



SEPTEMBER
1990



1990 U.S. NATIONALS

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



Dennis Kelly Photo

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

NORTH SNIPE RESULTS:

World Championship '89,
Karatsu 1st

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

Midwinter Championship,
Alamitos Bay 1st, 2nd

Midwinter Championship,
Clearwater 1st, 3rd

Don Q Regatta, Miami 1st

Bacardi Cup,
Nassau 2nd, 3rd

Gamblin Memorial,
Nassau 1st, 2nd

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

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

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

North Sails UK
Peter Bateman, Andy Hemmings
Newgate Lane
Fareham, Hampshire
PO14 1BP England
TEL: 44-329-231525
FAX: 44-329-220442

North Sails Japan
Masamichi Kawashima
12-9 Nagai, Yokosuka
Kanagawa-ken, Japan
TEL: 81-468-571262
FAX: 81-468-570370

FROM THE COMMODORE

I am writing this column the day after returning from a great U.S. National Championships. Ninety-two senior competitors went to Annapolis, Maryland, for the eight-day event. The regatta organizers at the Severn Sailing Association did a wonderful job of combining the measuring and sailing activities with numerous parties and entertainment events. The effort put into arranging an activity for every evening, including a delightful cruise of the Severn River (with a damp ending for a couple of Floridians), made this championship regatta a memorable social event as well as a good competition.

Turnout for the Snipe Junior National Championships was also very encouraging, with 31 teams competing in the two divisions. For the first time this year we had a division suggested by "Old Man" Diaz for a junior skipper and a senior crew. There were thirteen entrants in this new division, including all the senior Diazs (Augie, Gonzo, and the "Old Man") crewing. Winning the Junior/Senior division was Evan Zinn, with Gonzo Diaz as crew. This type of a junior event allows younger competitors to safely compete in Snipes and makes our class more accessible to junior sailors.

The regular Junior National Championship (a junior skipper with a junior crew) was dominated by sailors from the St. Petersburg fleet. Steve Lippincott and crew Jonathan Glauser are our new Junior National champs, with Mark Mendelblatt and crew Mitchell Rogers finishing second. By the time you receive this issue of the *Bulletin* in early September, they should be on the Mar Minor in Murcia, Spain, competing for the Snipe Junior World Championship. We wish them and all the competitors in the 1990 Junior Worlds the best of luck.

The U.S. SCIRA Board of Governors also held their annual meeting in Annapolis. Here I would like to highlight some of the actions taken. Detailed minutes of the meeting will be published elsewhere in the *Bulletin*. From a total U.S. membership perspective the most important action related to finances and dues. As I had mentioned in an earlier article, the small U.S. reserve fund will be depleted by the end of this year. To balance our expenses

with our revenue, the U.S. Board voted to increase the U.S. SCIRA annual dues from \$25 to \$30, starting in 1991. Of this amount, \$14 goes to SCIRA International for dues, the *Bulletin*, and the rule book, and \$16 will go to U.S. SCIRA. Our U.S. dues have not been increased since 1985. Our costs of half the Executive Director's salary and telephone have continually increased since 1985, while membership has declined. However, U.S. membership appears to have stabilized in the last several years, and we are taking active steps to increase active membership. Increased membership would reduce or eliminate the need for future dues increases.

To increase interest in the Wells series at the U.S. Nationals, the Board enacted a proposal presented by District 1. For this year and in future years the winner of the Wells Series will qualify for the next year's Heinzerling U.S. National Championship Series. The previous year's Wells winner will qualify in addition to the 32 regular qualifiers for the Heinzerling. Usually some very good sailors end up in the Wells series as a result of breakdowns, errors and bad luck during the Crosby qualifying. This action gives all the Wells sailors a crack at the Heinzerling the next year.

On an international note, the dates for the 1991 Snipe World Championship are fixed for August 2-12 in Norway. These dates do conflict with the Pan-Am Games sailing schedule (August 7-14), and Birger Jansen looked into making some date changes. However, the sponsors and television coverage had already been arranged for the August 2-12 dates. Id Crook, Western Hemisphere General Secretary, has contacted the national secretaries in the Americas and they should be aware that separate teams must be sent to the Worlds and the Pan-Am games next year. The U.S. will hold a separate Pan-Am trial at the Fort Lauderdale Yacht Club in April, 1991, to select their Pan Am representative.

By the time most of you read this column, I will be on Spain's Costa Calida watching the Snipe Junior Worlds or sailing in the World Masters. Until next month, have fun sailing.

Your Commodore

AROUND THE SNIPE WORLD

The Oxford Incident/Accident Regatta has been cancelled for 1990. Chairman Jim Hater phoned the office to report that there were too many regattas scheduled for September and that they hope to be back on the schedule in 1991.

SEPTEMBER 1990

THE COVER: "DOUBLE VISION" Sixteen-year-old twins Sandra and Suzanne Brown of Quassapaug were among the Snipers in the 1990 U.S. Junior Nationals. They were but two of the fifty-nine female skippers and/or crews at Annapolis. Twenty-three of the thirty-three Heinzerling teams had women aboard, led by Susan Taylor who helmed to seventh. Eight of the top ten and 16 of the top 20 Heinzerling teams had women aboard. In the Wells, 11 of the top 20 boats had female crews, with Carol Newman leading the way as winning crew.

THE COUNT: Thirty-three numbers were issued: 30 to Japan, 2 to Uruguay and one to the United Kingdom.
NUMBERED SNIPEs: 27902
REGISTERED FLEETS: 813

McLAUGHLIN SNIPEs WIN:

- 1st, 2nd, 3rd 1990 U.S. Nationals
- 1st Overall 1990 Winter Circuit
- For quality that lasts and lasts

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S.C.I.R.A OFFICERS

Commodore

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

Vice Commodore

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

Rear-Commodore

Fujiya Matsumoto
38-1 Shinoharadai-Cho
Yokohama City-Kanagawa Pref.
Japan 222

Executive Director

Thomas Payne
4096 Chestnut Drive
Flowery Branch, Georgia 30542

RULES COMMITTEE

Chairman: Dan N. Williams
1200 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.

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CHANGE OF ADDRESS

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

LENHART AND RANDALL TAKE ANNAPOLIS NATIONALS



Mission Bay's Jeff Lenhart didn't have a crew when he left home headed east for the 1990 U.S. Nationals, but was lucky enough to sign local boardsailor Lianne Randall, as her skipper/boyfriend Max Skelly opted to sit out the event. It was Jeff's good fortune, as he and Lianne posted a convincing 3-1-15-1-23 record in the Heinzerling championship series, taking the title with a comfortable 12.75 margin over defending champions and fellow Mission Bay fleet members Craig and Lisa Leweck. The Lewecks took second on a tie-breaker from Naval Academy coach Doug Clark and crew Margaret Bonds Podlich.

The week got off to a hot start as the measurement crew, headed by Annapolis Fleet Measurer Dina Kowalyshyn tackled the challenge of certifying the 100 or so boats that would compete. Their job was complicated by the fact that 31 boats would sail in the Junior and Special Junior fleets on Friday. Aided by SCIRA officials Dan Williams, Brainard Cooper, and Chuck Loomis, and a gang of Fleet 532 members, they got the job done in an orderly and efficient fashion.

The first major hurdle, an annual grind essential to the Snipe Class's philosophy of fair competition, was cleared and it was time for the sailing to begin. Those who hold that Juniors are the future of the Snipe Class were elated by this year's turn-out of 31 boats, bolstered by a new classification of "Special Juniors," where senior crews sail with junior skippers. The idea came from Miami's "Old Man" Diaz, a Past Commodore (1980), and was quickly approved by the U.S. Board on a "trial"

basis. With a fleet of thirteen boats, it is evident that this first "trial" was a big success and that the next generation of Snipers is "on the water."

