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Thoroughly revised and updated by Ted Wells and Lowry Lamb. Illustrated with diagrams and photographs. Since it was first published in 1950 and through one revision in 1958, Scientific Sailboat Racing has established itself as a classic of its kind for small-boat sailors. Now, it has been thoroughly overhauled to take advantage of the latest developments, particularly in equipment, that have come about in the last twenty years of sailboat design and handling.

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1, 3 Junior Nationals

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1,2,3,5 Atlantic Coast champs
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1,5 District IV
1,2 Birdbath
2,3,4 Indiana Open

3,4 Midwinter champs
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1,2,3,5 Call of Fall
1,2,3,5,8 District I
2 District V
1,2,3 Wolverine
3 Central American Games
1 Redneck

Call or write Greg Fisher or Matt Gregory at the loft or look for Steve Callison on the regatta circuit.





**SNIPE BULLETIN** 

(USPS 611-500) SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

APRIL 1987 Volume XXXVI No. 4

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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.

#### THOUGHTS WHILE SAILING

The sport of yacht racing is going through a tumutuous period. In 1986 there was a proposal that the USYRU accept the administration of professional racing. Rules would be established to provide the means of limiting certain events to those not involved in the marine trade. A working party is completing a study which will be submitted to the USYRU Board.

The IYRU at their 1986 meeting deleted the word "amateur" from its Constitution. The IYRU has also provided for removal of restrictions of advertising under the racing rules.

The powers that be in both organizations are moving inexorably towards professional and commercial sailing. This is in spite of the opinion of the average sailor. The preliminary results of *Sailing World's* survey indicates that 83% of the sailors responding do not want to sail against the professionals. I would venture the opinion that a vast majority would not approve of the plunge into commercialism. In any event, this is where we are being taken.

**Dues Statements Mailed** 

All U.S. fleet captains have been reminded to remit dues for their fleet members. The dues, due January 1, became delinquent on March 31. All 1986 members in the U.S., Canada, Bermuda, and the Bahamas who have not renewed will be sent dues statements before April 15.

1987 SCIRA decals (red and silver) are required for boats sailing in SCIRA races.

#### Clinton Marina YC Beckons For '87 U.S. Nationals

The U.S. National Championships will be held at Clinton Marina Yacht Club, Clinton Lake, near Lawrence, Kansas, July 25-31.

CMYC is on a cove on the north shore of the lake next to the dam. Situated on a large floating dock, it contains an air conditioned grill/snack bar, marine supply store, showers, restrooms, and telephones. Breakfast and quick lunches will be available on race days. Nearby there is a picnic area, playground, shelters, swimming beach, and RV hookups.

HOUSING: The All Seasons Motel is four miles from CMYC and will be the party base away from the lake. All Seasons has blocked out 100 rooms for the regatta. Make your own reservation and *be sure*  The Snipe Class must decide in which direction it should go, Our By-Laws (15) prohibit professionals but make an exception for sailmakers and boat builders. And our Measurement Rules (59) prohibit any advertising on boats or sails. These are our present rules and we must abide by them regardless of any actions of the USYRU or IYRU. Our Board is going to have to examine our rules in light of all this.

Is the wisest course to remain as we always have — Corinthian, and to continue and strengthen our amateur and noncommercial status? If so will we have to go alone? Will the governing bodies ignore those interests who are not contributing large sums of money? It could be that those who do not subscribe to commercialism may end up winners. Perhaps vast sums of money will come to yacht racing, which will remain a non-spectator sport, making the investment not cost effective.

In any case, make your thoughts known to the Board. Comments sent to the office will be passed on to the Board.

to tell them you are with the Snipe Nationals to get the \$34 rate for 1-4 people. Phone: (913) 843-9100.

The All Seasons is a full service motel with restaurant, lounge, pool, and banquet rooms for the awards dinner. Other motels, including a Holidome, are only minutes away.

The CMYC is in a state park with a \$2 per day fee, or \$15 per year. For a weeklong stay it's better to get the annual pass.

#### THE COVER

Art and Jennifer Rousmaniere, U.S., overlap Jimmy Lowe and Graham Lawrence, Bahamas. The scene is Sagami Bay, Japan, during the Western Hemisphere Championship in October 1986. Buzz Lamb photo.

#### THE SCORE

This month was a good one with 70 numbers being issued. Spain and Italy both got 20, Norway 10, USA 8 and 5 each to Brasil and Sweden. Denmark followed with 2. No new fleets were chartered during the month.

Numbered SNIPES – 26831 Chartered Fleets – 801

#### Pan Am Trials Slated May 29-31

SCIRA board member Terry Timm will be Snipe chairman for the Pan American Trials to be held at Michigan City, Indiana, May 29-31. Both the U.S. and Canadian contenders will participate in these trials. Separate starts may be used.

Address: Terry Timm, 214 W. Michigan Ave., Saline, MI 48176. H: (313) 429-5055. O: (313) 429-5433.

#### Correction

In the report on the North Americans in the February issue the listing of equipment used by the winners should have read: "Segerblom's equipment included Ullman sails." Our apologies to Jeff Lenhart who made the sails, and to Craig Leweck whose original article listed the correct information.

#### AROUND THE SNIPE WORLD

#### **SNIPE BUILDER FOR COLOMBIA:**

"We are interested in the manufacture of Snipes in Colombia, and wish to make the hull of reinforced plastic." Guillermo Illencik, Poliglass, Medellin, Colombia.

#### CHINESE NEW YEAR IN ENGLAND:

On January 29, National Secretary John Broughton sent new year's greetings not for the Year of the Rabbit, but for the Year of the Snipe. He particularly congratulated Maldon fleet's John Sewell who with his crew Ian Sinclair attended all UK regattas in 1986. Sewell is chairman of the Snipe presentation at the London Dinghy Show. Broughton's exhortation: "It's the year of the Snipe — we want action not words."

#### IN THE U.S. –

NEW GOVERNOR FOR DISTRICT V: Received too late to include in the direc-

tory: Eric Eiffert, 164 St. Patrick Dr., Rochester, NY 14623, has been elected to replace Jack Pierotti as D-5 Governor. Eric is a member of the Newport Fleet 103, where his hot competition includes new Vice-Governor George Hock, and Secretary-Treasurer Steve Callison.

#### THANKS FOR HELP:

From Art and Jennifer Rousmaniere: "To represent the US Snipe Class at the 1986 Western Hemisphere and Orient Championships was truly an honor and an experience we will never forget. We would like to thank all of you — sailors, fleets, and others — whose donations to the US travel fund helped cover a substantial portion of our travel expenses."

## FLEET INTEREST IN THE NORTHWEST:

Joan Casey writes from Kennewick, Washington: "We have enough racing sailors that I'm nursing the hope of developing a fleet." Her address is: Joan Casey, 3112 W. John Day, Kennewick, WA 99336.

#### COMMUNICATION – SNIPE FOUR'ARD:

This is an outstanding example of a District Newsletter as a tool which keeps the District membership up-to-date on Snipe racing in the Southeast. Editor Peggy Davis includes messages from District officers and fleet captains along with District regatta schedules. Short regatta reports are included along with tuning tips, etc.

Other districts and some fleets also use short news sheets to help promote fleet activity. Indianapolis has one, and so does Narragansett Bay. Lou Burns, Narragansett Bay fleet captain requested help in filling up his news sheet. Share your ideas in this column to help out.

#### SNIPE SAILING – WEST COAST ADDICTION:

Craig Leweck, a frequent contributor to the *BULLETIN* sent us a copy of his article first printed in a west coast boating magazine and now used for fleet promotion. I am sure he would send a copy on request. (Write him at Sobstad.) The article is a history of the class, with the particular slant of California Snipe sailing, which presents an attractive picture for the prospective member.

#### AMERICA BEATS AUSTRALIA:

We received a clipping about an important cup challenge won by an American over an Australian — last fall — in Dallas. Congratulations to Gregg Gust who sailed his model 12 to a resounding victory over Australian Ric Doorey.





THINK SNIPE!



## CIRCULAR LETTER: Aramid Fibers And Snipes

February 9, 1987

Recently, the question about the use of aramid fiber (Kevlar) lines in the Snipe Class arose, and the Rules Committee investigated the subject.

We found that:

1. A fairly large number of skippers (either knowingly or unknowingly) were already using aramid fiber lines in their split mainsheet, supposedly due to the lesser amount of stretch in the split-lines. As a practical matter, the relatively low loads that we put on our mainsheets and jib sheets means that the low-stretch superiority of aramid lines over polyester (Dacron) lines is more in the mind of the skipper than in the real world of Snipe racing.

