appeal to Commodore Means Davis, the SCIRA Representative for the event. Davis explained to the clearly heart-broken Svensson that he was powerless to overturn the decision of the Jury, but that as there were still a lay-day, and three races remaining, the situation was not lost. As you will read, it turned out to be good advice.

Following the Lay Day, it was back to sailing as Race five started in 10- to 12-knot northeasterly winds. Svensson and Ljunggren were inspired and led the entire way, taking the win over Norway's Jansen and Krefling. Argentina's Sergio Ripoll and Andres Donato were third, with Spain's Gongora and Merida in fourth and

Argentina's Parada and Martinez in fifth.

At this point, with a drop race figured in, the series was up for grabs among several teams: Jansen had 32 points, the Bjurstroms had 41, Rodger had 40, Hanssen had 41, Pimentel had 37, Evers had 32.75, and Svensson had 43.75. Clark and Taylor were hanging in with 45 points.

In race six, started in 12 knots of wind, the former Champion, Jeff Lenhart, with Renee Vesterby crewing, finally found the front, rounded the windward mark in first, but was soon overtaken by the Bjurstroms who had the flat-black *Turbo Joker* in overdrive, and they held a 20-second lead at the first jibe mark. Back in the fleet, Svensson was around the windward mark in fourth. Rodger and Quiroga were seem-

ingly out of it, rounding in 11th.

Axel and Jorge turned on the speed, passed seven boats on two reaches, and finished the first triangle in third. Also making a strong showing after a slow series start was Jack Franco, with crew Mike Bartell. The layday gave them time to search out and repair a leak in the centerboard trunk, the result of a capsize in the Nordic Championships. "Once we got the leak stopped it was a whole new series," said Jack. The resulting fourth in this race was, unfortunately, too little, too late.

At the second windward mark it was Lenhart who had regained the lead over the Bjurstroms, but it was Rodger, now in third, who would move up to provide the most exciting finish of the series.

1991 SNIPE WORLD CHAMPIONSHIPS
TONSBERG SEILFORENING
AUGUST 2-10TH, 1991

50 Boats from 20 Nations

Finish	Skipper/Crew	Country	Places	Points
1	Axel Rodger/Jorge Quiroga	Argentina	3-16-19%-6-15-1-4	44.75
2	Hakan Bjurstrom/Rikard Bjurstrom	Finland	10-8-11-12-23-2-13	56.00
3	Birger Jansen/Janet Krefling	Norway	5-1-45dnf-14-2-29-1	61.75
4	Gustaf Svensson/Lenna Ljunggren	Sweden	4-35%-4-53dsq-1-3-17	63.75
5	Roberto Bermudez/Carlos Bermudez	Spain	28-23-6-3-9-17-8	66.00
6	Sergio Ripoll/Andres Domato	Argentina	11-20-17-7-3-20-10	68.00
7	Finn Hansen/Knut Roar Holmoy	Norway	26-2-8-5-30-34-2	73.00
8	Ivan Pimentel/Caio Vergo	Brasil	24-3-19-4-1-21-16	74.00
9	Doug Clark/Scott Taylor	USA	21-6-14-8-17-11-24	77.00
10	Carlos Llamas/Javier Gutierrez	Spain	19-18-18-2-12-9-23	78.00
11	Heinrich Evers/Michael Hannibal	Denmark	33-15-1-11-6-14-34	79.75
12	George Nehm/H. Bergallo	Brasil	18-50dnf-15-10-20-6-32	101.00
13	Craig Leweck/Chris Raab	USA	1-5-45dnf-53dsq-13-8-30	101.75
14	Guillermo Parada/Gonzalo Martinez	Argentina	42%-7-45dnf-1-5-5-50dns	104.75
15	Dr. Fernando Thode/Eduardo Thode	Uruguay	6-19-3-23-53dnd-24-3	107.00
16	Peter Bjurstrom/Kaj Bjurstrom	Finland	8-17-33-13-21-19-39	111.00
17	Byung I Park/Jae Jung-Sim	Korea	9-12-20-53dnf-22-42-9	114.00
18	Jack Franco/Mike Bartell	USA	27-30-28-39-8-4-18	115.00
19	Frank Eriksen/Thomas Gabs	Denmark	37-14%-16-9-14-27-36	116.00
20	Oliver Gongora/Leopoldo Merida	Spain	31-33%-12-53dsq-4-15-25	120.00
21	Erling Nesse/Michael Irgens	Norway	17-37%-45dnf-25-7-25-12	123.00
22	Miyuki Kai/S. Shirokikihara	Japan	2-50dnf-51dnc-18-10-28-20	128.00
23	Ricardo Fabini/Harold Meerhoff	Uruguay	15-24%-25-20-24-28%-22	130.00
24	Enrico Michel/Fabio Schaffer	Italy	35-22-5-19-36-16-35	132.00
25	Soren Andersen/Johan V. Hansen	Denmark	16-50dnf-9-22-28-32-26	133.00
26	Ben Van Cauwenbergh/Yves Basette	Belgium	20-24-7-15-41-41-28	135.00
27	Claus Carpelan/Freddy Wegelius	Finland	34-20.75%-2-32-16-40-33 *	137.75
28	Guedes De Queiro/Nuno Sousa	Portugal	12-50dnf-27-16-40-40-5	140.00
29	Paul Davis/Carine Juliussen	Norway	25-38-13-17-37-33-15	140.00
30	Christopher Schewe/Sebastian Rana	Uruguay	36-9-26-30-50dnf-13-11	142.00
31	H. Nakayama/M. Kawaguchi	Japan	29-10-22-21-33-44-27	142.00
32	Yuitaka Yoshida/Akio Miura	Japan	22-55dnf%-34-37-19-31-7	150.00
33	Pineiro De Melo/Cancelo Horta	Portugal	13-39-23-36-18-39-29	158.00
34	Chiba Yoshihiro/Hayakawa Masaru	Japan	7-28-32-24-53dnd-36-31	175.00
35	Giuliano Dematte/Stefano Fantoni	Italia	43-53%-45dnf-29-31-22-6	176.00
36	Joao Barreto/Nuno Barreto	Portugal	30-50dnf-45dnf-34-27-35-14	185.00
37	Neil Martin/Gary Lewis	United Kingdom	38-34-30%-31-35-37-21	188.00
38	Patrik Jonsson/Rick Oberpichier	Sweden	23-31-45dnf-53dsq-25-26-40	190.00
39	Jeff Lenhart/Renee Vesterby	USA	41-47%-29-39%-29-7-50dns	192.00
40	Antonio Bari/Bruno Bensa	Italia	14-46%-45dnf-38-38-20%-38	193.00
41	Mathew Smith/Mathew Baldwin	United Kingdom	45-32-31-40-53dnf-12-41	201.00
42	Mats Gothlin/Lars Anderson	Sweden	39-21-24-53%-43-38-43	208.00
43	Robert Dunkey/Patrick Farmer	Bahamas	54dsq-36-45dnf-33-34-23-37	208.00
44	Jimmy Lowe/Adam Boorman	Bahamas	42-45%-30-28-26-48-44dnf	215.00
45	Christopher Hains/Donald Hains	Canada	46-39-45dnf-27-44-43-19	217.00
46	Sylvie Le Bour/Gilles Boisaubert	France	40-40-45dnf-41-42-46-42	250.00
47	Mikhail Fomin/Victor Stchankin	USSR	44-55%-dnf-51dnc-49%-32-47-50dns	273.00
48	Vladimir Bazenov/Alexander Kotov	USSR	51dnc-50dnf-51dnc-42-39-45-50dns	277.00
49	Han Kyun-Chul/Kim Hyung-Jun	Korea	49dnf-50dnf-51dnc-51dnc-51dnc-51dnc-51dnc	303.00
50	C.S. Reddy/Stig Juliussen	India	49dnf-50dnf-51dnc-51dnc-51dnc-51dnc	303.00