ST. PETE SAILORS DOMINATE

The "conventional" Junior fleet (junior skipper and crew) drew 18 boats, as the top two teams would qualify for the Junior Worlds in Spain. Racing got underway on Friday in the usual Annapolis southerly winds ranging from 4 to 8 knots. Race Committee Chairman John Lapidis set a windward-leeward course, as the schedule called for three races. Mark Mendelblatt and Mitchell Rogers of St. Pete Fleet 801 port-tacked the start and were away to an easy bullet. They were followed across the line by Cottage Park's Art Gleason and crew Josh Adams. Third went to Rob Deane and crew, Todd Carleton of Annapolis. Steve Lippincott and Jon Glauser of St. Pete were fourth. Race two was started in freshening breezes and Lippincott and Glauser took the win on the windward-leeward course. Mendelblatt and Rogers were a close second, followed by Scott Allan Jr., and crew Jeff Hamilton of SSA. Gleason and Adams were fourth.

An Olympic course was set for the final race of the day and Lippincott and Glauser took command of the event with their second straight win. Mendelblatt and Rogers took another second, followed by Chad Shakespeare and Whitney Rugg, also of St. Pete. Gleason and Adams crossed in fourth, followed by Mission Bay's Brett Davis with Ben Benjamin crewing. Shakespeare was later assessed a twenty-percent

Halloween Regatta in Atlanta, Ga.

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penalty in races two and three for failure to check-in before the start, a mistake that cost him dearly in the final standings.

Saturday's action was delayed because of a lack of steady winds, but finally got going in the light to moderate southerlies. Shakespeare and Rugg took the bullet, followed by Deane and Carleton in second. Lake Lanier's Chad Headlee and Jeff Beck finally got the hang of things and posted a third, followed by Lippincott and Glauser. Gleason and Adams took fifth, with Allan and Hamilton in sixth. Threatening skies to the west forced the cancellation of the final race, and the fleet just made it to the dock as a big thunderstorm cut loose with lots of rain and some serious lightning.

Lippincott and Glauser are the new U.S. Junior Champions and with Mendelblatt and Rogers in second the U.S. team to the Worlds will be all St. Petersburg.

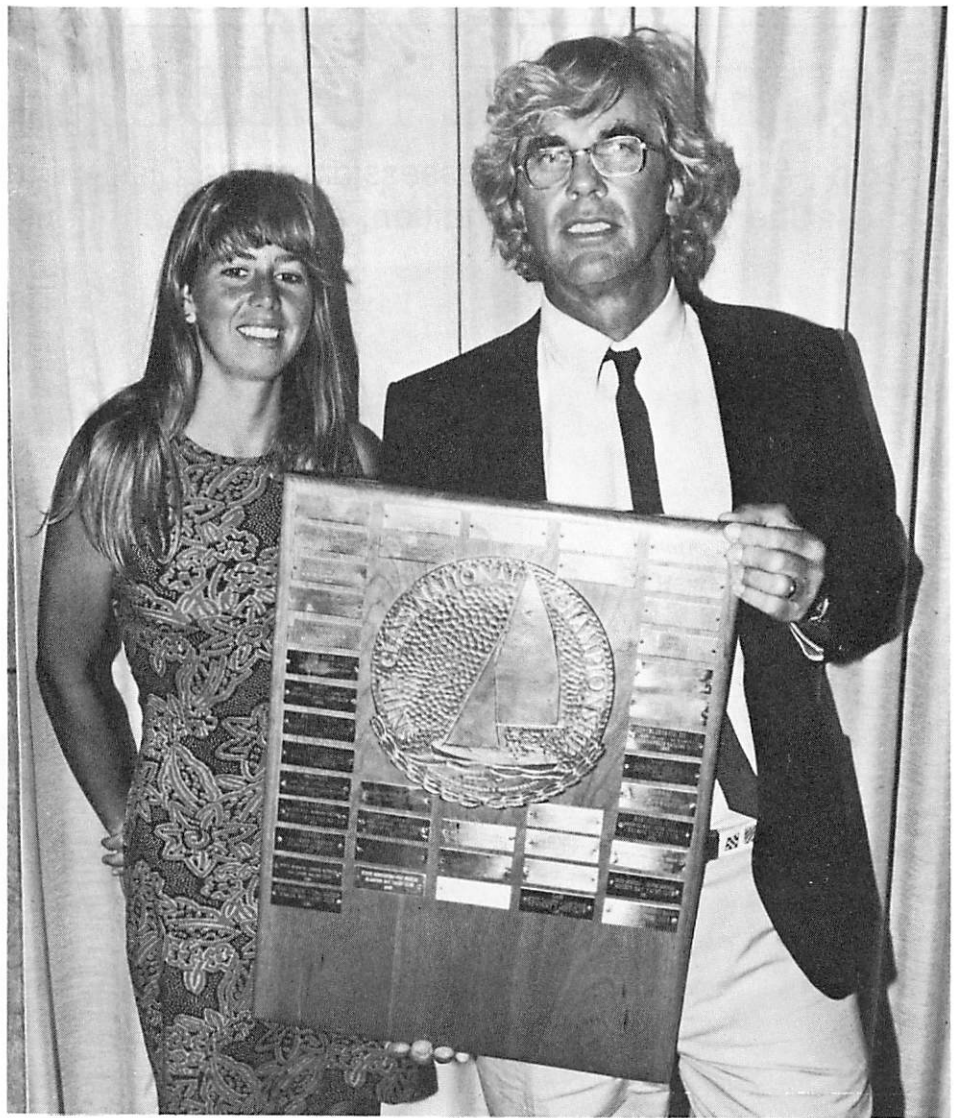
ZINN/DIAZ DOMINATE SPECIAL JUNIORS

The "Special" Juniors started five minutes behind the junior fleet and sailed the same courses. Evan Zinn with crew "Gonzo" Diaz (Diaz #1) of Miami dominated the first day's action with three bullets and wrapped-up the win with a second on Saturday. Diaz's #2 and #3, eleven-year-old Lucas, with dad/crew Augie, took second overall, posting finishes of 2-3-2-1. Ned Purdon and Dad/crew Eric posted a consistent 3-7-4-5 and took third by one point over Sam Mollet V with grandfather/crew Sam Mollet III of Portage Lakes, Ohio.

The turnout was great, proving that there is a demand for this "Special" category. Most of the skippers were either too young or too small to handle a Snipe without an adult on board, but all showed that they were ready for the race-course. "Old Man" Diaz had a great idea and he was backed up by his sons "Gonzo" and Augie, and grandsons Lucas and Adrian, making a total of five Diaz's on the course. It should also be noted that the skippers did a great job of boat handling as there were no capsizes, collisions or protests.

COMMETTE AND SUDDATH TAKE THE CROSBY SERIES

The Crosby series got off to a slow start...a VERY slow start, as the entire first day was spent chasing the Committee Boat around the Bay as Chairman Mark Hasslinger searched for a steady wind from a constant direction. Finally, late in the afternoon, a race was started, but was soon abandoned as a major shift came through, rendering the race unfair. Daylight was running out and the fleet was towed in.



The new Champs! Lianne Randall and Jeff Lenhart show off the Heinzerling Trophy.

Monday's start was moved up to 10:00 a.m., but it was more of the same: no wind and lots of heat. Your reporter had agreed to serve on the midline boat, a black inflatable, so HEAT is the key word. What little wind there was would seem to fill in from a direction, the committee would start to set up and phfffft...no more wind, or it would shift to a new, unsteady direction.

Finally, about 2:00 p.m., a promising breeze came in from the West. A line was established, a windward-leeward course was set and a race was underway.

Commette and Suddath won their fleet, as did Craig and Lisa Leweck. Bryan Fishback of Annapolis, with Elizabeth Edge crewing, took second behind the Lewecks, with Gregg Morton and Norwegian National Champion crew Janett Krefling in second behind Commette. Ed Adams and crew Carol Newman, pre-regatta favorites of many, were over early, failed to return, and thus were early qualifiers for the Wells fleet.