2. Initially, aramid fiber lines were quite



a bit more expensive and less durable than polyester lines. Now, with the advent of aramid core and polyester cover lines, we find that the cost difference is not as great. One boat builder will sell either type of split mainsheet for the same price. Durability appears to be comparable in either case.

Therefore, the Rules Committee does not have any objection to the use of lines containing aramid fibers in the running rigging of a Snipe.

However, the Rules Committee will not allow the use of aramid fibers in the layup of the Snipe hull or in the sailcloth material. Its use in either item would add considerable cost to the boat for a negligible, if any, speed advantage.

For the same reason, carbon fibers are not to be used anywhere in a Snipe. If any builder thinks he needs more strength in the hull, he can add more fiberglass cloth, use less lead ballast and still maintain minimum weight.

The recent America's Cup series highlighted the use of 3M's Scotchcal Brand Drag Reduction Tape on the hull of Stars and Stripes. This product, or a similarly micro-grooved one, is not to be used on a Snipe boat. The Rules Committee would like to emphasize that Para. 8 of the Measurement Rules is still in effect. If you think that you have a new idea that may give you a speed advantage, try it out on the Rules Committee first.

> Dan Williams Rules Committee Chairman SCIRA

#### LETTERS

#### Roth Answers Sherman. A Second Opinion.

Dear Snipe Sailors:

In reply to Steve Sherman's announced campaign to make the Snipe a collegiate fleet boat (letters to Snipe *BULLETIN*, January 1987), I say fine, but don't screw up the boat in order to promote it!

His suggested changes ("we may have to rig the boat a little simpler and give it an indestructable mast") imply an attitude toward the Snipe that is certain to sink its chances for wider interest. One need only look at the sport of rowing to see that collegians are able to handle far more delicate and expensive boats than the Snipe.

> Erik Roth Captain, Snipe Fleet 782



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## **Proposed Measurement Rules Changes**

Dan Williams, Chairman of the Rules Committee compiled the following list of proposed changes to the measurement rules, and has submitted them to the Board of Governors. After consideration of the merits of each proposal the final decision will be made at the board meeting in France in September 1987. The changes which are adopted will be effective January 1, 1988 and there will be no further changes until January 1, 1992.

If you have some thoughts and opinions, take this opportunity to be heard. Send them to Dan Williams, 801 Maclellan Building, Chattanooga, Tennessee, 37402, U.S.A.

#### February 17, 1987

Because there appears to be a large number of proposed changes to the 1988 Rules, I think it best to get started thinking about them and discussing them with the Snipe skippers in our respective areas. I expect to send out two or more summaries of the proposed changes over the next few weeks so that we can get a broad consensus of the wishes of the Class to guide the Board of Governors at their meeting in La Rochelle, France, in early September.

So far, we have received the following proposed Rules changes:

#### Measurement Rules

**Para. 8.14** — The length of the whisker pole at present is optional. It has been proposed that the pole be no longer than the length of the boom; it has also been suggested that the maximum length be approximately 102'' (2591 mm). One reason for limiting the pole is to restrict the use of longer and longer jib halyard release boxes (magic boxes) which would also limit some of the "spinnaker" jibs we see flying nowadays.

Add Para. 8.15 — Aramid fiber lines may be used in the running rigging, but aramid fibers or micro-grooved film are not to be used anywhere on the boat. See Circular Letter issued Feb. 9, 1987.

Add Para. 8.16 — No electronic devices other than timers shall be used on the boat.

**Para. 26** — It has been proposed that we delete the second sentence of this paragraph dealing with the centerboard stripe. While I feel that the stripe is a nuisance, we do need some way of checking board height while racing. So long as everyone was using a centerboard hook, this was no problem. It was when we began to use infinitely adjustable, centerboard-restraining bridles that the stripe became necessary. I would not be in favor of eliminating the stripe unless we made a centerboard hook mandatory. A hook is probably safer because no one has to go under a turtled boat to release it, as is the case with a bridle. We probably also need to add to this Paragraph: "A safety line must be used on the centerboard while racing."

**Para. 31 — Rudder.** See enclosed proposed new rudder layout. It varies only slightly from the existing rudder, but I think it would be easier to layout correctly. A number of builders have had trouble with the present layout. If this layout is adopted, the first sentence of this paragraph would read: "The width of blade below waterline shall be 10<sup>1</sup>/<sub>4</sub>" (260.4 mm) maximum and 10" (254 mm) minimum."

Also, do we want to continue to allow cutouts or recesses for pintles? Their speed advantage is mostly in the mind of the skipper (there is theoretically less drag because (Continued on page 8)



#### Measurement Rules . . .

#### (Continued from page 7)

the rudder is closer to the hull) and they do create a weakening notch in the rudder right at the point of maximum bending stress.

Para. 35 - It has been proposed that a better way of determining the 60" (1524 mm) forward limit of the mast step location be devised. At one time, most fiberglass hulls had a molded-in mast step; so after the first hull out of the mold was checked, a measurer did not have to worry too much about subsequent hulls. Now, however, many builders are using tracks for mast steps that can be placed anywhere along the inside of the hull. This has caused much time to be spent in measuring and moving mast steps at Nationals measuring. I propose that builders mold in a 60" mark that would show on either side of a mast step track. This should save a lot of time and arguments in the future.

**Para.** 37 — It has been proposed that the mast athwartship dimension at the top be  $1\frac{1}{4}$ " (31.8 mm) instead of  $1\frac{1}{2}$ "-(38.1 mm) minimum. It is said that a Snipe mast could then be bought as a stock item from some of the mast builders at a savings in cost. As it is now, the  $1\frac{1}{2}$ " (38.1 mm) dimension makes it a special mast. My only objection to this reduction in width is that some skippers may feel that they have to buy a new mast just because they think it will have less drag at the top and they won't be competitive with the old mast.

Add Para. 39 — Spreader length and rake limit shall not be adjustable while racing.

**Para.** 41 — It has been proposed that we limit the location of the jib halyard



outlet to a certain distance below the jib stay intersection, say within 4" (101.6 mm). Also, we probably need to make the fourth sentence of this Paragraph read: "Shroud intersection must be within 2" (50.8 mm) above or 5" (127 mm) below actual jib stay intersection" to clarify where shroud intersection is measured from.

**Para.** 48 — The Rules Committee has always taken "shroud anchorages" in the third sentence to mean the through-the-deck fairleads. However, in the fourth sentence, we say that the anchorages may be under the deck. Maybe we need to say: "Shroud anchorages or through-the-deck fairleads must be ...".

**Para.** 54 — It has been proposed that the minimum weight be reduced from 381 lbs. (172.8 kg. — note correction) to a lesser figure, say 370 lbs. (167.8 kg.). The allowable ballast would also be reduced by the same amount. The bare hull weight would remain the same.

Obviously, this is a very sensitive subject in the Class. The argument is that a lower weight would make the Snipe appeal to a broader range of sailors. Also, all of the modern fiberglass hulls are carrying 20 to 30 lbs. (9.1 to 13.6 kg.) of ballast. Why should we carry so much lead around? Most, if not all, of the modern boats have Klegecell or equivalent foam in them which is stronger, stiffer and more water resistant than the Styrofoams so common years ago.

The other side of the subject is that older wooden and fiberglass boats won't be able to make the new minimum weight. Their skippers will drop out of Snipe racing rather than buy a new hull or race with a "non-competitive" one. Also, some family-oriented skippers might not come into the Class because they would consider the Snipe too sensitive and "tippy" for them to sail with younger or lighter family members.

Is there a happy medium here or do we just leave it as it is?

**Para. 65** — The Paragraph is subject to change depending on the outcome of the current test program in the USA of the four Mylar (polyester film) jibs. (See Snipe Bulletin, Oct., 1986, page 4). We hope to have some results of the test by May or June so that we can make an informed decision on allowing Mylar jibs. As I see it, we have four choices:

1. Make no change.

- 2. Raise the minimum weight of woven sailcloth material to 4 oz. per square yard, more or less, (135.6 gr. per square meter) to use a cloth that is more readily available.
- 3. Allow Mylar jibs as an alternate material.

4. Allow only Mylar for new jibs after Jan. 1, 1988.

This Paragraph says "Any type of woven fabric ...". This will have to be rephrased to agree with the new Para. 8.15 and possible use of Mylar material. Also, 3 oz. per square yard is 101.7 gr. per square meter, not 71.1 gr. per square meter.