Heinrich Evers and Michael Hannibal of Denmark celebrate a daily first as Steiner Woien and Peggy Olson look on. Tom Payne photo.

As the leaders approached the finish, it was apparent that Rodger and the Bjurstroms would be close. Bjurstrom, approaching on starboard seemed to have the edge, but Rodger and Quiroga slammed them with a beautifully executed lee-bow tack, forcing the Finns to tack away. Rodger covered and again it was a port-starboard confrontation, with another perfect lee-bow job by Rodger. At the line

it was soooooooooo close!!! Only one man knew who had won and the first idea that the spectators had was provided by Hakan pounding on his deck in frustration. The Argentines had taken the victory by a matter of "a few centimeters." Sweden's Svensson and Ljunggren had moved up into third and Franco and Bartell took a narrow fourth from Parada and Martinez. Lenhart and Vesterby dropped to seventh. Jansen did not help his cause, as he was 29th. Pimentel also took a blow, falling to 21st.

Saturday, August 10th, was a perfect day to decide the championship, with clear skies and winds in the 15 knot range. Finally someone did something right, because the fleet was away clean on the first try! Italy's Guilliano Dematte and Stefano Fantoni were on the correct side of a big right-hand shift and held a narrow lead over Uruguay's Thode brothers. Jansen was making some serious noise, rounding the windward mark in third. Rodger and Quiroga were back in ninth, with the Bjurstroms in 14th.

Now the winds were building, with gusts to 18 knots on the first reach. By the time the fleet started back upwind the winds were gusting to 20 knots and Jansen had

taken the lead, with the Thodes in second and Norway's Finn Hansen in third, as Dematte and Fantoni fell to fourth. Rodger held his own, protecting his lead over the Bjurstroms.

At the finish it was Jansen and Krefting, providing a good show for Norwegian Television who had come to tape the finale. They were followed by Hansen in second and the Thodes in third. Then it was the turn for the new World Champions, Rodger and Quiroga, as they sealed their victory with a fourth. Portugal's Guedes and Sousa were fifth. The Bjurstrom's sealed second overall with a 13th.

As stated earlier, Rodger and Quiroga had spent the last four years preparing for this event. Rodger, who is 24, started sailing Optimists at the age of nine. He represented Argentina on their team to the Optimist Worlds in 1981, and also has extensive experience in Cadets. His crew, Jorge Quiroga is 27. Their boat was a borrowed Skipper with a Sidewinder mast. They used sails from the Argentine North loft. While they normally sail at 134 kilos they had put on a few extra kilos and weighed in at 138 for the Championship (approx. 307 pounds).

FIRST IN NORTH AMERICA

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1st - 1991 US Nationals - Crosby

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DEPEND ON SOBSTAD

The Bjurstroms were somewhat subdued at the awards ceremony, but this is normal for this quiet pair. They had been in a strong position in the 1989 Championships in Karatsu, Japan, until a disastrous final day left them deep in the fleet. This time it was only a matter of a few points, and after all, second was the best that a Finnish team had ever managed at the Worlds, and the best Scandinavian finish since the Brodsted brothers of Denmark took second in the 1973 Worlds in Malaga. This result, along with the fantastic 1,2 second day record posted by Carpelan and Wegelius, made the SCIRA Finland table at the awards dinner a loud and happy place!

As you would imagine, Jansen and Krefting's third overall was very popular with the home crowd. They had sailed well, despite the breakdown in the third race, and things could have been different if they had been able to do better in the sixth race when they recorded the 29th. Janet may be "long and lean" but she can hike like crazy and apparently is a great crew. She was the only female crew in the top twenty boats.

Svensson's fourth overall was a great result, considering that without the intervention of Mats Gothlin and Means Davis, he was headed home following his Rule 54 DSQ! His 17th in the final race didn't help him any, but again, another Scandinavian boat in the top five (three out of five!) is great news for proponents of world-wide parity.