The westerly breezes held and freshened

and a second race was soon underway. Commette and Suddath, sailing their new Jibe-Tech boat "Frank", took another win, followed in their fleet by "Gonzo" Diaz and crew Evan Zinn, fresh from victory in the "Special" Junior fleet. Pine Beach Fleet Captain Lee Griffith and wife/crew Karla, had a great race and took the third. In the "other" fleet it was Mark Rastello and crew Greg Chinik taking the win, followed by Winter Circuit Champion Bart Hackworth and crew Rob Lindley in second. Susan Dierdorf Taylor with husband Scott crewing took third.

Although it was getting late, there was still wind. In fact, it had freshened even more, providing a good workout for the teams. A third race was started, again on a windward-leeward course. Adams and Newman gave their all to recover from their first race PMS and won the first fleet, followed by John Keane and Anne-Marie Weldon in second, with Steve Callison and Janet Gordon in third. Fleet 532's Griff Hall and Sherry Eldridge can fly in the heavy stuff, and they took the second fleet

ADELAIDE NEEDS YOUR HELP!

Snipe #1 is now in the possession of the Class. One look at these photos says it all: She is in severe condition, much worse that we would have ever expected.

Her transom is rotted.



Her stem must be replaced.



Daylight shows through her bottom planking.

Leonard Kirkham at Lenire Marine Restorations in Seabrook, Texas, has agreed to handle the project. After looking at her he says that what little is left is best suited for the firepile, but we all know that we **COULD NEVER** allow that to happen.

Yes, she will need extensive rebuilding and it will be expensive. Leonard has already started a careful disassembly of her remains and has ordered new wood for her restoration. **HE IS MOVING FORWARD BECAUSE HE KNOWS THAT ADELAIDE IS TOO IMPORTANT TO THE CLASS, AND THAT YOU WON'T LET HER DOWN.**

We need your tax-deductable contribution toward this necessary project.

We already have \$1,700 that was contributed by several of our Past Commodores. Now it's your turn to participate. We need to raise at least another \$4,000, as artisans like Leonard don't come cheap. In return you'll have the satisfaction of knowing that you helped preserve **THE MOST IMPORTANT BOAT IN THE HISTORY OF ONE-DESIGN SAILING.**

We've also added some extra incentives:

\$100 contributors will be first on the list of those who will get to sail her, once the restoration is complete, and will also receive a beautiful full-color 8" x 10" photo of her and an enamel #1 lapel pin.

\$50.00 contributors will have second priority at the helm and will receive the enamel #1 lapel pin.

\$20.00 contributors will have third priority at the helm. All contributors will receive a schedule of events where she will be available for your sail.

Please make your checks payable to SCIRA and indicate #1 fund on them. Send your contribution, **TODAY!**

1990 U.S. NATIONAL CHAMPIONSHIP

HEINZERLING SERIES

Finish	Boat	Skipper/Crew	Fleet	Place	Points
1	20560	Jeff Lenhart/Lianne Randall	Mission Bay	3-.75-15-.75-.75-(23)	20.25
2	27107	Craig Leweck/Lisa Leweck	Mission Bay	6-11-(14)-5-2-9	33.00
3	26108	Doug Clark/Margaret Bonds Podlich	Annapolis	2-3-11-9-8-(28)	33.00
4	25412	Art Rousmaniere/P.J. Schaffer	Winchester	13-6-2-8-(19)-5	34.00
5	27860	Peter Commette/Connie Suddath	Miami	(15)-12-10-10-3-.75	35.75
6	27521	Gregg Morton/Janett Krefting	Mission Bay	7-8-.75-18-4-(24)	37.75
7	27269	Susan D. Taylor/Scott Taylor	Annapolis	.75-2-18-3-(29)-18	41.75
8	25483	Hal Gilreath/Lisa Foulke	Annapolis	(18)-7-5-6-18-11	47.00
9	25781	John Keane/Anne-Marie Weldon	Marblehead	10-9-(26)-4-7-21	51.00
10	25164	Doug Hart/Beth Hart	Annapolis	(21)-13-13-2-9-15	52.00
11	24776	'Gonzo' Diaz/Evan Zinn	Miami	12-4-6-(33)-26-6	54.00
12	27144	Griff Hall/Sherry Eldridge	Annapolis	16-18-8-(20)-13-2	57.00
13	25710	Jim Bowers/Dave Axelrod	Winchester	(28)-26p-3-12-12-4	57.00
14	26307	Bryan Fishback/Elizabeth Edge	Annapolis	4-(26)-17-24-(33)-8	58.00
15	27377	John Drayton/Mary Jodice	Marblehead	14-5-(23)-13-17-10	59.00
16	26995	Mark Rastello/Greg Chinik	San Francisco	22-10-9-15-5-(26)	61.00
17	26752	Jack Franco/Renee Vesterby	Alamitos Bay	5-(29)-21-17-6-17	66.00
18	25436	Jim Grubbs/Lynn Grubbs	San Francisco	8-16-(25)-16-21-7	68.00
19	27092	Steve Callison/Janet Gordon	Hoover	20-(25)-16-11-15-12	74.00
20	26753	Steven Shepstone/Melissa Shepstone	Sea Cliff	9-(24)-24-21-16-14	84.00
21	27734	John MacCausland/Kathy MacCausland	Annapolis	(25)-17-7-22-22-16	84.00
22	25871	Henry Filter/Terry King	Cottage Park	(32)-14-12-29-20-13	88.00
23	27733	Andrew Pimental/Alan Beckwith	Newport	19-21-20-23-(33)-8	91.00
24	26110	Rick Wood/Danielle Smith	Portage Lakes	30-23-4-7-27-(33)	91.00
25	26395	Gonzalo Diaz Sr./Charlie Lewis	Miami	17-(32)-32-30-11-19	109.00
26	24087	Sam Mollet III/Neil Gerren	Portage Lakes	(29)-22-22-19-23-29	115.00
27	26174	David Lence/Barbara Evens	Winchester	24-15-(27)-26-24-27	116.00
28	27664	Bill Buckles/Tommy Gonzalez	Cleveland	26-27-19-(28)-25-22	119.00
29	26761	Steve Lippincott/Jonathan Glauser	St. Petersburg	23-28-(33p)-14-33p-25	123.00
30	25515	Peter Fenner/Marilyn Fenner	White Rock	11-30-29-25-30-(32)	125.00
31	25165	Pedro Lorson/Mimi Lorson	Sea Cliff	31-20-(33)-31-14-31	127.00
32	26004	Lee Griffith/Karla Griffith	Pine Beach	27-(31)-28-27-31-30	143.00
33	25167	Art Gleason/Josh Adams	Cottage Park	(33)-33-33p-32-28-20	146.00