**Para. 66** — In the next to last line of this Paragraph, 907.2 grams should be 3.6 kg. The same applies to Para. 72.

**Para.** 67 - I suppose that this Paragraph would include any details on mainsail headboard flotation, if we adopt it (see Snipe *Bulletin*, Dec. 1986, page 4). So far, the few comments that we have received on this matter have been fairly evenly divided, pro and con. We do expect to get more cost information from a sailmaker who furnished this flotation for the Flying Junior Class. That Class, incidentally, is no longer using headboard flotation because it did not appear to work very well. Other classes, including E-Scows, are looking at this subject.

**Para.** 72 — It has been proposed that we eliminate jib snap hooks because the forestay doesn't really do much on the prebent mast rigs in use today. If we do this, I wonder how long it would be before someone with an extra long forestay taped it down the mast and over across the deck to get it out of the way of the airflow to the jib.

It has also been proposed that we eliminate the jib luff wire which would do away with magic boxes. Mast pre-bending could still be done with mast pusher-pullers. This would give us a simpler rig with less stress on the hull but different loads on the sails. But if we do remove the jib luff wire, how do we prevent overstretching of the jib luff beyond 12'-3'' (3733.8 mm)? At one time, I thought we required a washer or other positive stop at the bottom of the jib to prevent overstretching, but I don't find it now.

Also in Para. 72, in the next-to-last line, last line and jib head sketch, a sailmaker has suggested that 1/4" needs to be added to the maximum girth dimension of 4" to make the leach a uniform curve. Has anyone else noticed this?

**Para. 77** — **MATERIALS:** We probably should say "*Fiberglass* cloth, woven roving or mat ...."

**TOLERANCE:** After second line, it has been suggested that we add "Wood and plywood are acceptable local reinforcements".

This is all of the proposed changes to the Measurement Rules that have been received so far. The Rules Committee will welcome your reasoned comments on these proposed changes. Please let us hear from you.

8

### More Measurement Rules Changes Proposed

February 22, 1987

In addition to the proposed Measuring Rules changes, we have the following proposed changes in other areas:

Deeds of Gift for the Hub E. Issacks Trophy, Hayward Western Hemisphere Trophy and the European Championship Trophy - It has been proposed that all boats sailing for these three trophies conform to the Jan. 1., 1976, or later Measurement Rules. There is a strong feeling among some skippers that hulls built to plus or minus 1/4" tolerances (6.4 mm) on the chine and keel should not have to sail against hulls built to plus or minus 1/2" tolerances (12.7 mm). This proposal would effectively retire most of the "Brazilian 12,000s" from international competition but not from national competition.

Deed of Gift for the European Championship Trophy — Add to OPEN TO: "Three skippers from any *European* country in good standing ...". This will make it agree in restriction to the Deed of Gift for the Hayward Western Hemisphere Trophy.

For this Trophy, the European National Secretaries also proposed:

1. The number of skippers be increased to seven plus the defending European Champion, which would allow one country eight crews.

1. The official language shall be English, both written and oral. The use of other languages, as secondary, can be the perogative of the hosting country.

3. Measuring will be undertaken by the current European Measuring Committee of three. The chairman will be taken from one of the three elected, but must not be from the division (of Europe) of the host country.

4. Hosting will be a minimum of one

skipper and crew, National Secretary of each country, SCIRA officials and Measuring Committee.

5. The current European Champion automatically qualifies for entry to defend his title. No substitution is permitted.

Junior European Championship Trophy — The European National Secretaries proposed the following changes to this Deed of Gift:

REGATTA: Delete "except that Rules 1, 2, 3, 4 & 5 are excluded."

OPEN TO: Delete the sentence that begins with "The sponsoring country may invite ..." and replace with: "This Championship is open to three skippers from any country in good standing with SCIRA, plus one additional skipper for each 25 boats on which dues have been paid, up to a maximum of seven skippers."

In the next to last sentence, add: "A minimum of one crew and National Secretary from each country ....".

SCIRA SAILING INSTRUCTIONS: Add Para. XVI: "Team leaders, coaches, and other support personnel shall not go afloat in the racing area during the racing except on spectator boats provided by the hosting country." I feel very strongly that we do not need "coaches boats" in our regattas. They are a needless expense. They take away from the basic idea of the racing which should be between crews and not coaches. In the past, the coaches boats have been told to stay so many yards (meters) away from the race course, but this limit has been largely ignored. I think it is best just to not allow coaches boats.

Rules for Conducting National and International Championship Regattas — Para. 1(h): England, because of the difficulty that they have in completing races within the time limit, has asked that shortened courses be allowed at the National Championship level. If this is not allowed in general, England would like to have special dispensation to shorten courses, if necessary, in that country.

Para. 11(c) Change the last sentence to read: "... and during the races *shall* be on the *head* Race Committee boat". There have been instances where Race Committee Chairmen have tried to shunt the SCIRA representatives off onto stake boats, etc., to get them out of the Chairman's way. This, of course, negates the role of the SCIRA Representative.

INTERNATIONAL SNIPE CLASS SCORING SYSTEMS: Add in front of last sentence, second paragraph: "Any yacht that starts prematurely and does not return to start properly shall be disqualified". There has been some confusion over whether a premature starter should receive a DNS or a DSQ, but Appeal no. 112, USYRU, indicates that DSQ is the proper scoring.

I feel that the last paragraph, concerning tie breakers, should be rearranged. It seems to me that: the first tie breaker should be based on counting dropped races; the second tie breaker should be based on the results of the last race; and the third tie breaker should be based on the skipper beatng the other(s) the most times. The present arrangement is more complicated and does not properly reward consistent sailing.





## Henry Davis Repeats As Point Score Champ

Fifteen wins in Iowa-Nebraska fleet earn Davis the Minneford and Reichner trophies.

Henry Davis got off to a poor start for the 1986 season; third place in the first race. After that, it was bullets all the way, and Henry won his next 15 races in the big Iowa/Nebraska Fleet 309, with a score of 1740.3. Thus, Henry keeps both the Minneford and Reichner High Point Trophies for another year.

John Korkosz, Galway, NY Fleet 412, was in second place with 1725.4 points for 16 races. Steve Sherman, Dallas Fleet 1, finished third, up from his sixth place finish in 1985. His score was 1698.8 for

#### 15 races.

Fourth and fifth places both went to Barton Boat Club, Michigan, Fleet 520. Kirk Donaldson, in fourth place, finished the season with 1694.7 points, exactly one point ahead of fleet mate David Laidlaw, who scored 1693.7.

Despite a year in which the weather did not co-operate with sailing, some Snipers managed a heavy schedule. District Four Governor Frank Pontious put wheels on his boat to sail 30 races in AYC's drought stricken Lake Allatoona. The highest number of finishes in the U.S. was 35, recorded by Ed Weitz of Iowa/Nebraska; but Budworth, England, takes participation honors. Budworth, the only fleet outside the U.S. to submit scores for 1986, reported an astonishing 62 races sailed by Don Smith. Don also won Budworth's Stephenson Cup and Turnoug Prize for 1986.

Thus endeth the 1986 season. Congratulations to the winners. See you on the starting line for 1987.