Spain's 1991 National Champions, the Bermudez boys, sailed a consistently quiet series, a third in race four being their best, to take fifth overall, and Argentina's Sergio "Heartbreaker" Ripoll and crew, Andres Domato, were sixth, a mere two points behind.

For Norway's Finn Hansen and Knut Roar Holmoy, it was a case of "might have been," as they were very much in contention until a they hit a cold streak in races five and six. This is one team that's sure to be at the top in future Worlds!

Brasil's infamous "Chupador," Ivan Pimentel, with crew, Caio Vergo, lead that nation's efforts with an eighth overall. Again, this was a case of consistency as they had only two races in the top five and their third best race was an eleventh. One expects that this team will be tough when the 1993 Worlds in Brazil come around.

Being the top U.S. boat was little consolation for Doug Clark and Scott Taylor. They were clearly disappointed with their 24th in the final race, a result that left them in ninth overall. Leweck and Raab were also victims of bad luck, as their 13th overall seems to signify. The broken rudder and the Rule 54 DSQ were disasters that they didn't need and a final race 30th sealed their fate.

Another clear victim of hard luck was the Argentine team of Parada and Martinez. A 20% penalty in race one, and a DNF in race three were obstacles that they could have overcome with a good result in the final race, but they fell victims to

an underwater rock on the way out to the course. The resulting grounding drove their centerboard back through the trunk and the boat almost sank by the time they made it back to the dock.

What about the defending champions, Fabini and Meerhoff? It's been a great reign for this pair, as they've also recorded wins at the 1990 Western Hemispheres, and Meerhoff was crewing in the 1991 Junior Worlds when a broken boat cost Uruguay the victory there. Add a South American title and a third in the 1991 South Americans and you have an enviable record. Their streak came to an abrupt end in Norway. Despite a massive grant from the Uruguayan government that enabled them to train in Norway for over a month, they were never in the Worlds, as their 23rd overall indicates. They were sailing Fabini's new Snipe which has a hull characteristic of a McLaughlin, but with a wide, low, very flat deck borrowed from the Bjurstrom's *Turbo Joker* design. While the boat may not have been the problem, it certainly was no answer.

The final "major disappointment" award must go to Japan. Although they now lead the world in numbers of sailors in Snipes, their best, Miyuki Kai and crew Skirakihara were unable to recover from their disastrous second day (broken rudder, DNS) and were never again near the front, save for a tenth in race five. One can only hope that this will cause a renewed effort in Japan, as the glory and honor of being the first Japanese World Champion still awaits.

On the social side, the Tonsberg Seilforening did a great job with a limited budget. There was no question that this was the cheapest place in town to buy a beer, as the local bars charged in the vicinity of \$5.00 US for one brew! The organization, headed by Dr. Steinar Woien, was excellent, and he was ably assisted by a staff of secretaries, kitchen help, and club members who tried their best to solve any problems that came up.

The club itself was founded in 1888 and has hosted many major championships over the years. The facilities were perfect, with plenty of room for the 49 participating boats. The club was located on a rocky point of land and many sailors who strolled along the point found that the local scenery was truly breathtaking!

And so another Worlds is in the record books. Many thanks to all of the hard work by SCIRA Norway National Secretary Birger Jansen, the members of SCIRA Norway, the officers and members of Tonsberg Seilforening, and everyone who contributed to this successful championship.



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MINUTES OF THE SCIRA BOARD MEETING TONSBERG, NORWAY

The meeting was convened at 4:07 P.M. on Tuesday, August 6, 1991.

Attending: Commodore Means Davis, Vice-Commodore Fujiya Matsumoto, Rules Committee Chairman Dan Williams, Past Commodore Pete Fenner, Secretary for Europe John Broughton, Vice Secretary for Europe Birger Jansen, Secretary for Northern Europe Ola Nygard, U.S. National Secretary Phil Richmond, Board Members Akibumi Shinoda, Georgio Brezich, John Johns, Ron Fox, and Jimmy Lowe. Non-Voting members: Chief Measurer Chuck Loomis, Counsel Paul Festeren. Also attending: Fernando Velarde, newly elected Secretary for Southern Europe.

Commodore Davis welcomed Fernando Velarde and explained that Antonio Roquette, newly elected President of the Portuguese Sailing Federation had resigned. The National Secretaries had selected Fernando to replace Antonio as the Secretary for Southern Europe.

MOTION: by Dan Williams to waive reading of Minutes from the 1989 meeting. Pete Fenner second: PASSED.

Executive Director Tom Payne presented the six month Financial Report. There were minor corrections to the column headings. MOTION by Dan Williams to accept corrected report, Ron Fox seconded: PASSED.

The report on the Western Hemisphere was read by Tom Payne, as Secretary Luis Carluccio was unable to attend the meeting, having been selected by the Uruguayan authorities to attend the Pan American Games.

Secretary John Broughton presented the European Report: "We have financial recession in Europe but the Class continues with steady growth. No country is losing, all show growth. Some of the National Federations are flexing their muscles and want involvement in the affairs of the Classes. We must wait and see what will develop. As you know, Antonio Roquette

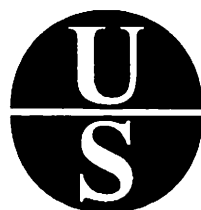
has resigned and we thank him for his good works on behalf of the Snipe Class. We have a full European calendar through 1995. The advent of Snipes in Russia will be good for all of SCIRA. We have discussed renewing the post of Secretary for Eastern Europe (see Minutes of European Secretaries 1990 meeting), and this should be done in some form. Per-Ole Holm has made some contacts in Estonia. We should have a new Eastern European Secretary within 12 months."

Executive Director Tom Payne gave a brief report on the National Secretaries meeting. Pete Fenner asked about the EEC Federation and John Broughton gave him a quick overview of this organization. The consensus was that SCIRA should act now to head off any radical changes that this federation might have in mind.