WELLS SERIES
Top 40 of 59 Boats

Finish	Boat	Skipper/Crew	Fleet	Places	Points
1	26099	Ed Adams/Carol Newman	Newport	4-.75-2-.75-.75-(dnc)	8.25
2	25992	Bart Hackworth/Rob Lindley	St. Francis YC	2-(8)-.75-5-3-.75	11.50
3	25172	Charlie Bustamante/Michele Bustamante	Miami	.75-3-16-6-5-(20)	30.75
4	26131	Michael Bowers/Gina Middaugh	Winchester	6-4-13-3-7-(19)	33.00
5	24702	Jerry Thompson/Mike Bartell	Alamitos Bay	5-6-8-(18)-12-3	34.00
6	24605	Tarasa Davis/Derek Fernon	Atlanta	9-12-(21)-8-8-2	39.00
7	25460	Fred Abels/Andy Shulman	Sea Cliff	7-(11)-7-10-9-8	41.00
8	23593	Packy Davis/Julie Johnson	San Francisco	(22)-5-19-11-2-6	43.00
9	26459	Alex Stout/Mike Devlin	Annapolis	3-(26)-12-13-13-4	45.00
10	26754	William Page/Nancy Green	Marblehead	10-(35)-5-23-6-5	49.00
11	27364	John M.Smoak/Andrew L. Cole	Miami	(dnc)-7-10-2-20-15	54.00
12	26670	Roger Link/Sue Kaufman	Annapolis	14-10-(31)-7-19-7	57.00
13	23622	John Marshall/Lucia Menzer	Annapolis	8-18-11-12-(dsq)-9	58.00
14	27011	Joel Zackin/Barbara Duggan	Quassapaug	(25)-13-17-9-4-18	61.00
15	25127	Chris Klotz/Diane Klotz	Cowan Lake	(20)-19-9-4-18-17	67.00
16	26457	Lucas Diaz/Augie Diaz	Miami	18-23-(26)-21-24	68.00
17	26739	Dan Orr/Lydia Orr	Detroit River	16-(33)-4-17-23-11	71.00
18	27788	Robert Dull/Leslie Skelly	Annapolis	12-15-18-(25)-14-25	84.00
19	26337	Russ Snyder/Chris Lutrell	Annapolis	17-(29)-29-21-10-10	87.00
20	26202	Jim Barnes/Greg Pease	Quassapaug	15-14-(27)-15-27-21	92.00
21	26165	Eric Purdon/Ned Purdon	Annapolis	13-9-14-(41)-26-35	97.00
22	26456	Marc Turner/Kim Medade	Quassapaug	(35)-25-30-20-15-12	102.00
23	26975	Bill Felder/Zach Wooldridge	Rush Creek	28-27-(41)-24-11-16	106.00
24	23188	Hal Whitacre/Jon Lynch	Annapolis	26-30-6-(40)-22-30	114.00
25	26399	Andrew White/Whitney Rugg	Annapolis	32-31-15-28-(33)-13	119.00
26	25866	Deke Sheller/Greg Bennett	Ocean City	29-(39)-26-37-17-14	123.00
27	24442	John Muhlhausen/Kitza Muhlhausen	Atlanta YC	35p-17-20-31p-24-(dnc)	127.00
28	26468	Eric Rueckwald/Stephen Marshall	Newport YC	30-(43)-23-22-25-27	127.00
29	25989	Peter Salmon-Cox/June Schneider	Annapolis	27-(40)-24-14-34-34	133.00
30	23625	Dick Hand/???	Portage Lakes	19-16-37-33-(40)-36	141.00
31	26306	Clay Hudgins/Catherine Dobson	Lake Lanier	34-32-22-30-(43)-28	146.00
32	26382	Karen Long/Anne Eager	Annapolis	24-24-(dsq)-46-29-23	146.00
33	26100	Woody Norwood/Vicki Nyschay	Atlanta	33-(34)-28-34-30-22	147.00
34	26305	Paul Wood/Kathy Wood	Quassapaug	21-36-32-31-(37)-33	153.00
35	25678	Andrew Moeller/Mark Godfrey	Detroit River	(38)-22-36-35-31-29	153.00
36	24007	Scott Hillman/Aline Hillman	Medford	(39)-23-34-28p-32-37	154.00
37	25073	Darryl Waskow/Susan Ellis	Pine Beach	(43)-41-35-36-16-31	159.00
38	26113	Stasia Orr/Paul Revere III	Crescent	31-(42)-38-27-38-32	166.00
39	27101	John Lalay/Sean Campbell	Medford	40-21-33-43-39-(dnc)	176.00
40	25411	Arthur J. Cunningham/Sandra J. Czibik	North Cove	(dnc)-dnc-40-29-28-2	182.00

win, followed by John and Karin Fry in second. Jibe-Tech builder Andy Pimental with Alan Beckwith crewing took third. Commette and Suddath posted a fourth and wrapped up the Crosby trophy.

It had been a long day, as most of the boats had left the dock before 9:00 a.m., and didn't return to the SSA docks until 8:30 p.m. The scoring and Heinzerling/Wells cut was made on Monday night, after several protests were heard, but the final cut wouldn't come until after some last-minute appeals for redress were heard on Tuesday morning. Notable "outs" were Adams, whose first race PMS was too much to overcome, and Hackworth, who also posted a PMS in the final race, and Miami's Charlie and Michele Bustamante, also victims of a PMS.

THE HEINZERLING

Tuesday morning brought a new surprise to back up the Westerly that had blown in for the Crosby: Northerly winds! "This never happens here in the summer" the locals said, but "never" and "unusual" have become commonplace expressions about the weather at Snipe Nationals. A cold front (cold front, not temperatures) had moved in, bringing 5- to 8-knot winds and an on-time start. The first race brought a hard lesson for those who were unaware of a local rule: "The right side is death!", for the right meant strong currents. Those who played the left had a big advantage, and locals Susan and Scott Taylor led the whole way and took the win, followed by Doug Clark and Margaret Podlich in second with Lenhart and Randall in third. It is interesting to note that eight teams, almost twenty-five percent of the fleet, posted their "drop" in this first race.

By race two most of the teams had figured out the "left side-right side rule," and after one general recall the race was off, with the action centered on playing the shifts up the lefthand side of the course. "Gonzo" and Zinn held a nice lead on the first reach but dropped to third at jibe mark, as Clark took the lead followed by Lenhart. District One Governor Art Rousmaniere, with P.J. Schaffer crewing, was fourth, with Taylor in a comfortable fifth. The second beat saw the leaders diving back to the left (where else?), and Lenhart held a nice lead over Clark at the second windward mark. Diaz held third, but Taylor had moved up to fourth, followed by John Drayton and crew Mary Jodice. Rousmaniere and Schaffer had dropped to fifth. Lenhart held on for the win, but it was a real battle for second. Taylor nosed-out Clark at the line and took the overall lead after the first day. Diaz held onto fourth, with Drayton in fifth. Six teams

CROSBY SERIES
Top 35 of 92 Boats

Finish Boat	Skipper/Crew	Places	Points	
1	27860 Peter M. Commette/Connie Suddath	Miami	.75-.75-.4	5.50
2	27092 Steve Callison/Janet Gordon	Hoover	10-4-3	17.00
3	27144 Griff Hall/Sherry Eldridge	Annapolis	5-13-.75	18.75
4	26108 Doug Clark/Margaret Bonds Podlich	Annapolis	3-11-6	20.00
5	26752 Jack Franco/Renee Vesterby	Alamitos Bay	8-10-5	23.00
6	27107 Craig Leweck/Lisa Leweck	Mission Bay	.75-14-10	24.75
7	27269 Susan D.Taylor/Scott Taylor	Annapolis	18-3-6	27.00
8	25483 Hal Gilreath/Lisa Foulke	Annapolis	7-5-15	27.00
9	27733 Andrew Pimental/Alan Beckwith	Newport	4-21-3	28.00
10	25412 Art Rousmaniere/P. J. Schaffer	Winchester	6-9-13	28.00
11	25781 John Keane/Anne-Marie Weldon	Marblehead	21-7-2	30.00
12	24776 'Gonzo' Diaz/Evan Zinn	Miami	11-2-17	30.00
13	26995 Mark Rastello/Greg Chinik	San Francisco	14-.75-18	32.75
14	25871 Henry Filter/Terryl King	Cottage Park	4-20-9	33.00
15	26307 Bryan Fishback/Elizabeth Edge	Annapolis	2-23-8	33.00
16	26004 Lee Griffith/Karla Griffith	Pine Beach	15-3-16	34.00
17	27734 John MacCausland/Kathy MacCausland	Annapolis	11-14-11	36.00
18	26753 Steven Shepstone/Melissa Shepstone	Sea Cliff	3-22-12	37.00
19	27377 John Drayton/Mary Jodice	Marblehead	15-15-9	39.00
20	26174 David Lence/Barbara Evens	Winchester	5-10-24	39.00
21	25165 Pedro Lorson/Mimi Lorson	Sea Cliff	18p-8-15	41.00
22	25164 Doug Hart/Beth Hart	Annapolis	16-9-17	42.00
23	20560 Jeff Lenhart/Lianne Randall	Mission Bay	14-16-16	46.00
24	27521 Gregg Morton/Janett Krefting	Mission Bay	2-22-24	48.00
25	27664 Bill Buckles/Tommy Gonzalez	Cleveland	17-24-8	49.00
26	25710 Jim Bowers/Dave Axelrod	Winchester	17-26-7	50.00
27	25167 Art Gleason/Josh Adams	Cottage Park	28p-18-5	51.00
28	25515 Peter Fenner/Marilyn Fenner	White Rock	10-17-25	52.00
29	24087 Sam Mollet III/Neil Gerren	Portage Lakes	19-4-29	52.00
30	26395 Gonzalo Diaz. Sr./Charlie Lewis	Miami	20-12-21	53.00
31	26761 Steve Lippincott/J. Glauser	St. Petersburg	36-7-10	53.00
32	23188 Hal Whitacre/Jon Lynch	Annapolis	28-19-7	54.00
33	26099 Ed Adams/Carol Newman	Newport	47pms-8-.75	55.75
34	27364 John M. Smoak/Andrew L. Cole	Miami	9-12-dnf	57.00
35	25992 Bart Hackworth/Rob Lindley	St. Francis YC	12-2-pms	58.00