4101 HENRY DAVIS	IOWA/NEBRASKA	16 1740.3	25783 JIM CHANDLER	SHAWNEE	9 1568.9	26164 DAVE SHITH	COWAN LAKE	25 1456.3
26173 JOHN KORKOSZ	GALWAY	16 1725.4	24040 RYAN HILLER	DALLAS	15 1567.0	26488 JOHN FRY	ANNAPOLIS	19 1452.0
25514 STEVE SHERMAN	DALLAS	15 1698.8	24222 JACK VERMILLION	SHAWNEE	12 1565.7	23840 TERRY CONWAY	GRAND RAPIDS	10 1451.5
26461 KIRK DONALDSON	BARTON	17 1694.7 13 1693.7	23624 BRIAN HOLLET	PORTAGE LAKES	17 1565.0	25949 CHEIS SNOW	ANNAPOLIS	12 1450.0
26288 DAVID LAIDLAW	BARTON GULL LAKE	10 1684.2	13200 TIN OBERLE 25704 SUSAN DIERDORFF	GRAND RAPIDS ANNAPOLIS	19 1561.3 5 1557.0	24999 MARTIN PRASER	WINCHESTEER	24 1447.7 14 1447.0
25863 JOHN CROOKSTON 24711 ANDY ZERATSKY	GREEN LAKE	15 1682.3	26291 JOHN BRANNAN	INDIANAPOLIS	17 1556.8	25060 RICH ASHMAN	DALLAS	
25554 JOHN MARX	LAKE MOHAWK	9 1681.2	26463 RANDY FRIDLUND	INDIANAPOLIS	29 1554.4	21914 ALEX HAECKER	IOWA/NEBRASKA	17 1440.3
9253 MIKE ELSER	QUASSAPAUG	18 1667.8	20587 BYRON HILL	GREEN LAKE	11 1551.4	26286 MARK SWANSON 26285 Steve Kline	ANNAPOLIS OCEAN CITY	18 1440.0 11 1434.7
5735 ROB FRECHETTE	PORTAGE LAKES	30 1666.2	25762 JOHN ROUTENBERG	OCEAN CITY	11 1547.9	15184 JOHN FOX	RICHLAND	5 1434.4
5373 KATHY BRONAUCH	BAREFOOT	13 1659.0	23968 PAUL WOOD	PORTAGE LAKES	15 1547.0	26165 ERIC PURDON	ANNAPOLIS	21 1432.0
5710 JIM BOWERS, JR	<b>WINCHESTER</b>	28 1655.9	26077 BILL JACKSON	DALLAS	6 1546.0	20375 J. GRAY	BUDWORTH, UK	51 1431.0
6303 BOB ROWLAND	COWÁN LAAKE	12 1655.5	19924 CRAIG JONES	BAREFOOT	13 1545.0	26162 WADE EDWARDS	DETROIT	26 1429.6
5850 DELMAR TUCKING	SHAWNEE	13 1652.1	26131 HIKE BOWERS	WINCHESTER	29 1543.8	23664 RICHARD PAROLSKI	OCEAN CITY	10 1428.8
5052 PAUL PESTERSEN	IOWA/NEBRASKA	22 1649.9	21803 JOHN MAULTSBY	LAKE QUIVIRA	6 1543.8	21636 J. THOMAS LANKA	GALWAY	15 1428.7
6637 JOE PEARSON	BARTON	19 1647.7	22285 HARRY LEVINSON	WINCHESTER	13 1541.7	16288 STEVE GRANT	GRAND RAPIDS	16 1425.8
4095 ED WEITZ	IONA/NEBRASKA	35 1647.3	25285 JAMES RIX	VICHITA	5 1541.0	24696 JON LOHMEIER	LAKE QUIVIRA	5 1419.8
6129 JEFF URBANSKI	LAKE KOHAWK	11 1645.4	24330 BOB PEUCH	VICHITA	5 1541.0	17749 DAVID NEAL	BAREPOOT	10 1419.0
5708 RON SANDSTROM	WINCHESTER	19 1644.4	26462 PAUL LEVINSON	INDIANAPOLIS	8 1541.0	13178 HARILYN MANTEL	BARTON	7 1418.7
2357 DAVE GREENWOOD	GALWAY	16 1643.5	24694 BRUCE LAIDLAW	BARTON	7 1538.6	19894 W. HARDHAN	BUDWORTH, UK	29 1417.0
5866 DEKE SHELLER	OCEAN CITY	12 1636.3	25489 PRED ROZELLE	DETROIT	25 1538.5	20555 JOHN GONDRING	IOWA/NEBRASKA	19 1413.8
4689 SANDY DEELEY	OCEAN CITY	12 1635.4	24102 DAVIS SIMON	IOWA/NEBRASKA	30 1537.5	21097 BOB FOX	SHAWNEE	11 1413.0
3271 GEORGE ROOD	Iowa/nebraska	16 1634.3	22811 MARK SCHOENBERGER		26 1533.4	13871 LEE KRAMER	GRAND RAPIDS	9 1412.1
3625 DICK HAND	PORTAGE LAKES	24 1634.0	25797 LOU AQUAVIA	QUASSAPAUC	19 1530.0	16960 GENE SORCINELLI	QUASSAPAUG	15 1410.0
5780 FRANK HIATT	INDIANAPOLIS	26 1632.7	25948 JESS COBURN	ATLANTA	28 1528.2	24688 JAMES M. CONLIN, JR		24 1410.0
5452 DAN CONWAY	GRAND RAPIDS	19 1625.2	24122 BILL HOOPER	ATLANTA	32 1527.6	24269 REX PHILLIPS	INDIANAPOLIS	23 1408.1
618 RICHARD GRANT	GRAND RAPIDS	19 1625.2	24272 SCOTT ROWLAND	COMAN LAKE	9 1526.6	9448 LUKE CZARNY	QUASSAPAUG	9 1408.0
100 WOODY NORWOOD	ATLANTA	29 1624.0	25991 GEORGE LARGAY	QUASSAPAUG	10 1524.0	19942 JACK BOTTERON	LAKE QUIVIRA	5 1405.6
548 TED KORVATH	NEWPORT YC	8 1622.0	26614 JOH ALEXANDER	BARTON	19 1517.6	19385 WILLIAM WARREN	LAKE HOHAWK	6 1404.7
174 DAVE LENCE	WINCHESTER	31 1620.8	21798 DWIGHT PATTON	GULL LAKE	13 1517.5	19425 JENNY O'FLAHERTY	COWAN LAKE	11 1402.8
066 JETTON SCOPIELD	IOWA/NEBRASKA	23 1618.7	26298 KEVIN HALLER	NEWPORT YC	7 1516.0	20314 JERRY HALE	GREEN LAKE	9 1396.3
AND STOY HOYT	LAKE QUIVIRA	5 1618.4	22810 JOE NORTON	GREEN LAKE	11 1515.5	23759 HAL GIPPORD	IOWA/NEBRASKA	18 1392.9
5110 RICK WOOD 5612 HATT HEYWOOD	PORTAGE LAKES BARTON	19 1617.0 26 1615.8	25714 DICK MAY	QUASSAPAUG	11 1514.0	25999 JIM FRASER	WINCHESTER	22 1387.2
875 PETER PESTERSEN	IOWA/NEBRASKA	16 1614.6	24089 BOB JONES	IOVA/NEBRASKA	11 1507.4	20028 JACK NC GRAEL	DALLAS	13 1385.0
455 GRIFF HALL	ANNAPOLIS	19 1608.0	21640 ERIC WATSON 19119 BILL VALCHN	LAKE HOHAWK	8 1505.3 7 1504.0	24265 ANDY PONTIOUS	ATLANTA	9 1380.0
5412 ART ROUSMANIERE	WINCHESTER	13 1605.5	25193 GARY WOODWORTH	NEWPORT YC		25529 DON SMITH	BUDWORTH, UK	62 1380.0
704 DALE A. SWANN	GALWAY	7 1603.4	25872 PAUL GILLIS	INDIANAPOLIS Atlanta	10 1503.8	25677 STEVE KINDRICK	DALLAS	11 1377.0
3275 GLENN ROTH	SHAWNEE	12 1603.3	21794 KEN HANEY	BAREFOOT	24 1502.0 13 1502.0	26113 DANNY ORR	DETROIT	24 1376.7
5785 MARY ANN RIX	VICHITA	5 1603.0	26580 GLEN RUNDELL	GALWAY		21828 WAYNE PRESTON	LAKE QUIVIRA	7 1376.7
045 JOE BARTELS	LAKE QUIVIRA	7 1602.6	21716 BOB BOSSERT	NEWPORT YC	14 1500.6 9 1494.0	20988 ANTONYA PICKARD	INDIANAPOLIS	21 1372.6
915 RICHARD DUVALL	OCEAN CITY	8 1601.8	20569 B. C. MARTINDALE	GALWAY	7 1494.0	20185 PEG WARRICK	NEWFORT YC	9 1371.0
944 PRANK PONTIOUS	ATLANTA	30 1601.0	24632 PLO LOVELACE	BAREFOOT	6 1493.0	13868 TOH RAPHAEL	WINCHESTER	11 1369.8
087 SAM HOLLET	PORTAGE LAKES	30 1598.0	26454 ROGER REAM	PORTAGE LAKES	22 1489.0	25369 RICHARD TESKE	BARTON	11 1369.6
465 DON JOHNSON	INDIANAPOLIS	25 1598.0	25784 BILL PAGELS	ANNAPOLIS	17 1484.0	21638 MARION J. FORD	GALWAY	8 1369.6
089 ROY WHITEHEAD	DALLAS	15 1590.7	25418 JOHN WALTON	DETROIT	14 1483.5	23990 JOHN BROWN	PORTAGE LAKES	16 1366.0
630 NIKE ZALZAL	COWAN LAKE	27 1588.8	21704 FRED BEITLER	BARTON	19 1479.7	25432 JILL CARVER	GREEN LAKE GREEN LAKE	8 1363.5
335 BUZZ LEVINSON	INDIANAPOLIS	19 1586.3	16104 JOHN MUHLHAUSEN	ATALNTA	26 1473.0	21312 KEN KINAS 25375 BILL PELDER	DALLAS	14 1356.4 11 1354.0
440 JOHN CORBETT	GRAND RAPIDS	22 1582.7	25733 PETER KEEN	COWAN LAKE	12 1472.5	25900 JEFF HULLETT	PORTAGE LAKES	28 1353.0
800 JEPF LAWRENCE	GULL LAKE	8 1581.8	25990 LEIGH SAVAGE	DETROIT	26 1472.3	23187 JIM MENZIES	COWAN LAKE	21 1353.0
633 SHAWN SULLIVAN	QUASSAPAUG	10 1578.0	25838 PETER WOLCOTT	QUASSAPAUG	11 1469.0	26485 JAMES JACOB	ANNAPOLIS	12 1352.0
690 MARY JANE BRUMBY	CREEN LAKE	16 1577.5	21807 BOB RECKER	IONA/NEBRASKA	18 1465.4	21461 CURTIS MARCOTT	COWAN LAKE	16 1350.2
761 JONATHAN BARTLETT	AMNAPOLIS	11-1577.0	26999 RALPH SWANSON	WINCHESTER	8 1465.4	22725 RICHARD PALMER	GRAND BAPIDS	14 1349.1
420 PAUL DOVEY	INDIANAPOLIS	8 1576.3	22733 DAVE NEUHOFF	BARTON	5 1465.2	23661 NICK SCHOUTTE	INDIANAPOLIS	11 1348.5
088 JEFF MUSSON	GRAND RAPIDS	20 1576.3	20932 PAUL ZENT	INDIANAPOLIS	13 1464.8	25071 DON HACKBARTH	ATLANTA	28 1346.0
320 PHIL J. KORKOSZ	GALWAY	14 1574.1	25779 LORIE JONES	ANNAPOLIS	13 1464.0	18659 JOHN FISHER	GALWAY	13 1344.2
110 DAVID ROCERS	QUASSAPAUG	8 1574.0	21047 GEOFF CHATTERTON	GREEN LAKE	12 1462.4	18659 SUSAN LE BOEUP	GALWAY	13 1344.2
233 A. WILLIAMS	BUDWORTH, UK	8 1574.0	18320 HENRY YOUNG	PORTAGE LAKES	18 1462.0	25232 TOM GOUGEON	COMAN LAKE	8 1340.1
663 SKIP REMTER	BAREFOOT	6 1573.0	25727 BILL WORSTER	COWAN LAAKE	26 1461.8	18911 DONALD AXON	BARTON	7 1337.6
106 IRVING MARGUILES	QUASSAPAUG	17 1570.0	18010 ROGER TURNER	GULL LAKE	9 1459.4	25750 DON PETTIGREW	ATALNTA	6 1336.0
995 DON SCHAEPPER	CREEN LAKE	17 1569.5	26464 LEW LAPPAS	INDIANAPOLIS	19 1457.2	16070 WILMER WRIGHT	GALWAY	10 1335.9
				manage from an error		96110 TITLE CROWN	A THE AMPLE	
7215 MIKE KEAGLE 5196 gene soltero	GULL LAKE DALLAS	11 1569.3 10 1569.0	21805 JOE SPEARING 21598 BOB BUCHANAN	IOWA/NEBRASKA BARTON	15 1456.9 13 1456.7	26119 WILL STOUT 21104 BILL DURBIN	ATLANTA Portage lakes	13 1335.0 28 1333.0