1992 WESTERN HEMISPHERES— SCIRA BAHAMAS:

Jimmy Lowe reported that the dates are

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1st Nassau Overall
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1st Gamblin
1st Midwinters West
1st, 2nd, 3rd & 4th ABYC
Olympic Classes Regatta
1st Bermuda Race Week
1st Southern

1990 Results

1st US Nationals
1st & 2nd North Americans
1st, 2nd, 3rd & 4th US Masters
1st Japan Nationals
1st Europeans

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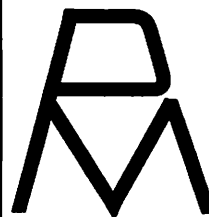
1990

1st & 2nd US Nationals
1st, 2nd & 3rd North Americans
1st Japan Nationals
1st Winter Circuit

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October 3rd through 10th. They will have some trouble supplying boats but that they are prepared to go forward with the Championship using chartered boats from the U.S. The new Entry Level may force them to use the facilities at Nassau Yacht Club, as the Royal Nassau Yacht Club can only handle 30 boats. They can accommodate National Secretaries, SCIRA Board Members, and the National Champions, but this will cause housing problems. Hotel rooms can be found but attendance commitments must be made early in order to insure that rooms will be available.

Heiniken Beer will sponsor the event and the Organizers have asked for \$20,000. They expect a minimum of \$10,000. As it is expected that the new Entry proposal will expand the number of participants and they are expecting 35 to 40 boats. There may be some problems with measuring. It is necessary only to weigh boats and measure sails. The sailing will be Tuesday, Wednesday, Thursday, Friday and Saturday. The Trophy Dinner will be Saturday night. Basil Kelly will be the Race Committee Chairman and they have invited Earl Elms to help. Fernando Velarde asked if Spain could send a team to represent the "home nation of Christopher Columbus." After much discussion this matter was tabled, but never taken up again so it is still undecided.

1993 WORLDS CHAMPIONSHIP—SCIRA BRAZIL. Past Commodore Flavio Caiuby presented a complete package outlining the plans of Clube de Jangaderos for this Championship. There was some discussion of holding it in February to coincide with Carnival. This failed find any backing as it would cause too many scheduling problems.

NEW BUSINESS

Bids for the 1995 World Championship:

Georgio Brezich made a bid for SCIRA Italy. "We have never hosted the Worlds. We are not sure where we would have them, but this can be decided once tentative acceptance is made and we can start working on the details. The dates would be in late August as the holidays would be over and hotel rooms would be easy to find. The site would be in Northern Italy, with possible sites in Venice, Genoa, or possibly Sardinia. Phil Richmond asked if there would be "any surprises." Brezich replied that there should not be. MOTION: Peter Fenner: "To tentatively award the 1995 Worlds to SCIRA Italy, subject to receipt of a SCIRA Standardized Bid Form and a final vote at the 1993

Board Meeting. Seconded by Jansen: PASSED.

Bids for the 1992 Masters Worlds:

John Broughton announced that Antonio Roquette had bid for this event, planning to hold it on the Algarve at Villa Mora in the Autumn. It was noted that the Deed of Gift requires the approval of the National Secretaries. Tom Payne took a poll of the attending National Secretaries and a majority approved of this bid.

MOTION: by Phil Richmond: "To tentatively accept this bid subject to receipt of a SCIRA Standardized Bid Form by December 31, 1991. Ron Fox seconded: PASSED.

Bids for the 1994 Masters Worlds and 1994 Junior Worlds by SCIRA Japan.

The discussion of the Junior Worlds was tabled pending action on the proposal to increase the number of entrants, and to eliminate the \$10,000 grant from SCIRA.

Akibumi Shinoda presented plans for the 1994 Masters Worlds. The event would be held at Gamagori City, Aichi Prefecture, on Mikawa Bay. This is the site for the base port of the Nippon Challenge America's Cup boats and it is scheduled to host the 1994 National Athletic Meet. The facilities will be newly constructed for the NAM regatta. The city is noted for its hot springs and is a major resort center with various levels of hotels and inns. The regatta would start on July 20th.

It was noted that the Deed of Gift for the Masters Worlds requires the approval of the National Secretaries, so this matter was tabled pending a poll of the National Secretaries in attendance at Norway. Tom Payne collected signatures, and after a majority of the National Secretaries approved, the regatta was awarded to SCIRA Japan.

Bids for the 1994 Europeans:

Fernando Velarde said that SCIRA Spain would like to host the Europeans. MOTION: by Phil Richmond, "To accept Spain's bid subject to receipt of the SSBF by January 1, 1992, at which time a mail ballot vote will be taken." Dan Williams seconded. PASSED.

Bids for the 1994 Western Hemispheres:

Luis Carluccio sent his notice that SCIRA Uruguay would like to host at the Punta Del Este Yacht Club in Montevideo. Peter Fenner said that he had extensive discussions with Carluccio and Pastoria Garcia during his visit to the 1990 W.H. and that "they are serious about hosting." MOTION: by John Johns: "To accept Uruguay's bid, subject to receipt of the SSBF by January 1, 1992 and a Board vote

by mail ballot." Second by Fox: PASSED.

Changes in the Deed of Gift for the Western Hemisphere Championships:

OPEN TO: "To provide for five boats per nation, with each competitor responsible for providing his/her own boat. However, the host country must make available at least two (2) boats for charter to each nation."

There was some discussion of how this would increase measuring problems. Ola Nygard said that at the Europeans only weighing was done and a check for sail stamps from other championships was made. MOTION: by Ron Fox "to change the Deed of Gift to accept this change. Second by Johns. PASSED.

The meeting was adjourned at 7:00 P.M. to be re-convened at 9:30 A.M. on the following morning, August 7, 1991. The meeting was re-convened at 10:00 A.M. on August 7, with all of the previous day's attendees present. Also attending was Past Commodore Per-Ole Holm (non-voting).

Report on the 1992 Europeans—SCIRA Finland:

Per-Ole Holm reported on the plans and progress for this regatta. The dates are set for July 15th through 21st at Kokkola. Full details will be published in the *Bulletin*.