1990 JUNIOR NATIONALS

Finish Boat	Skipper/Crew	Fleet	Places	Points
1	26761 Steve Lippincott/Jonathan Glauser	St. Petersburg	4-.75-.75-4	9.50
2	27732 Mark Mendelblatt/Mitchell Rogers	St. Petersburg	.75-2-2-7	11.75
3	25167 Art Gleason/Josh Adams	Cottage Park	2-5-4-5	16.00
4	22729 Brett Davis/Ben Benjamin	Mission Bay	6-4-5-6	21.00
5	25067 Scott Allan Jr./Jeff Hamilton	Annapolis	5-3-7-10	25.00
6	27269 Rob Deane/Todd Carleton	Annapolis	3-16-6-2	26.00
7	19888 Chad Shakespeare/Whitney Rugg	St. Petersburg	7-18-7-.75	32.75
8	24605 Derek Fernon/Ben Fernon	Annapolis	8-8-9-8	33.00
9	26489 Chad Headlee/Jeff Beck	Lake Lanier	14-6-11-3	34.00
10	27664 'Jano' Disch/J.C. Corbett	Cleveland	11-7-8-9	35.00
11	25761 Sandra Brown/Suzanne Brown	Quassapaug	12-13-10-11	46.00
12	19383 Geoff Schneider/Garrett Herrman	Annapolis	9-11-14-14	48.00
13	26975 Zach Wooldridge/John Montgomery	Rush Creek	10-10-12-17	49.00
14	26202 Greg Pease/Dave Flowers	Quassapaug	16-12-13-12	53.00
15	16104 David Muhlhause/Roy Mevers	Atlanta YC	15-14-15-dnf	60.00
16	27099 Stephanie Keefe/Katie Driscoll	Winchester	18-9-16-18	61.00
17	26337 Chris Luttrell/David Julian	Annapolis	13-18p-18p-dnc	67.00
18	27144 Hunter Herrman/Julie Toot	Annapolis	17-17-dnc-dnc	70.00

SPECIAL JUNIOR RESULTS

Finish Boat	Skipper/Crew	Fleet	Places	Finish
1	24776 Evan Zinn/'Gonzo' Diaz	Miami	.75-.75-.7-2	4.25
2	26457 Lucas Diaz/Augie Diaz	Miami	2-3-2-.75	7.75
3	26166 Ned Purdon/Eric Purdon	Annapolis	3-7-4-5	19.00
4	24087 Sam Mollet V/Sam Mollet III	Portage Lakes	4-6-7-3	20.00
5	27364 Andrew L. Cole/John Smoak	Miami	5-4-5-6	20.00
6	26468 Eric Ruckwald/Stephen Marshall	Newport	9-2-3-10	24.00
7	25866 Greg Bennett/Dekle Sheller	Ocean City	10-5-6-11	32.00
8	26395 Adrian Diaz/Gonzalo Diaz Sr.	Miami	6-10-dnc-4	33.00
9	25867 Dan Zimbaldi/Rusty Deane	Annapolis	7-9-10-7	33.00
10	25678 Mark Godfrey/Andrew Moeller	Annapolis	11-11-8-8	38.00
11	23188 Mandy McDonnell/Casey Hogan	Newport Harbor	8-12-9-9	38.00
12	27600 Jack Hogan/Andy Simon	Newport Harbor	12-8-11-12	43.00
13	27238 Jason Huggins/Jim Huggins	Annapolis	13-13-12-dnf	51.00

sailed their drop race, meaning that a total of 14 teams, almost half of the fleet, had their worst race on the first day of the event.

Wednesday morning, and the northerlies continue, only the current seems to be stronger across the starting line. Start one is recalled and the line is adjusted five degrees for the current. Doug and Beth Hart lead at the first mark, followed by Morton, Mollet, Jim Bowers and crew Dave Axelrod. Lenhart is 21st, Taylor 32nd! It's a real scramble, as most of the fleet plays the left. Positions are swapped on each leg, as the premium is placed on playing the currents and shifts. By the second windward mark Bowers is in the lead, the Harts have dropped to second and Morton has dropped to third. Mollet has dropped to eleventh, while the Taylors are still mired in 31st.

The final leg is madness: Morton and Krefting take the gun, the Harts drop to finish 13th. Lenhart recovers to 15th. The Taylors manage to recover to 18th. Rousmaniere is second, Bowers hangs on for third, while Mollet drops from third at the first windward mark to finish 22nd! Seven teams will drop their finish in this race meaning that with only half of a scheduled six-race regatta sailed, fully two-thirds of the fleet has had their worst race.

Race four got underway on the first try, but Steve Callison and crew Janet Gordon were over early, adding further grief to their series record of 20-25-16 finishes. Steve managed a big smile of resignation as he cleared and restarted at the pin and sailed off to record his best finish of the series, 11th. At the first mark it was Lenhart, followed by Keane, Hart, Drayton, Taylor, Wood, Gilreath, Leweck, Clark and Bowers. Lenhart would not be challenged, but positions were anything but secure within the following pack. At the line it was the Harts in second, the Taylors in third, Keane in fourth, and the Lewecks in fifth. Hal Gilreath and crew Lisa Foulke backed-up their third race fifth with a sixth, and Rick Wood took a solid seventh. After two days of racing, Lenhart was emerging as the favorite, but several other teams were still in the hunt, led by the Taylors in second overall with Morton, Rousmaniere, Clark, Gilreath, and the Lewecks still in the picture.

After a much-needed Thursday lay-day, it was back to the course for the final and deciding races. The winds were still from the North, adding further mystery to the locals who continued to swear that "this never happens here in the Summer." Final day jitters, and an almost slack current pushed most of the fleet over-early, and resulted in a general recall. The "Zulu"

flag went up and the second start was clean. The Lewecks were off to an early lead, followed closely by Lenhart, Pimental, Commette and Rastello. By the second windward mark it was obvious that Lenhart and Randall were making a serious claim to the title as they had taken the lead. Leweck and Pimental followed. Disaster hit Pimental at the bottom mark in the form of a jib halyard failure, turning his best showing of the series into a DNF. Lenhart took the gun, followed by Leweck, Commette, Morton, Rastello, and Franco. The Taylors posted a disastrous 29th, dropping them from the hunt for first, and Rousmaniere finished 19th. Some quick math now shows that Lenhart had won the title, but it was too close and everyone was confused about who had what.