	19707 JOE PALAZZI 23660 Chuck Laird	QU. DAI
	20246 GARY LEWIS 18301 BOB NELSON	BUI GR
	25225 R. ANTONELLI 20934 TOH DUCKNORTH	BUI DAI
١	20264 P. HACKNEY 25765 ED PORTER	BUI
	8437 PHIL LANCE 19912 Hugh Turner 24704 Tony Statham	NE
	13011 JACK ROBERTSON 13667 BOB PEASE	BUI LAI QUA
	26307 BRUCE HILTON 25988 TED JOHNSON	ANI
	24142 NIKE HACKBARTH 25709 PAN BOERNER	AT
	23749 DAVE DAWSON 24154 D. ROBINSON	OC BU
	21799 JOHN HAYASHI 20991 FRED BORSA	CR. IN
	15085 LEWIS DENTON 22851 RICK SCANLAN	GAL BAI
	22395 EUGENE SARTORI 26290 COLT WEATHERSTON 25777 FRED THURSTON	WI) DET
	21096 GLEN DALE 22778 D. ELLIOTT	AN) SH/
	20331 M. PHILPOT 25988 LINDA K. BAKER	BUI BUI POS
	24COI MIKE O'TOOLE 20551 MANFRED WITT	CON
	22578 DINA KOWALYSHYN 25865 BOB DANIEL	AND
	21728 MARIA PELLETIER 26398 DAN IRVINE	LAJ CON
	26396 TIN BLACK 26337 KEN CAMPBELL	CO% AND
	24637 CHAUNCEY CLARK 25678 TON FLEMING	ATI Dej
	21465 BOB PETERSON 22440 GLEN LORCH	COL
	24699 JOHN RUPP 25912 WILLIAM STOUT 11059 V. VAREKA	ATL
	23272 TUT CAMPBELL 24996 STEVE PALMER	BUD ATI ANN
	25198 CHARLIE PRICE 20633 TED KERSKER	WIN POR
	22290 MIKE MILLS 22287 KEN PARKE	WIN POR
	25738 JOE DRAUCHON 11946 JOHN WAITE	IND
	20800 FRED DORR 11800 HAM JOHNSON	ATL GRA
	25728 JAMIE FOREMAN 24359 M. THORPE 19710 JIM CLIPFORD	BUD
	7696 RAY TYLER	QUA QUA AND
	23329 KENT HASSELL 13445 JANES B. HORONEY	ATL
	25429 GARY EMERY	DAL
	16115 JOE FERNON 23394 BOB TAN 19060 ELEANOR BROWN	ANN QUA
	25001 STUART GRIPPING 20303 JERRY WACHTER	COW GRA
	24599 BANSEY MURRAY 18310 ADAM HAYASHI 24327 INNA HAYASHI	ANN
	24332 JENRY LOHNEYER 18036 GEORGE DILLON 25410 CARL RITERS	DET
	26460 PRED BETZ 26115 TIH CUSACK	ANN ANN
	23455 PETER JAPIKSE 18034 BOB HALLISEY	COW
	20374 D. WILLIAMS 25845 BILL HEWELL	BUL
	22809 FRANK MINAO 23038 BEN BLANEY	GRE COM
	20023 M. ANDREWS 22721 GUY GUCKENBERGER	BUD Com
	23622 CARL CHENEY 21112 LISTY PLANTIKOW	ANN
	25734 BOB SHITH 25855 ART LIBBY 25870 Paul Button	ANN ANN ANN
	25485 MARK HASSLINGER 25675 JENNIPER LAWSON	ANN
	17896 DEREK PETERS	ATL
	24271 JOANNE HOKES 21106 BOB WHITMAN 20253 JEPP PARKHURST	COW.
	26670 ROGER LINK 22355 BILL SCHNEIDER	ANN.
	24096 BOB LANGFELS 26382 KAREN LONG	COW/
	20536 BILL FLACK 21549 Roman Skarbek 20391 Rob Enget	COW/ ANN ANN
•	24615 JOHN SCHAIM 25734 HUGH DONALD 26638 CLARENCE BLACKWELL	ANN
	25408 GEORGE STEINER	ANN
	25171 ANTS LEETMAA 25160 STANLEY WATKINS	ANN. ANN
	25372 JIM HADLEY 22392 REA KEACH 25867 R.C. BARTLETT, JR.	COW/ ANN/
	25867 R.C. BARTLETT, JR. 26308 CLAY HUDGINS	ANN/ ANN/