DUES AND SNIPE BULLETIN SUBSCRIPTIONS AND FUNDING FOR JUNIOR WORLDS:

MOTION: by John Johns: "To increase the International Dues from \$4.00 US to \$8.00 US effective January 1, 1992, and to further increase them to \$10.00 US, effective January 1, 1993." Second by Ron Fox.

There was much discussion of the projections prepared by U.S. Finance Committee Chairman, Gonzo Diaz, that show that SCIRA International will be bankrupt in a few years unless something is done. It was noted that this small increase represents a small fraction of the amount that one would spend on "an evening on the town." It seemed to be the consensus of the Board that all Snipe sailors could afford this small increase. The motion was PASSED.

MOTION: by Phil Richmond: "To increase the *Snipe Bulletin* subscription rate from \$8.00 US to \$10.00 US effective January 1, 1992." There was discussion about changing and improving the *Bulletin*; among the suggestions: having more pages each month, going to a lower-quality, less-expensive paper, using a color cover each month, or more often, and implementing

a system where articles could be submitted on computer disc. Editor Tom Payne said that he would look into these alternatives, after consulting the Membership Survey, and work to make the *Bulletin* better serve the needs of the readers. This motion was PASSED.

MOTION: by Dan Williams: "To discontinue the \$10,000 grant to the Junior Worlds." Second by Phil Richmond. There was much discussion on the reason that this had been made in the first place, and that the original amount of \$10,000 was based on the annual interest earned on SCIRA International's bank deposits. There was discussion of the problems of the Junior Worlds, and the history of the Junior Worlds. It was pointed out that the projections by Gonzo Diaz showed that SCIRA International would be bankrupt in a few years unless something was done. It was decided that SCIRA should fund the Junior Worlds, but that this matter would be decided later in the meeting.

This Motion PASSED with 14 for, Pete Fenner against, and Lowe, Velarde, and Matsumoto abstaining.

NEW SCIRA SAILING INSTRUCTIONS:

These were presented by Phil Richmond. He explained that the new Sailing Instructions, Rules for Conducting National and International events and the Rules for Conducting Sanctioned Regattas were now all integrated and tied together, and were in full compliance with the International Yacht Racing Rules. Phil further explained that the new Sailing Instructions will work for all levels of events and that the Regatta Organizers should request the form from the SCIRA office, fill in the blanks and select options, and then return the completed form to the office for completion. MOTION: by Phil Richmond "to adopt the new Sailing Instructions." Second by Ron Fox. PASSED.

NEW RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL EVENTS

Phil Richmond explained the new Rules. Dan Williams mentioned the problems that would arise if "all boats were required to have MOIs on file with the SCIRA office." Phil noted that this should have read

"effective 1996" but this language was apparently dropped when Tom Payne reformatted the copy from ASCII to Word in the computer. There was much discussion of the problems of measurement worldwide and suggestions on how to improve this situation. MOTION: by Pete Fenner: "To require MDSs on all boats entered in the 1993 and 1995 Worlds, the 1994 Western Hemispheres and Europeans, and all boats after 1996." Second by John Johns. PASSED.

There was further explanation by Phil Richmond. It was mentioned that there could be some problems with 5.4 "All marks shall be left to port," as there were some places where this was geographically impossible. Phil noted that this could be amended in the Sailing Instructions for the applicable event.

It was also noted that there should be a language change in 14.2 "SCORING" to read "...to the nearest hundredth of a point." There was discussion of the provisions for YMP. Dan Williams suggested that the language in 14.2 should read "should be" not "may be." He will draft the final language.



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It was also noted that the following rules should be added to the Instructions: Section 16: "SUPPORT BOATS," Section 17: "TEAM RACING." MOTION: by Ron Fox: "To adopt the Rules for National and International Regattas, as amended. Second by G. Brezich. PASSED.

YELLOW FLAG RULE:

Commodore Davis presented a proposed "Yellow Flag Rule" which reads:

"When an infringement of IYRR Rule 54, Propulsion, has been observed by the Jury during racing, a Jury member will blow a whistle, wave a yellow flag, and notify the infringing boat. Notification will not always be at the time and place of the incident. The following penalties will be imposed:

1. For the first infringement, a 720 degree turn.
2. For the second infringement, a penalty of 20% of the number of starters.
3. For the third infringement, disqualification from the race in which the infringement occurred.
4. For the fourth infringement, disqualification from the series.

Refusal to accept the 720 degree turn penalty shall result in disqualification from the race in which the infringement occurred.

A list of penalized competitors will be posted within one-half hour after the end of Protest Time. A competitor requesting a hearing as provided in IYRR 70.1(c) shall do so within one-half hour after the posting of the list. This Instruction modifies IYRR 70.1(c)."

There was much discussion of the problems with competitors enforcing the "Kinetics" rules. Phil Richmond was very vocal in his objections to "on-the-water-referees," saying that this would tend to magnify the problems in the event that members of the Jury were not dinghy sailors, or Snipe sailors, and that this could lead to problems. After further discussion by the Board, Means Davis made the following MOTION: "To adopt the 'Yellow Flag' rule on a trial basis at National and International Regattas until 1993, at which time there will be further review by the Board." Second by Fenner. Eleven voted for, with Lowe Richmond, Nygard, and Broughton voting "NO". Gonzalo Diaz's proxy was also voted "NO". The motion PASSED.

RULES FOR SANCTIONED REGATTAS:

These also conform to the Sailing Instructions and IYRR. There was some discussion, particularly about courses. Phil pointed out that the "Variant Courses"

language should accommodate any local anomalies. MOTION: by Pete Fenner: "To accept the new Rules for Conducting Sanctioned Regattas." Second by Ola Nygard. PASSED.