Second was a toss-up. Morton and Krefting were very close with 19.75 points when their third race 18th was dropped and a final-race win would leave them only a quarter of a point behind Lenhart. Jeff asked several observers (and unofficial scorekeepers) if he could sail in, but no one had enough confidence in their figuring to say "yes", so he stayed out for the

final race. Commette, Suddath and "Frank" were out front from the start and took the win. Griff Hall, a victim of food poisoning by some "bad clams," had his best race of the series, as he and crew Sherry Eldridge posted a second.

Fishback and Edge took third, followed by Bowers and Axelrod in fourth. Rousmaniere and Schaffer closed out on a strong note with a fifth, followed by "Gonzo" and Zinn in sixth. Lenhart sailed his drop race, finishing 23rd. Morton and Krefting "blew it," doing two 720s, and ended up 24th. Clark had his worst race, a 28th. Susan and Scott Taylor had a "worst-case scenario" type of day, following up their fifth race 29th with an 18th, dropping way back in the final standings.

THE WELLS

The big question about the Wells was answered at the first gun: "Would Ed Adams hang around and sail?" Much to his credit (and to the surprise of many) he did, and as expected, he did take home a first-place trophy, although it was not the one that many had predicted.

While many have argued that the Heinzerling fleet should be expanded from its

limit of 32 plus ties, the conventional wisdom dictates that this would dilute the competition in the Wells. 1990 proved that the second argument is the most valid, as this was one tough fleet. You had to go deep before you would find anyone who would say "This is where I belong." Great Snipers, like Thompson, Davis, Hackworth, Bustamante, and Stout made for some great racing, with only nineteen points separating tenth from third in the final standings.

Miami's Charlie and Michele Bustamante posted first day 1-3 finishes to take an early lead over Adams and Newman who sailed to 4-1 results. Hackworth and Michael Bowers finished the first day with ten points, followed closely by Thompson and crew Mike Bartells with eleven. Although the Wells fleet was sailed on a separate course to the south of the Heinzerling course, current was still a big factor, and it left many of the less-experienced teams bewildered. Adams took command on the second day, posting 2-1 finishes. Hackworth took a first in the third race and followed up with a fifth in the fourth. The Bustamantes had a bad race, posting a sixteenth in the third race but recovered to

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1990 U.S. Nationals Regatta Chairman Lisa Foulke enjoys a rare moment of peace and quiet.

sixth in the fourth. Lucas Diaz, with dad, Augie crewing, followed up his second-race second with a strong third, but dropped to 26th in the fourth race, meaning that his first race 18th would have to count.

Adams and Newman went into the final day with a strong total, and wrapped it up

with a fifth race bullet. Ed sailed in, packed up and left Carol to pick up the trophies, and who could blame him, knowing that his wife and new baby daughter were waiting at home in Newport. Realize that Ed is usually thousands of miles from home, working toward an Olympic Gold in the Star Class, and you appreciate his desire to spend as much time at home as possible. That left the final race win for Hackworth and Lindley, wrapping up second overall. Atlanta's Tarasa Davis and crew Derek Fernon finished second, their best result of the series, and Thompson and Bartells took a third.

Meanwhile, the Bustamantes had a bad race and fell to 20th, their drop, but still sailed well enough for third overall.

THE SOCIAL SCENE

Entertainment Chairman Sherry Eldrige and her crew are to be congratulated for planning a great week of onshore activities. Anchored by the Labatt's beer truck, the activities were within close distance to the Club and were all casual in nature.

Things got off to a rough start when the Saturday afternoon thunderstorm blew away the tent for the Junior awards banquet, but the SSA team quickly recovered and the event went on as scheduled with

a venue shift from Yacht Haven to the SSA grounds. Apart from the Awards Banquet, the highlight of the week was the Wednesday evening cruise aboard the HARBOR QUEEN, which offered a great vantage point for the final leg of the big-boat Wednesday night race. Free advice was shouted across the water to the somewhat confused big-boaters, most of whom were not used to directions from what is normally considered to be a tourist-tub. Affectionately known as the "Horror Queen" (among the printable names), our mega-fake-steamboat took us up the Severn, past the Naval Academy, and on upstream, past some of the most fantastic waterfront estates this side of Bermuda.

The upperdeck was the quiet spot, as down below on the maindeck, dancing and partying prevailed. Spirits were high, and once back at the dock several Snipers were soon into the harbor, led by (name withheld for fear of reprisal) in his neon-green underpants. Faithful readers of the *Snipe Bulletin* will identify this "aquanut" when told that he won the "non-swimsuit" category in another recent Snipe "waterfest-competition." Your reporter was talking with the captain of the "Queen" when we heard the splash. The Captain quickly whipped out his hand-held spotlight, revealing the "neon-green undies." Someone tried to claim that it was a swimsuit, but we doubt that anyone would wear such attire in public. Well, let's say anyone north of Ft. Lauderdale!

Speaking of Ft. Lauderdale, another of the dockside swimmers was a noted... (details withheld for fear of legal reprisal). Upon exiting the harbor the two unnamed culprits spotted Craig Leweck. At least they let him dump his wallet before they tossed him in!

Let's back up to Sunday night. It was Labatts night, with a pub-crawl from place to place that ended-up at Marmadukes. "Dukes" is THE local watering-hole for Annapolis sailors and any night after midnight you'd find several Snipers holding forth there. On Monday night Mount Gay Rum hosted a party at the Club, complete with a great band. Most of the crowd was beat from sailing the three Crosby races, but some managed to dance, while others relaxed and enjoyed the Mt. Gay drinks.

Tuesday night we were off to a local apartment complex pool/recreation area for the District Olympics. Hot dogs and burgers followed a water-volley ball game, and an innertube relay race that was marked by a free-for-all finish/melee. Did anyone figure out who the winners were?

Thursday was the lay-day, a new feature in the expanded Nationals schedule, as the U.S. Board had voted to include it as a

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way to attract more families wishing to combine a vacation with their Nationals. While many opted for Washington and the various museums that make up the Smithsonian, some headed for Baltimore and the beautiful Inner Harbor. Either choice was a winner, as both towns are noted for their family attractions. There were a few exceptions, as some toured Annapolis or worked on their boats. Hal Gilreath did his bit for Navy recruiting, giving Academy-hopeful Greg Chinik a complete tour.

Even though the fleet had scattered for the day, the party crowd was on the scene for the Labatts Pub Crawl that evening. Downtown Annapolis was the scene, and with Armadillos, Mums and Middletons all in a row you didn't need a navigator to find your way. This was the only mistake that Chairman Eldridge made all week, as she sat by and watched her skipper, Griff Hall, eat some poisoned clams. (They looked like clams?) She made up for it the next morning as she had the boat rigged and in the water and was on the phone, urging Griff to rebound and make the races. Griff made it and posted his best one-day score of 13-2! (In fairness to the clams, several others ate them and didn't

get sick.)

The Annapolis Waterfront Hotel was the scene for the awards banquet. This is always an amazing affair as you struggle to match the weather-beaten Snipers of the sailing week with the dressed-up and looking-good crowd at the banquet. After dinner came the awards, and Lisa Foulke and her crew deserve great credit for the way that this was handled. Everyone who was anyone in the Snipe Class, District One or the Fleet was involved in handing out the awards and everyone got the right trophy at the right time. The only black mark goes to the hotel, as the bars didn't have Labatts!

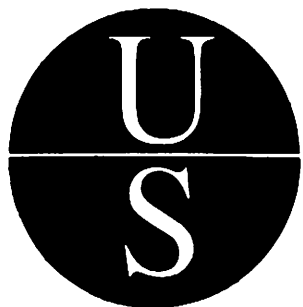
IN SUMMARY

It was a great Nationals. Thirty-one junior boats is a good sign, especially when you consider that most were NOT from the Annapolis fleet, and the 92 boats registered for the Crosby is the best turn-out in ten years. On the organizational side, everything was planned for, and any problems that popped up were handled by the organizers in a professional fashion. Special thanks to all of the locals who housed many of the competitors and officials.