ASSAPAUG	13 1331.0
LLAS IDWORTH, UK	11 1328.0 28 1324.0
AND RAPIDS	17 1322.1
IDWORTH, UK	48 1321.0 12 1321.0
DWORTH, UK	21 1320.0
LLAS Seport yc	5 1320.0 5 1319.0
WPORT YC	5 1319.0
IDWORTH, UK KE MOHAWK	28 1318.0 5 1317.6
IASSAPAUG INAPOLIS	14 1316.0 13 1313.0
RTAGE LAKES	13 1313.0 6 1311.0
LANTA INCHESTER	13 1310.0 13 1307.5
CEAN CITY	5 1303.8
idworth, uk Leen lake	10 1301.0 15 1295.0
TELANAPOLIS	23 1293.1
LWAY REPOOT	8 1291.5 7 1287.0
NCHESTER	19 1284.9
TROIT NAPOLIS	21 1284.8 16 1277.0
AWNEE DWORTH, UK	5 1275.4
DWORTH, UK	45 1271.0 22 1270.0
RTAGE LAKES WAN LAKE	5 1269.0 16 1268.2
DIANAPOLIS	12 1263.8
NAPOLIS NAPOLIS	7 1263.0 30 1260.0
ke mohawk	8 1259.9
WAN LAKE WAN LAKE	13 1256.8 5 1244.8
NAPOLIS	8 1232.0
LANTA TROIT	13 1231.0 21 1230.9
WAN LAKE AND RAPIDS	12 1230.1
LANTA	8 1229.5 13 1225.0
NAPOLIS DWORTH, UK	5 1223.0 29 1222.0
LANTA	6 1220.0
NAPOLIS NCHESTER	16 1220.0 7 1218.4
RTAGE LAKES	10 1218.0
NCHESTER RTAGE LAKES	10 1216.7 15 1213.0
DIANAPOLIS	6 1212.2
rton Lanta	15 1210.3 20 1210.0
AND RAPIDS WAN LAKE	7 1208.6
DWORTH, UK	14 1206.2 13 1205.0
ASSAPAUG ASSAPAUG	9 1197.0
NAPOLIS	6 1197.0 11 1195.0
LANTA LWAY	11 1195.0 11 1191.0 6 1176.2
LLAS	5 1175.0
NAPOLIS NAPOLIS	11 1174.0 8 1169.0 7 1163.0
ASSAPAUG	
ND RAPIDS	11 1161.3 8 1159.5
APOLIS EEN LAKE	23 1159.0 8 1155.5
R01T	24 1154.6
AN LAKE	5 1153.2 12 1151.2
APOLIS	13 1149.0
(APOLIS (AN LAKE	15 1146.0 19 1145.4
CHESTER	9 1137.2
WORTH, UK LLAS	16 1129.0 11 1120.3
een lake Van lake	6 1119.8
WORTH, UK	20 1118.0 29 1109.0
IAN LAKE VAPOLIS	12 1104.9 15 1080.0
ANTA	15 1080.0 10 1077.0
APOLIS APOLIS	21 1068.0 7 1067.0
APOLIS	12 1065.0
IAPOLIS IAPOLIS	9 1048.0 17 1036.0
ANTA	6 1035.0
ian lake ian lake	11 1022.1 22 1016.4
AN LAKE	9 1011.8
IAPOLIS IAN LAKE	7 992.0 8 977.6
ian lake	9 955.4
IAPOLIS IAN LAKE	13 955.0 7 945.4
APOLIS	18 931.0 17 884.0
APOLIS	23 868.0
IAPOLIS IAPOLIS	8 859.0 6 846.0
APOLIS	13 822.0
IAPOLIS IAPOLIS	5 802.0 12 787.0
IAN LAKE	6 780.5
APOLIS	5 581.0
APOLIS	5 547.0

## Jukka Lahti Heads Finland's Ranking List

Since Finland uses a different scoring method for its season's ranking, the scores are presented separately, rather than being combined into the SCIRA point scores. Congratulations to Jukka Lahti and Juhani Heljo in Psycopatti, and thanks to Roger Nylund, Finland's National Secretary for the list.

#### SNIPE RANKING - FINLAND - 1986

	SHIPE KANKING - FIN	JAND - 1980	
Boat	Skipper/Crew	Club	Points Finish
25138	Jukka Lahti/Juhani Heljo	N	123.0 1
19677	C-J Carpelan/Jarvinen & Wegelius	HPS	101.3 2
24325	Jouni Valli/Petri Husa	N	85.0 3
26650	Sampo Valjus/Risto Valjus	OPS	85.0 4
25043	Jyrki Landstedt/Juha Orjala	N	83.3 5
25468	Timo Vierimaa/Jukka Pekuri	RaaPS	77.3 6
24312	Juhani Liinamaa/Jussi Kivikoski	N	75.3 7
24323	Marten Westerholm/M. Westerholm	HSK	68.6 8
21660	Timo Jarske/Pekka Jarske	N	59.3 9
21832	llkka Hallavo/Krister Tornroos	VVP	49.3 10
21662	Kari Toikka/Martti Pelkkikangas	HPS	48.0 11
24015	Kai Rajakaltio/Pelkonen & Huttunen	OPS	43.3 12
26642	Tom Bjorndahl/Jan Stenman	GSF	40.0 13
25040	Hakan Bjurstrom/Rikard Bjurstrom	N	38.0 14
21446	Markus Holm/Kenneth Akerlund	GSF	36.0 15
23828	Karl Kokkonen/Timo Jarvinen	HSK	36.0 16
23678	Roger Nylund/Jukka Leppanen.	ASS	36.0 17
	Per Stenium, Urpo Mykulla, Karri		
00/05	Laapas, Patrik Gustafsson		
23675	Jorma Kinnunen/Jukka Hauru	OM	32.0 18
5604	Timo Karlsson/Kari Lehto	VV	31.0 19
20270	Hannu Vihervuori/Peter Henriksson,	TPS	31.0 20
	P. Vihervuori, Pakkanen		
26651	Kai Saarhelo/Jouko Saarhelo	BSF	30.0 21
19806	Pauli Vuorinen/Valimaa & Vuorinen	VVP	25.0 22
25136	Peter Holm/Timo Nieminen	GSF	24.0 23
24313	Jussi Savela/Kai Saarhelo, Tommi	BSF	21.0 24
20271	Valkila, Timo Pietila T. Baakman/Timo Pietila	DC	10.2 .00
21037	T. Backman/Timo Pietila Pekka Myllya/Juha Pennanen	BS	18.3 25
24319	Seppo Karisto/Riitta Karisto	SIPS VVP	18.0 26
24327	Matti Nieminen/Seppo Asanko	TPS	17.0 27
22370	Annika Seppala/Markku Hietanen	HSK	16.0 28
26643	Juha Virtanen/Teemu Virtanen	VVK	13.0 29 13.0 30
5604	Juha Hamalainen/Kari Lehto	KuoPS	13.0 30 12.0 31
25474	Ralf Casen/Bengt Holmqvist	GSF	12.0 31
21842	Jouko Leppanen/Jukka Leppanen	SSP	12.0 32
20286	Mikko Valjus/Teija Kaartela	OPS	11.0 34
25132	Ch Trapp/R. Trapp	ASS	11.0 35
23680	Atte Luostarinen/Tuukka/Turunen	SIPS	9.0 36
24322	Karri Kaskimaki/Pekka Kaskimaki,	ASS	9.0 37
	Seppo Kaskimaki, Esa Laakso		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
19680	Jari Hyona/KariTarvainen	HPS	8.0 38
21661	Anna Mattila/Nina Salama	HSK	7.0 39
24151	Mika Makkonen/Liisa Makkonen	SIPS	6.3 40
25135	Sami Juola/Kai Rajakaltio	OPS	6.0 41
24121	Ari Kansakoski/Erkki Kansakoski	GSF	6.0 42
23987	KariPietila/Vesa Raevaara	N	6.0 43
24314	Reijo Jarvinen/Seija Jaakkola	VVP	6.0 44
23824	Hannu Tuominen/Per Stenius	ASS	5.0 45
22678	Urpo Nykulla/Risto Soujanen	VVP	5.0 46
25042	Juha Bjorklund/Marco Lindh	BS	4.0 47
25042	Marco Lindh/Juha Bjorklund, Jouni	BS	4.0 48
95100	Janhunen		
25133	Sauli Puhakka/M. Wilenius	HSK	3.3 49
25469	Jari Wassholm/Peter Ingman	HSK	3.0 50
24140	Kenneth Krogius/Harald Ronhovde	NJK	3.0 51
22804	Pertti Jortama/Anton Peltomaa	RaaPS	3.0 52
25472 21488	Tom Hadin/Peter Storbacka	GSF	2 53
21488	Erkki Makkonen/Maja Makkonen Tom Store/Petri Peltoniemi	SIPS	2.0 54
24308	Esko Makkonen/Esko Parnanen	GSF	2.0 55
27JU0	Long Markonely ESKO Famalici	SIPS	0.3 56

#### Doug Nugent Harvests Silver

After a lapse of quite a few years Snipes were once again invited to Silver Lake the weekend after Labor Day for the Harvest Regatta sailed with the Lightning Class.

Three races were sailed, a relaxed schedule in view of the usual five race weekend. Weather was cool although not cold enough to be uncomfortable.

Race 1 was sailed in 10-12 mph winds from the NW. The Mitchell brothers from Burlington fought each other around the course, but on the last beat Doug Nugent came in to steal second from Jeff Mitchell, with brother Jack taking the top spot.

Back to the club for lunch with a welcome keg of suds.

Saturday afternoon the wind increased slightly to 13-15 mph. Nugent stormed out of this one, although Jack Mitchell worked hard to narrow the gap. After a well fought duel, Nugent finished first, Jack Mitchell second, and Jeff Mitchell third.