REVISION AND STANDARDIZATION OF DEEDS OF GIFT:

Phil Richmond presented the problems of the current system. There was much discussion of the current system. SCIRA Legal Counsel Paul Festersen noted that in cases where the provisions for change were vague or untenable, SCIRA "has the authority to make these changes. If the holder of the trophy is unhappy with the changes then SCIRA can send back the trophy and drop the event from the Rule Book." MOTION: by Phil Richmond: "To adopt the new language and procedures to standardize the Deeds of Gift." Second by Fenner. PASSED.

NEW SCIRA SCORING PROGRAM:

There was an explanation by Phil Richmond of this new system. MOTION: by Phil Richmond: "To delete the third tie-breaker and adopt the IYRU Language: When a tie still remains (after the first two methods of tie breaking) it shall stand as part of the final results." except for the award of trophies. Second by Fox. PASSED.

Phil went into some detail on the way that the new Scoring software works. The question was raised about the effect of the percentage penalty, that is: "Do the positions of the boats finishing behind a percentage penalized boat remain the same?" The answer: "Yes, there is no change in positions."

IYRU REPRESENTATIVE:

MOTION: by Fenner: "To create the position of IYRU Representative as a member of the Board, charged with the duties of attending the IYRU meetings and representing the Snipe Class in all matters that arise with the IYRU. The term of office to coincide with the Olympic years, with the first term starting in 1992. The position shall be filled by vote of the Board, with the candidates nominated by the SCIRA Nominating Committee, with the exception of the first term for which the candidates will be nominated by members of the Board." Second by John Johns. MOTION TO AMEND by Phil Richmond: "The position on the Board should be a non-voting one." Second by John Johns. Amendment to Motion PASSED. The question was called and the motion PASSED.

MOTION: by John Johns: "To fund the expenses of the IYRU Representative to the Annual IYRU Meetings, said funding not to exceed 1/2 of expenses with the total not to exceed \$500.00. Second by Dan Williams. PASSED.

Nominations for the position of IYRU Representative were made from the floor and a vote was taken. The nominees were: Jerry Thompson, Per-Ole Holm and Wayne Soares. A secret ballot was taken and Per-Ole Holm was elected.

INTERNATIONAL STANDING COMMITTEES

MOTION: by Fenner: "To set up the following International Committees: Long Range Planning, Finance, and Promotion." Second by Williams. There was discussion and explanation of how these committees have worked for SCIRA U.S. The Chairman are Board Members, and position on these committees is open to all Snipe Class members, with appointments to be made by the Commodore. The motion was PASSED.

ASSIGNMENT OF SPECIFIC JOBS FOR FLAG OFFICERS

MOTION: by Richmond: "To create job descriptions for the Flag Officers, with the Rear Commodore charged with oversight of Finances and the Vice-Commodore charged with oversight of Promotion and Communication." Second by Dan Williams. There was discussion of this matter with Commodore Davis stating that it was his hope that this would result in better-informed Commodores, as they would then have a working knowledge of how SCIRA works. The question was called and the motion was PASSED.

RULES CHANGES:

Rules Committee Chairman Dan Williams read each change as a motion and each item was voted separate. New rules take effect January 1, 1992, and will be printed in the new Rule Book.

RULE 8: The Rules Committee recommended leaving the current wording as is. PASSED.

RULE 8.14: "Pole launcher and retractor systems using shock cord are allowed." This matter arose because of IYRU ruling on "stored energy systems." PASSED, APPLIES TO ALL BOATS.

RULE 8.15: Carbon Fiber and Aramid fibers may not be used in the hull construction of boats. Aramid fibers are permitted only in running rigging. Micro-grooved films are not to be used. PASSED, AP-

PLIES TO ALL BOATS. There was some discussion of allowing the use of carbon fiber to strengthen rudders. There may be a test program in the future.

Rule 32: It was proposed to weigh the tiller and rudder together. It was felt that this would allow heavy tillers and light rudders, thereby circumventing the intention of weighing the rudders. **FAILED.**

Rule 37: The metric equivalent dimension to 1-1/4 "is 31.8mm, NOT 38.1mm. Also add a sentence: "Any taper in the mast above the stay intersection shall be essentially a uniform taper." **PASSED, APPLIES TO ALL BOATS.**

RULE 41: "The shroud, jibstay, and jib halyard intersections with the surface of the mast shall be between 14'9" (4496mm) and 15'0" (4572mm) above the sheer." **PASSED. APPLIES TO ALL NEW BOATS AFTER JANUARY 1, 1992.**

RULE 48: "The jibstay must be all metal 3/32" (2.4mm) minimum diameter, either of wire or rod, and must be fastened to a tang or other deck fitting. Its length shall be such that when all three stays are properly attached and the mast pusher-puller is off, the mast will not touch the aft partners." **PASSED, APPLIES TO ALL BOATS.**

RULE 51: "All boats shall be weighed with the whisker pole, and/or the pole launcher system, if applicable. The minimum weight shall remain 381 lbs. (174.2 kg)." **PASSED, APPLIES TO ALL BOATS.**

RULE 58: "Anchors are optional." (exact language to be written by Paul Fester-sen). Paddles are still required." Each boat must carry 33 feet (10 meters) of 1/4" (6mm) minimum diameter towing line. **PASSED, APPLIES TO ALL BOATS.**

RULE 65: "To continue prohibition of Mylar sailcloth." **PASSED, APPLIES TO ALL BOATS.**

RULE 72: "AMEND language to read: "Jib hanks shall be optional. If used, there shall be a minimum of 5 and a maximum of 10 hanks, one at each end of the luff and the others evenly spaced between them. Jibs may be sheeted inside or outside of the shrouds. No battens or headboards allowed in the jib." **PASSED, APPLIES TO ALL BOATS.**

INCORPORATION OF 1/2" RADIUS ON MDS: Passed.