Of particular note was the Race Com-

mittee work. John Lapidés, the Junior Chairman, Heinzerling Chairman Mark Hasslinger and Wells Chairman Hugh Elliott showed the attitude that is typical of great Race Committees: "We are here for the competitors." They never tried to cover up their mistakes or place the blame for recalled starts on the fleets. The teamwork was evident as the chairmen called upon all of the committee members for input and advice. None of the committee boats hit the beach early, as each Chairman insisted that they hang back and escort the fleets in. Also noted is the fact that many Severn Sailing Association members put in at least one day of duty, with many serving for the duration of the event. The Severn Sailing Association, Snipe District One and Fleet 532 are to be commended for putting together an event to remember.

Also, special thanks go to the Sponsors: Labatts, Mt. Gay Rum, Pepsi, Snow Valley Water Co., South Moon Under, Annapolis Floor Coverings, Ray Schmidt, Outfitters of Annapolis, Davis' Pub, Maradukes, Armadillo's, Middleton's Tavern, and GTE. In these days of increasing regatta expenses, your financial and material support is greatly appreciated.



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Sanctioned Snipe Regattas

SEPTEMBER 8-9, 1990 INDIANA OPEN, Larry Lasek, 612 Conner Creek, Fishers, Ind. 46038 USA, 317-578-0038

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

SEPTEMBER 15-16, MYSTIC LAKE OPEN/ CALL OF FALL, Martin Fraser, 30 Ronaele Rd., Medford, Mass. 02155, 617-395-3116.

SEPTEMBER 15-16, 1990 COLUMBUS OPEN, Brad Warne, 7000 Constitution Place, Worthington, Oh. 43085 USA, 614-436-4725 or 614-221-2410

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

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

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

SEPT. 22 & 23, OHIO OPEN STATE CHAMPIONSHIP, Duane H. Smith, 3455 Bancroft Rd., Akron, OH 44313, USA, 216-896-4200

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

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

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

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

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

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

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

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



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Minutes of the 1990 SCIRA U.S. Board Meeting at Annapolis, July 21, 1990

The meeting was called to order at 9:10 a.m. by U.S. National Secretary Phil Richmond. Attending: SCIRA Commodore Pete Fenner, Vice Commodore Means Davis, Rules Committee Chairman Dan Williams, Board Members Ron Fox, and Rob Gorman, District One Governor Art Rousmaniere. Guests: Secretary of Western Hemisphere Id Crook, Rules Committee member Larry White, and Past Commodore and former U.S. National Secretary Ralph Swanson.

OLD BUSINESS

MOTION: by Ron Fox: "To accept the Minutes of the 1989 Meeting as published in the September 1989 *Snipe Bulletin*." Rob Gorman Seconded. PASSED.

Commodore Pete Fenner gave a progress report on the 1990 U.S. Masters Championships and North Americans, planned for Rush Creek (Texas) YC. He mentioned that they will need a SCIRA Rep.

U.S. National Secretary Phil Richmond presented a report from Terry Timm on the 1991 U.S. Nationals to be held at North Cape (Michigan) YC. There is a problem because the dates of this event, the Worlds in Norway, and the Pan-Am Games are set too close together. Dan Williams noted that there will be some real headaches for the Measurement teams. Timm will be contacted and urged to move the Nationals to an earlier date.

REPORTS

U.S. National Secretary: Phil Richmond gave a brief report on the status of the Class in the U.S. He noted that we are off a few boats but that the membership is stabilized.

He mentioned that there were some problems with the conduct of the Pacific Coast Championship, as reported to him in a letter from one of the competitors.

There was a brief discussion of the rapidly declining membership levels and activity in District Seven.

He noted that forms for the Review of the Executive Director had been mailed to all Board Members and District Governors and that only nine had been completed and returned to him.

Executive Director: Tom Payne gave a quick overview of his activities, including

the ongoing questions regarding *Bulletin* production. He mentioned that in-house lay-out using a Personal Computer is still a viable option but that more research needs to be done to see if our current system could handle it. We would need a Laser Printer. He said that the new lay-out service, Graphics Plus, is doing a good job, with on-time service, but that some minor glitches have occurred.

He gave a brief summary of the problems that continue with trying to get non-U.S. Snipers to subscribe.

Commodore's Report: Pete Fenner noted that the *Snipe Bulletin* goes primarily to North American English-speakers.

He gave a summary of the ongoing negotiations with the IYRU toward a new Class Fee. The Snipe Class has proposed to pay IYRU \$10.00 for each new boat built, worldwide. (Tom Payne noted that

this question had been put to the SCIRA Board for a vote and that enough ballots have been received to approve this new agreement. Only one negative vote has been received.) Pete will attend the IYRU meeting in London, in November, where he expects the IYRU to accept our proposal.


He led a brief discussion of International relations within SCIRA and noted that the increased emphasis on communications is paying off.


He noted that there are concerns about some aspects of the Western Hemispheres in Argentina, mainly regarding the political situation there. He has communicated with SCIRA Argentina National Secretary John MacCall and has been assured that there should be no problems.

Long Range Planning Committee Report: Chairman Means Davis gave a brief summary of the meetings that were held at the Halloween Regatta (Atlanta, October 1989) and the Don-Q Regatta (Miami, March, 1990). The main topics of investigation by this committee are:

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tigation by this committee are:

1. Ways to standardize construction throughout the world.

A. Making the Snipe more affordable.

2. The SCIRA Organization

A. District boundaries within the U.S.: Does the present system meet the needs of the U.S. sailors?

B. The *Snipe Bulletin*: How can we increase readership worldwide? What paths of evolution should be investigated?

C. The Junior program: How can we increase junior participation? There was a brief discussion of the new "Special Junior" fleet.

3. Technical aspects of Snipe construction: There is close work here with the Rules Committee. New methods and materials are being researched, primarily by Bill Buckles of Mueller Boats.

Promotion Committee Report: Chairman Rob Gorman gave a brief report on the status of the new Promotional Brochure. We hope to have it completed in the near future, but the production of the *Bulletin* must have first priority, as we will use Graphics Plus and Cox Printing to do the brochure, and they are busy with *Bulletin* work.

Rob noted that his job status has changed and that he must resign as Chairman of this committee.

MOTION: by Gorman: "That Ron Fox be named the new chairman of the Promotions Committee." Pete Fenner seconded. Passed. Many thanks were given to Rob for his work, and he promised to continue until the new brochure is done, and also to continue his work on the possible ad for *Sailing World* magazine.

FINANCIAL REPORT: Tom Payne passed out the six-month 1990 reports for the U.S. and International accounts. Phil Richmond noted that the SCIRA U.S. account will have a serious shortfall in 1990. We have squeaked by for the past two years, but cannot continue without increased revenue. The question was asked regarding the disposition of any excess funds. Richmond noted that any excess would go to the U.S. Perpetual Fund. There was a brief discussion of particular line items on the reports. One item in particular was addressed by Tom Payne. He noted that we are paying \$75.00 per month to store excess supplies and old records. The basement at his new home is now dry and he would like to build shelving and rent a van to move out of the storage. Everyone agreed that he should proceed as soon as possible.

Rules Committee Report: Chairman Dan

Williams noted that 1991 will bring some real problems with the scheduling of the U.S. Nationals, the Worlds, and the Pan-Am Games.

The proposed rules changes will be summarized and mailed to the Board. There was then a brief discussion of reworking the next Rule Book.

NEW BUSINESS

1991 Pan-American Trials: Phil Richmond outlined the bid that was entered by Lauderdale Yacht Club. The dates would be late April, 1991. The event would be open, even to non-SCIRA members. There was then a discussion of the Games and the problems with Cuba as host, and the USYRU Committee's plans for the event.

MOTION: by Fenner: "To accept and support the Lauderdale Y.C. Bid." Means Davis seconded: Passed.

Tom Payne will write letter to Lauderdale Yacht Club.