Saturday evening Silver Lake pulled out all the stops; cocktails and lots of goodies to eat. A good party innovation: blow sailing with customized toy sailboats in a large water trough, with contestants having to blow boats from opposite ends; a round robin affair, requiring good lung power. Dancing to the wee hours followed.

Sunday morning dawned too early. Winds were again 10-12 from the NW. A long starting line had been set to accommodate the Lightning fleet, and most contestants were at the (favored) pin end. However no one told Dick Edwards from Cuba Lake, and at the gun he won the start

#### Canadian Snipers Compete In Pan-Am Trials

The Canadian Yachting Association likes to have trials for events such as the Pan-Am Games and the Olympics early and often. This time is no exception.

The first set of trials for the 1987 Pan-Am Games for the Snipe Class was held September 13-14 at the Boulevard Club in Toronto. The regatta was a joint event with the Lightning Class. There were seven boats entered in the Snipe trials and eight in the Lightning trials.

The first three races Saturday were won by Doug Nugent and Howie Sutton. The first two races were sailed in moderate air with some large shifts and major holes and lots of chop. After the second race the wind rapidly built up to 30-35 mph. Only

	HARVEST REGATTA (Top 5 Boats)			
Skipper	Fleet	Places	Finish	-
Doug Nugent	RCYC/Canada	2-1-2	t	
Jack Mitchell	OYS/Canada	1-3-4	ż	/
Jeff Mitchell	OYS/Canada	3-2-5	3	
Dick Edwards	Cuba Lake/US	4-5-1	4	
Gweneth Crook	OYS/Canada	5-4-3	5	

by many boat lengths. Around the course the Mitchells and Nugent tried in vain to catch Edwards, and at the finish it was Edwards 1, Nugent 2, and Gwenneth Crook 3.

Trophy time back at the club was more

suds, and a promise to return and enjoy the friendly atmosphere with the Lightning sailors in '87.

Id Crook Vice-Secretary Western Hemisphere

#### Wefer Reigns In Mass Bay Open At Cottage Park YC

The annual Mass Bay Open — Call-of-Fall Regatta was held at Cottage Park Y.C. on September 13-14, attracting a field of 22 entries.

Current District I Champions Doug Wefer and Kris Meyer came up with a consistent performance to edge out Japan bound Art and Jennifer Rousmaniere. The Marblehead fleet provided third and fourth places in the persons of Rob Brodsky and Sam Altreuter. Some honor was salvaged for the local fleet thanks to the fifth place finish of Sue and Jan Tabor.

Saturday's three races were sailed in a variable westerly that was fairly strong near land, and the windward mark, but which had light spots away from shore. These conditions cost Jim Bowers who had four good races, but dropped from first to 17th in the second race.

The two races on Sunday were sailed in

heavy and shifty air. The old team of Rob Gorman and Wayne Huntley led for awhile in the first race, but ended up third to Altreuter and Bowers. While many competitors opted, understandably, to get to the hoist early, some stayed out to do battle for the last race. Reaching into some physical and mental reserve, John Lally and Laura Kelley led all the way in a tough race.

As usual the amenities were enjoyed by all: lobster dinner, Pilot House (two PHRF skippers set up the bar twice — awesome), and especially the after dinner bowling, where Dave Rogers announced to one and all that the lake sailors were routing their ocean counterparts. Since no specific scores were produced, however, we'll have to wait 'til next year for the official roll-off. John Kelley

Mass Bay Fleet 244

	CANADIAN PAN-	AM TRIALS		
Boat	Skipper/Crew	Places	Points 1	Finish
24116 26106	Doug Nugent/Howie Sutton Chris Hains/DonHains	1-1-1-2-1-1 4-5-dnf-1-2-2	0 24	1 2
24806	Jack Mitchell/Ken Mitchell	2-3-dnf-3-3-4	28.1	3
26641 26300	Paul Henderson/M. Henderson William Adams/Benno Lange	3-2-dns-5-4-5 7-4-2-6-5-6	36.7 44.4	4 5
23397 25843	Jeff Mitchell/Mike Paulssen Gweneth Crook/Id Crook	5-6-dnf-4-6-3 6-ns-ns-ns-ns-ns	47.1 67.7	6 7
	Swenchi Clook de Clook	0-112-112-112-112	07.7	'

two of five boats managed to finish this survival contest.

The three races Sunday were sailed in conditions markedly different to those on Saturday. A light breeze filled in from the lake and stayed all day, gradually increasing then dying away during the third race.

Chris Hains and Don Hains won the first Sunday race. The next race was a battle between Doug Nugent and Chris Hains with the lead changing several times until the run where Nugent got by and won. The third Sunday race was won by Nugent as well. He had worked out a comfortable lead when the race was shortened at the end of the run due to a huge wind shift and the late hour.

There will be another trials regatta in the Spring of 1987. An interesting note regarding the scoring: The overall result counts  $\nearrow$ for another three results as if three more races were sailed and the competitors finished in those races where they finished in the regatta.

> Chris Hains Oakville Harbour Y.C. Fleet 3

#### Belgian Nationals Attracts 24 Snipes

Eighteen year old Wim Ghys and crew Patrick Genyn, racing a borrowed boat, won the Belgian National Championship sailed October 11-12. The championship was orgainized by the Royal Yacht Club of Belgium on Lake Galgenweel, a small artificial lake near Antwerp, chosen as the most central location for Snipes in Belgium. Twenty-four participants raced five races with one discard in very light and flukey conditions.

Those honored at the awards ceremony included Jules Wageman and his wife Frida who finished second in their new Skipper Snipe. Erwin Evaraert and his girl friend G. Mertens were third. Antwerp Fleet Captain Leo Stefens also presented bottles of champagne to the two last place boats. The participants and friends then enjoyed dinner at the clubhouse to close the championship in a festive mood.

> Andre Callot National Secretary, Belgium

Part of the 24-boat fleet prepare for a start at the Belgian Nationals at Lake Galgenweel.



APRIL 3-5, OLYMPIC CLASSES REGATTA, Alamitos Bay, Ken Weiss, 7201 E. Ocean Blvd., Long Beach, CA 90803.

APRIL 10-17, PALMA DE MALLORCA INTER-NATIONAL RACE WEEK, Spanish Sailing Federation, Real Club Nautico de Palma, Muelle San Pedro, 1, 07012 Palmade Mallorca (Baleares) Spain.

APRIL 15-18, JUNIOR NATIONAL CHAMPION-SHIP, PORTUGAL, Funchal, Domingo Borralho, c/o Promec, Av Duque de Loule 75-6 ESQ, Lisbon 1000, Portugal.

APRIL 18-19, GULF COAST SNIPE CHAM-PIONSHIP, New Orleans Fleet 116, Marc Eagan, 6722 Catina St., New Orleans, LA 70124.

MAY 4-10, WORLD MASTERS CHAMPION-SHIP, SCIRA Brazil, Henrique Motta, Av. Franklin Roosevelt 194/8, Rio de Janeiro, RS 20000 Brazil.

MAY 16-17, U.K. JUNIOR NATIONALS & BLUE CIRCLE ANNIVERSARY, Cliffe, Kent, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

MAY 16-17, RIFF RAFF REGATTA, Cowan Lake Fleet 433, Bill Flack, 225 Charles St., Cincinnati, OH 45215.

MAY 23-24, 51st ANNUAL SOUTHWESTERNS, Dallas Fleet 1, Art Silcox, 1702 Meadowgate Dr., Richardson, TX 75081.

#### BELGIAN NATIONAL CHAMPIONSHIP (Top 15 of 24 Boats)

Skipper/Crew	Club	Places	Points	Finish
W. Ghys/P. Genyn	VVW	2-1-1-5-2	6	1
J. Wagemans/F. Wagemans	VVW	1-4-3-2-3	14.4	2
E. Everaert/G. Mertens	Nuclea	3-6-6-1-5	27.4	2 3
P. de Molenaer/D. Ullens	RYCB	6-5-2-4-4	29	4 5
P. de Cort/Th.den Hartigh	RYCB	dsq-7-7-3-1	31.7	
H. van Dormael/D. Vermast	VVW	4-2-4-10-7	32	6 7
D. de Bock/J.M. Grisar	RYCB	9-3-5-9-6	42.4	7
J. Boekstens/Y. Bassette	VVW	10-8-9-6-9	55.7	8
B. & T. van Cauwenbergh	KLYC	8-9-13-7-8	56	8 9
P. Lafere/E. Maes	VVW	7-12-12-13-11	66	10
B. Boumans/A. Schoenmakers	KLYC	13-11-16-8-10	66	11
L. Meyvis/W. Sneyers	VVW	5-16-17-14-14	72	12
R. Bassette/R. van Hooydonck	KLYC	11-15-8-15-20	73	13
F. Willems/J. van Driessche	KLYC	dsq-10-15-11-15	75	14
Y. Meirte/A. Dudouet	Sodipa	12-dns-14-12-13	75	15



JUNE 13-14, GOVERNORS CUP, Island Bay Fleet 91, Tim Dixon, 836 Loraine, Springfield, IL 62702.