WET CLOTHING:

There was much discussion about adoption of a Wet Clothing clause in the rules. It was noted that with Snipe regattas being held in all climates, that there were problems in coming up with a good decision that would cover everything from swim suits to the clothing that it required for cold water. Ola Nygard suggested that the Board test his "normal clothing" that he uses in "everyday" sailing in the cold waters of Norway. After the test was conducted in accordance with IYRR Appendix 10, John Johns made the following **MOTION:** "That for the purposes of the International Yacht Racing Union Rule 61.1 that the Class Maximum would be 15 Kg." Second by Ron Fox. **PASSED.**

REVISION OF SCIRA CONSTITUTION AND BY-LAWS:

Pete Fenner made a study of these matters and recommended the following:

SECTION 23: To drop the requirements for quarterly ballots as currently written and to adopt the language: "The Executive Secretary shall prepare for distribution and forward to each member of the Board of Governors, a ballot on matters before the Board, as necessary for a timely decision." **PASSED.**

SECTION 23: Add the position Vice-Secretary for the Western Hemisphere as adopted in La Rochelle, 1987. **MOTION:** by John Broughton: Change status of Eastern European Secretary to non-voting. This position shall be primarily one for promotion and communication. This will be reviewed at the 1993 meeting in Brazil. Second by Fox: **PASSED.**

MOTION: by Fox: "That Alexi Fomin be elected Secretary for Eastern Europe." Second by Johns. **PASSED.**

SECTION 25: To update this section to reflect the nominating procedure adopted at the 1989 meeting in Karatsu, Japan.

SECTION 11: **MOTION** by Fenner. Second by Johns: "To adopt the same age definition of a junior as in the Deed of Gift for the Vieri Lasinio Di Castelvero Trophy (Jr. Worlds), i.e.: "Contestants not having their 20th birthday during the calendar year that the event is held." **PASSED.**

MOTION: by John Broughton: "That the definition of a Junior for the Deed of Gift for the Jr. European Championships

conform with the age limits of the Jr. Worlds. Second by Jansen: **PASSED.**

MOTION: by John Broughton: "To delete the references to course length and wind velocity in the Deed of Gift for the Jr. Europeans Deed of Gift." Second by Jansen: **PASSED.**

SCIRA ADVERTISING POLICY:

The discussion was led by Dan Williams as he gave an overview of the history of this matter and explained the rationale behind the proposal. This was followed by a lengthy discussion of the matter, with all parties expressing their opinions about each paragraph of the proposal as it was presented. Each person expressed his opinion about what this change of policy would mean to the future of the Class. Commodore Davis proposed that the most important factor of the matter involved control of events and the possibility that Event Sponsors would want to control the nature of the competition. The following is the SCIRA Event Sponsor Policy, as adopted by the Board:

OFFICIAL SCIRA ADVERTISING POLICY

PARAGRAPH 1: There shall be no advertising matter whatsoever in or on any boat, its sails or competitors' clothing except as provided in Paragraph 2.

PARAGRAPH 2: The organizers of events listed in Paragraph 3 may request that competitors display advertising material under the restrictions outlined in paragraphs 4 through 7.

PARAGRAPH 3: The following events are eligible for advertising on boats or clothing: Worlds, European, Western Hemisphere, and Continental (North and South American, Southern Europeans, etc.) Championships at all levels, i.e. Master, Senior and Junior. The advertising policy for an event shall be stated in the Notice of Regatta.

PARAGRAPH 4: Under no circumstance will advertising be mandatory. The final decision on whether to display advertising shall remain with the skipper. There shall be no penalty or inducement of any type for a skipper who chooses not to display advertising, and he shall be entitled to all benefits both on and off the race course.

PARAGRAPH 5: The entry fee and any other fees associated with the event shall be uniform for all skippers, whether or not they display advertising. This shall include fees associated with social events.

PARAGRAPH 6: Advertising on the boat shall be restricted to the hull of the boat and shall not exceed 25 cm x 60 cm (10" high by 24" long) per each side of the boat. All advertising material shall be displayed aft of the shrouds and shall be no closer than 10 cm (4") to the current SCIRA dues decal.

PARAGRAPH 7: Only one advertisement or logo shall be visible on a competitor's clothing at one time.

PARAGRAPH 8: For those Event Organizers that do choose to allow advertising, the following fee schedule shall apply:

A. World Championships: US \$5,000 to the SCIRA Office.

B. European and Western Hemispheres: US \$2,500 to the SCIRA office.

C. World Masters and Juniors: US \$1,000 to the SCIRA office.

D. Continental Championships: US \$1,000 to the host country's SCIRA office.

PARAGRAPH 9: The SCIRA National Authorities are authorized to set their own policies which shall not exceed the limits or restrictions set by SCIRA.

PARAGRAPH 10: Advertising on hulls or clothing, other than the event sponsor's is prohibited.

As it was midnight, the meeting was adjourned until 4:00 P.M. August 8th, 1991. The meeting was reconvened at 4:07 P.M. on August 8, 1991. Attending were Davis, Matsumoto, Shinoda, Lowe, Velarde, Brezich, Loomis, Nygard, Williams, Broughton, Fenner, Richmond, Jansen, Johns, and Fox.

JUNIOR WORLDS FUNDING:

MOTION: by Phil Richmond: "That the Junior Worlds be funded out of those sums of monies received as Advertising Fee Payments, as per direction of the Board of Governors with regard to the amount and conditions. If no funds have been received then SCIRA should return the \$1,000 Advertising Fee Payment to the Event Organizers." Second by Ola Nygard. PASSED.

BID FOR 1992 JUNIOR WORLDS—SCIRA SWEDEN:

A bid was presented to host this event in Motala, Sweden, as close to the dates of the Europeans as possible, that is the end of July. The host club would be Motala Sefel Sallskap and Snipe Fleet 549, Sweden's largest. They are expecting 25 entries and will provide boats with no number lower than 27,000. Housing for com-

petitors and SCIRA officials will be provided in homes, and they plan to provide each crew member with a bicycle. The accommodations are located within a 15-minute trip (by car) of the club and most host families live close to the club. Erling Olsen gave a brief presentation of their plans to sell new Snipes contingent on their being used for the Championship. **MOTION:** by Jansen: "To accept the bid of SCIRA Sweden to host the 1992 Junior Worlds." Seconded by FOX. PASSED.