Conflict of Dates: 1991 Pan-Ams, 1991 Worlds: These events are in direct conflict. Western Hemisphere Secretary Id Crook noted that he had spoken with several National Secretaries and all have said that this is no problem, they will send teams to both events.

Year-Ahead Qualifying for Westerns and Worlds: Pete Fenner noted that a problem with this new system has already arisen: A qualified competitor has informed him that he is wavering on going to the 1990 Westerns in Argentina. There was discussion of how an alternate would be selected. It was finally decided that the Class would go down the list of finishers from the 1989 North Americans until a representative who would attend was found.

More Discussion of Pan-Am Games: The arrangements for getting boats to Cuba was discussed. The Cubans want to borrow boats for countries who cannot bring their own. There was discussion about the U.S. State Department's refusal to cooperate with Cuba, and that there were huge problems with lending U.S. boats. It was mentioned that the Lightning Class will ship boats through Montreal. Dan Williams again mentioned the problems with measuring at the 1991 U.S. Nationals, 1991 Worlds, and the Pan-Ams. They all fall within a two-week period!

The 1992 U.S. National Championships: Ron Fox presented a bid from the Alamitos Bay Fleet and Alamitos Bay Yacht Club on behalf of District Six. The tentative dates are August 1st through 7th. Ron

will be a Co-Chairman of the event. He expects the full support of the Mission Bay Fleet.

MOTION: by Ron Fox: "That the bid by District Six and the Alamitos Bay Fleet to host the 1992 U.S. Nationals be accepted." Second by Richmond: Passed.

The 1991 U.S. Masters and 1991 North Americans: Tom Payne outlined the bid by Newport Harbor YC (California) for this event. MOTION: by Ron Fox: "To accept this bid, contingent upon their making arrangements to tow boats to the race course, as it is a long sail." Gorman Seconded. There was then discussion, and it was noted that North Cape wanted to hold the U.S. Masters and a Women's U.S. Nationals in conjunction with the 1991 U.S. Nationals. It was pointed out that several problems would arise with this proposed format: The layday that was just added (U.S. Board Meeting, 1989) would be lost. An 1990 informal poll of several women Snipe sailors indicates that they don't want a separate event, that one attraction of the Snipe is that all-female teams can compete on an equal basis with men in most conditions.

MOTION: by Richmond to accept the North Cape proposal to hold the 1991 U.S. Masters and to inaugurate a U.S. Women's Nationals. Second by: Fox. Failed. The question was called on the motion to accept the Newport Harbor bid. The motion passed. Tom Payne will write letters.

U.S. Financial Situation: U.S. Financial Committee Chairman "Gonzo" Diaz submitted, by letter, three motions:

MOTION: That U.S. Snipes annual dues be increased from \$25.00 to \$30.00. The amount going to U.S. SCIRA would increase from \$11.00 to \$16.00.

MOTION: That U.S. National entries be increased from \$75.00 to \$100.00. SCIRA U.S. would collect \$25.00 instead of \$10.00. The host club would collect \$75.00 instead of \$65.00.

MOTION: That U.S. Number Fees be increased from \$40.00 to \$50.00.

He submitted an evaluation of the present U.S. financial situation, and detailed projections of U.S. and International finances with and without the proposed revenue increases. There was a lengthy discussion of this matter.

MOTION: by Pete Fenner: "to amend Motion #2 to read: "\$20.00 shall go to SCIRA U.S. and \$80.00 to the host club." Gorman second: Passed.

MOTION: by Ron Fox: "to accept Motion #1 and #2, as amended." Williams second: Passed.

MOTION: by Pete Fenner "to accept Motion #3, raising the U.S. Number Fee by \$10.00. Williams second: Failed.

Deeds of Gift: U.S. National Secretary Phil Richmond discussed his ongoing project aimed at cleaning up the "mess" of the Deeds of Gift. He noted that all Deeds need provisions for change and some do not have such provisions. He also noted that there are some that have serious problems of ownership, such as one that was donated by "twenty unnamed friends." He is working on the U.S. Deeds of Gifts and suggested that the Commodore appoint a committee to address the problems with the International ones.

MOTION: by Phil Richmond: "That the U.S. Board accept the Deed of Gift for the U.S. National Secretaries Award, to be presented annually to the U.S. Nationals event Chairman. Gorman second: Passed. (The full Deed of Gift will be published in the October 1990 *Snipe Bulletin*.)

The Atlantic Coast Championship:

MOTION: by Gorman: "To accept the proposed Deed of Gift for the Atlantic Coast Championship." There was much discussion and the Deed was amended.

MOTION: by Fox: "To accept the

amended Deed of Gift for the Atlantic Coast Championship." Seconded by Richmond: Passed. (The full Deed of Gift will be published in the October 1990 *Snipe Bulletin*.)

The Wells Series Winner Qualifies for the Next Year's Heinzerling:

MOTION: by Gorman: "That the winner of the Wells series automatically qualifies for the following year's Heinzerling series. The number of Heinzerling boats would increase by one "if and only if the Wells winner chooses to compete." Second by Davis: Passed, subject to final language adjustment.

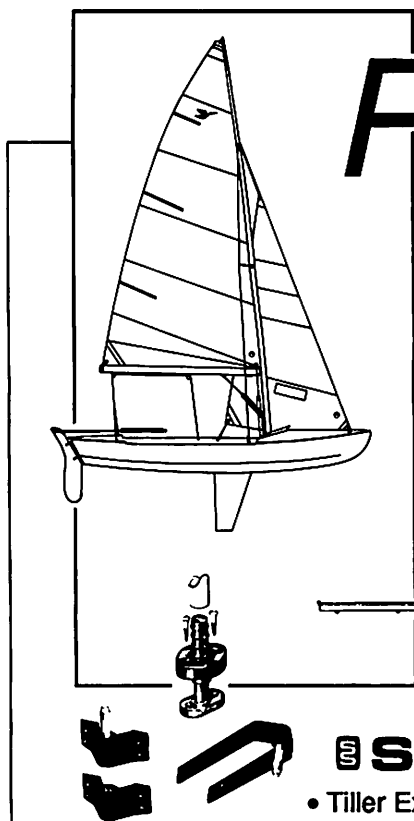
Anchors: Rob Gorman put the following on the agenda for discussion: 1. Make anchors optional. 2. Give the owner of each Snipe the following options: His boat may weigh 381 pounds with or without the anchor. "If he chooses to weigh 381 with an anchor he must carry the anchor at all times *and* must have a permanent hull sticker indicating this at all times." Rules Committee Chairman Dan Williams noted that there are serious legal problems with the word "optional." There continues to be a serious question of liability. He will discuss this with Counsel Paul Festeresen.

Qualification for U.S. Nationals: Rob Gorman presented some proposals from John Drayton and led a discussion concerning qualifications for the Nationals. Drayton proposed the following: "A district may elect to re-distribute any unused spaces for the Crosby series among eligible sailors from that District." After much discussion of Drayton's proposal and his rationale, it was decided that no changes in the Deed of Gift would be made.

Commitments for qualifiers to Worlds and Western Hemispheres: Commodore Fenner noted that a problem with the "year-ahead" qualifying has already arisen.

MOTION: by Fenner: "The Commitment date to the 1991 Worlds in Norway shall be February 1, 1991. A \$250.00 expense deposit to SCIRA U.S. shall be made by each qualifying skipper by that date. It will be returned to the skipper upon arrival in Norway. Any skipper who cancels his participation without worthy cause shall forfeit the deposit." Second by Fox: Passed.

The motion to adjourn was made and seconded at 3:55 p.m. All present thanked Phil Richmond for hosting the meeting.



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Fisher Sails 1989 Results

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Wells - 1, 2*, 3, 4, 5

District 1 - 1

District

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Early 1990 Fisher Results

1st - Bacardi (Nassau)
1, 2, 3, 4, 5 - Bermuda Race Week
1st - Chesapeake Olympic Regatta

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

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