JUNE 13-14, STONE INTERNATIONAL, St. Lawrence Bay, Essex, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD

JUNE 20-21, WOLVERINE REGATTA, Barton Boat Club Fleet 520, John Alexander, 1916 Sunrise, Ann Arbor, MI 48103.

JUNE 20-21, SNIPE SILVER CUP, Carlyle Fleet 705, Ray Szczepanski, 7781 Wooddale Lane, St. Louis, MO 63121. (314) 524-1069.

JUNE 27-28, MICHIGAN OPEN AND STATE CHAMPIONSHIP, Grand Rapids Fleet 137, Daniel E. Conway, 1514 Edgewood SE, Grand Rapids, MI 49506.

JULY 2-5, FINNISH NATIONAL CHAMPION-SHIP, SCIRA Finland, Roger Nylund, P.O. Box 169, SF - 20101, Turku, Finland.

JULY 3-4, DISTRICT 2 CHAMPIONSHIP, Dallas Fleet 1, Art Silcox, 1702 Meadow Gate Dr., Richardson, TX 75081.

JULY 18-19, NORTHEASTERNS, North Cape Fleet 762, Terry Timm, 214 West Michigan Ave., Saline, MI 48176. (313) 429-5433.

JULY 25-26, U.S. JUNIOR NATIONAL CHAM-PIONSHIP, District II, Clinton Lake, Lawrence, KS. Doug Day, 7519 N.W. 79th St., Kansas City, MO 64152.

JULY 25-26, UK SOUTH EASTERN CHAM-PIONSHIP, Maldon, Essex, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

JULY 27-31, U.S. NATIONAL CHAMPIONSHIP, District II, Clinton Lake, Lawrence, KS. Doug Day, 7519 N.W. 79th St., Kansas City, MO 64152.

JULY 30-AUGUST 2, NATIONAL CHAMPION-SHIP PORTUGAL, Nazare, Domingo Borralho, c/o Promec, Av Duque de Loule 75-6 ESQ, Lisbon 1000, Portugal

JULY 31-AUGUST 2, U.K. NATIONAL CHAM-PIONSHIP, Broadstairs, Kent, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

AUGUST 3-8, JUNIOR EUROPEAN CHAM-PIONSHIP, Rimini, Italy, Enzo Perini, c/o Circolo Nautico Chioggia, Calle S. Croce, 1221/A, 30015 Chioggia, Italy.

AUGUST 8-9, BROADSTAIRS OPEN, Broadstairs, Kent, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

AUGUST 15-16, GULL LAKE OPEN, Gull Lake Fleet 190, John Crookston, 11925 Scott Park, Delton, MI 49046.

AUGUST 29-SEPTEMBER 5, WORLD CHAM-PIONSHIP, La Rochelle, France, Louis-Paul Lamarque, 35, Domaine de Hontane, Le Taillan-Medoc, 33320 Eysines, France.

SEPTEMBER 10-12, NORTH AMERICAN CHAMPIONSHIP, Marblehead Fleet 797, Rob Gorman, 80 Jersey St., Marblehead, MA 01945.

SEPTEMBER 16-18, U.S. MASTERS CHAM-PIONSHIP, Indianapolis Fleet 409, Buzz Levinson, 7634 B Sand Point, Indianapolis, IN 46240.

SEPTEMBER 19-20, UK NORTH WEST CHAM-PIONSHIP, Budworth, Cheshire, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

SEPTEMBER 26-27, OHIO OPEN & OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Bob Hill, 9 Devon Court, Fairfield, OH 45014.

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#### DISTRICT III CHAMPIONSHIP Chalmer Burns Series (Top 10 of 14 Boats)

Boat	Skipper/Crew	Fleet	Places	Points 1	Finish	
26109	Greg Fisher/Jeff Elbey	Hoover	1-3-1-1-1	6	1	100
25489	Fred Rozelle/Jan Rozelle	Crescent	2-2-5-3-3	15	2	1
23621	Matt Fisher/Lisa Fisher	Hoover	3-4-2-2-4	15	3	
25990	Leigh Savage/Sally Savage	Crescent	8-6-10-6-2	32	4	_
25888	Ganson Evans/Tom Vollbrecht	Hoover	12-7-6-4-8	37	5	
26461	Kirk Donaldson/Phyllis Donaldson	Barton	11-9-4-7-7	38	6	
25731	Terry Timm/Sherri Goldsmith	North Cape	7-13-7-5-6	38	7	
26162	Wade Edwards/Aliza Edwards	Crescent	6-10-8-9-9	42	8 9	
26300	Bill Buckles/Lynn Bethell	Cleveland	16-11-3-10-5	45	9	
26110	Rick Wood/Neil Gerren	PLYC	5-1-12-dnf-dnf	51.75	10	
	Dunphy S	Series (Top 5 of 14)	Boats)			
Boat	Skipper/Crew	Fleet	Places	Points I	Finish	
24087	Sam Mollet/Roger Ream	PLYC	3-2-2-1-2	9.75	1	
26113	Dan Orr/Stasia Orr	Crescent	4-4-1-2-1	11.5 2		
23292	Todd Merrill/Julie Merrill	ABYC	5-1-4-3-dnf	18.75	3	
26288	Dave Laidlaw/Mary Laidlaw	Barton	6-8-6-4-3	27	4	
25523	John Werley/Bertie Gerling	Hoover	1-7-7-dns-dns	28.75	4	

#### Fisher Captures District III Title at North Cape

Greg Fisher and Jeff Elbey won the District III Championship and the North Cape Yacht Club perpetual trophy on July 12-13. Dick Mitchell won the North Cape trophy in 1982 but Greg did not sail in the regatta. Other than Dick's name, Greg's name is the only one adorning the trophy.

George "Skip" McCullough ran the races for the North Cape Yacht Club. Despite the challenge of some light air and three races in 15-22 mph winds all the race courses were essentially perfect. "Skip" has not let us down yet.

Two races were sailed on Sunday in a

dying breeze. These two races were used to divide the fleet into the Chalmer Burns Championship series and the Dunphy Series. Although all participants raced together the scores for the two series were computed separately.

Greg Fisher won the Chalmer Burns trophy with four firsts and a third. He was followed by Fred Rozelle in second and brother Matt in third. Sam Mollet won the Dunphy trophy but Dan Orr was only 13/4 points behind in second. Todd Merrill was third.

North Cape served their famous steak dinner Saturday evening and free beer after the races. The Barton, Crescent, Hoover, and Portage Yacht Clubs all contributed to making the Districts fun for all.

#### Cracker Barrel Won By Lake Lanier's McKenzie, Smith

The 1986 District Four Team Race Regatta for the Cracker Barrel Trophy was held October 11-12 at the traditional Lake Harding setting. Chattahoochee Sailing Association provided the setting, with the Atlanta fleet taking responsibility for organizing the regatta.

Brent McKenzie and Tommy Smith rep-

resenting Lake Lanier were the top team with 30 points, just ahead of Woody Norwood and Brad McFadden from AYC with 34 points. Third place team representing Privateer was Mike McLaughlin and Scott Cline, 37 points.

Eight teams represented four District Four fleets in the annual championship.

	D-4 TEAM	RACE / CRACKER BA	ARREL TROPHY		
Boat	Skipper	Club	Places	Points H	Finish
25840 25007	Brent McKenzie Tom Smith	LLSC LLSC	2-4-2 8-6-8	30	1
24600 26100	Brad McFadden Woody Norwood	AYC AYC	4-7-4 7-5-7	34	2
26666 24093	Mike McLaughlin Scott Cline	PYC PYC	5-3-3 14-2-10	37	3
25231 21212	Bill Simons Tom Craig	PYC PYC	15-1-1 9-10-9	44.5	4
24264 25406	Means Davis Means Davis V	AYC AYC	1-8-5 13-15-15	56.75	5
23751 24807	Tom Payne David Neal	BFSC BFSC	3-9-6 16-16-16	66	6
25852 25071	Bill Troutman Don Hackbarth	AYC A¥C	6-12-13 12-13-11	67	7
16104 25872	John Muhlhausen Paul Gillis	AYC AYC	10-11-12 11-14-14	72	8

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