BID FOR 1994 JUNIOR WORLDS—SCIRA JAPAN:

This would be held just after the completion of the 1994 Masters Worlds, probably beginning the first week of August. The site will be Lake Hamana, near Mikabi Town, in the Shizuoka Prefecture. This town hosted the All Japan High School regatta in August of 1991. It has just constructed a new yacht harbor and built many new Snipes. The town also has built a lodging facility adjacent to the harbor to accommodate sailors and parents. **MOTION:** by Fenner: "To accept the bid by SCIRA Japan to host the 1994 Junior Worlds." Seconded by Johns: PASSED.

AUTOMATIC ENTRY INTO JUNIOR WORLDS FOR EUROPEAN AND SOUTH AMERICAN JUNIOR CHAMPIONS:

This would be extra to the allocation of 2 boats per nation as the current Deed of Gift specifies. There was much discussion of this matter. The final consensus was that there were already enough problems supplying enough good boats to accommodate the nations already participating, and that the birth of new SCIRA nations, such as the U.S.S.R. would put an additional burden on the host club. It was also pointed out that this would be unfair to the nations of Japan and the U.S. where there were many Snipes but no provisions that they could have extra entries. **MOTION:** by Johns: "To table this matter until the 1993 meeting in Brasil." Seconded by Fox. PASSED. Dissenting votes cast by Broughton, Carluccio, McCall, Velarde.

DEED OF GIFT FOR HUB ISSACKS (WORLD CHAMPIONSHIP):

MOTION: by Richmond: "To AMEND the Deed of Gift: "That the Host Fleet, so designated at the time of the Bid, be allowed one entry provided that said entrant has been a member of that host fleet for a minimum of three years." Seconded by Williams. PASSED.

IYRU:

The Commodore read a letter from the IYRU Technical Officer, Paul Handley, regarding the Class Fee Payment that took effect Jan. 1, 1991, whereby SCIRA was to pay \$10.00 for each boat number issued. Mr. Handley suggested that this was too low and that it should be increased to \$20.00 effective January 1, 1992, and at the same time an IYRU Plaque system should be initiated. **MOTION:** by Richmond: "That SCIRA affirms the current Fee and that we will not renegotiate until 1996. We are not interested in IYRU Plaques." Second by Fox. PASSED UNANIMOUSLY.

The Commodore and the IYRU Representative, Per-Ole Holm, will write a letter to IYRU explaining this policy.

WOMENS WORLDS CHAMPIONSHIP:

Vice Commodore Matsumoto outlined the importance of the Snipe for Japan's high school girls and that a Womens Worlds would help keep the Snipe in favor with the Japan Yachting Association. It was noted that women have always played an important role in Snipe sailing and that while many enjoyed competing against men on an equal basis, a Worlds would be welcome to most female Snipers. The first event would be hosted by SCIRA Japan in 1993. More details will be made available as soon as possible, as this idea is in the formative stages. **MOTION:** by Fenner: "That the Board encourage SCIRA Japan to initiate a Snipe Class Women's World Championship." Second by Fox. PASSED.

IYRU JUDGES:

It was suggested by John Johns that the SCIRA office create a database of qualified IYRU judges from among SCIRA members and former Snipe sailors, in order that we can get International Judges who understand the Snipe and might be willing to volunteer their services. Executive Director Tom Payne said that this would be easy and that a request for help would be printed in the *Snipe Bulletin* and sent to all National Secretaries to create this list of "friendly" Judges.

NATIONAL FLAGS:

MOTION BY JANSEN: "That the Executive Director ensure that the proper size flag for each nation is on hand at the SCIRA office and that he ship the flags to the International Championships." Second by Fox. PASSED.

The meeting was adjourned at 6:30 P.M.

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CHUBASCO 21361—Yellow and white. Lofland trailer. Two suits North sails, Cobra mast. Aluminum boom. Cover, compass. \$1,500. George Nichols, Decatur, Illinois. 1-217-429-1407. (asond)

GERBER 12402—Fiberglass/plywood construction. Mahogany deck, weight 392, excellent condition. Hale and Hardy trailer. \$795.00. Aberdeen, N.C. (919) 944-1839.

MCLAUGHLIN 24631—Tan with red accent stripe. Covers, magic box, one suit of sails, trailer with spare. Excellent condition, little used. Might deliver. \$2,600.00. Weekday phone: 716-546-7241 (New York). (ond)

MCLAUGHLIN 24995—Blue hull. Rigging and sails less than one year old. Pole launcher, yard trailer, cover. Very good condition. Must sell, asking \$2,800. Ralph Zullo, days: 305-441-6180, eves: 305-854-6445 (s)

MCLAUGHLIN 25007—Excellent condition. Top and bottom covers. Trailer. One suit of Shore sails. Will Sloger 803-881-5592 (home) or 803-743-0797 (office). \$2,775.00 (ond)

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MCLAUGHLIN 25869—Excellent condition. White hull and deck. Cobra II mast. Older Shore and new Fisher sails. Top, bottom, rudder, and centerboard covers. Southern trailer. \$4,000. Eliot Schecter 405-478-8662. (son)

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October 12-13, FIRST SHOT OVER CHARLESTON, Jules Ivester, 19 Colonial St., Charleston, SC 29401, USA, 803-577-0330

October 26 & 27, HALLOWEEN REGATTA, Ken Haney, 978 Columbia Dr., Decatur, GA 30030, USA, 404-288-5386

March 14-17, MIDWINTER CHAMPIONSHIPS, Bob Foster, 2990 Mayfair Ct., Clearwater, FL34621, 813-796-3805

March 20-22, DON-Q RUM KEG REGATTA, Gonzalo Diaz, 5520 SW 72nd Ave., Miami, FL 33155-5517, 305-667-0492

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