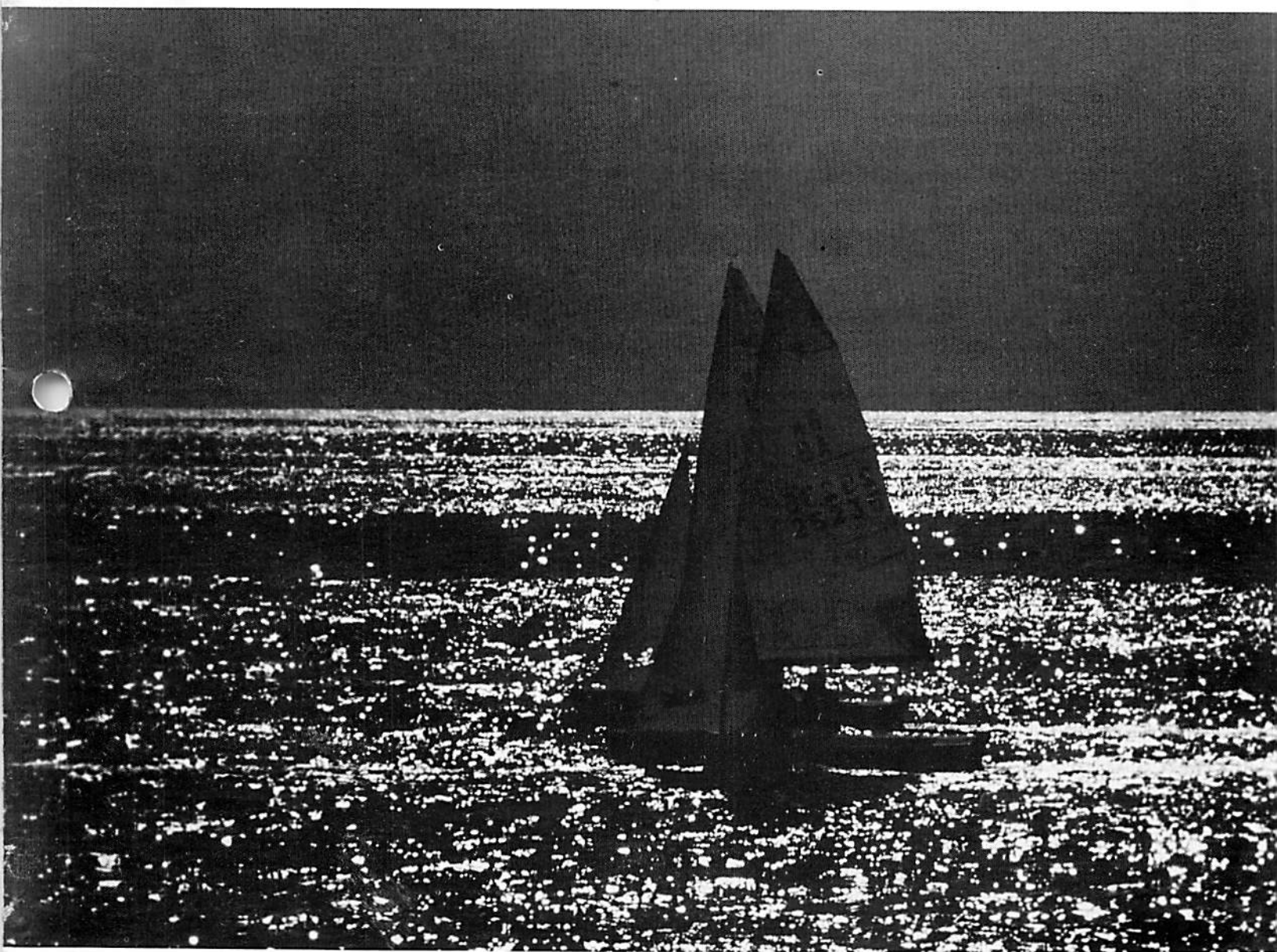


SNIPE
BULLETIN



APRIL 1987



Ullman Sails Winning World Wide

1st NORTH AMERICAN CHAMPIONSHIP

7 of top 10 in North Americans

OTHER CHAMPIONSHIPS

1st Japanese Nationals
1st Norwegian Nationals
1st Bahamian Nationals
1st Mid Winter Championships

1st Mid Winter Championships
— West
1st Scandinavian Gold Cup
1st Bermuda Race Week

1st Bacardi Cup
1st Overall Nassau
1st Pacific Coast Champ
1st 4 out of 7 U.S. Districts

Make an investment in Performance.

Write or call Jeff Lenhart or Dave Ullman at:

*Ask about
Winter discounts.*

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

Ullman Atlanta (404) 945-0788

Ullman Texas (214) 741-2364

Ullman East (516) 922-3422

Scientific Sailboat Racing

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.

\$10.95 Postpaid

SCIRA
Privateer Road
Hixson, TN
37343

THE WHITE ROCK SAILING CLUB*

Home of SNIPE FLEET 1, Dallas, Texas
Cordially invites all Snipe Sailors to the

51st SOUTHWESTERN SNIPE CHAMPIONSHIP

FIVE RACE SERIES MEMORIAL DAY WEEKEND

MAY 22-24, 1987

23 May	Tune-Up Race	1800
23 May	Juniors Race	0900
23 May	Skipper's Mtg	1100
23 May	First Race	1230
24 May	Racing Continues	0900

HOUSING AVAILABLE

For more information contact:

Art Silcox, Fleet Captain
1702 Meadow Gate Drive
Richardson, Texas 75081
(214) 690-0201 (Evenings)

*HOST OF 1987 2nd DISTRICT CHAMPIONSHIPS

Shore Sails Dominate

the 1986 Nationals!

1, 2, 3 Heinzerling 6 out of the top 8

2 Wells

1, 2, 4, 6 Crosby 7 out of the top 10

1, 3 Junior Nationals

...but that's not all!

What a season for shore snipe customers!

1,2,4 Gulf Coast champs

1,2,3,5 Atlantic Coast champs

3 Pacific Coast champs

1 (8 out of top 10) Southern champs

1,2,3,4,5,6 District III

1,5 District IV

1,2 Birdbath

2,3,4 Indiana Open

3,4 Midwinter champs

1,2,3,4,5 Colonial Cup

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.

**WE WILL
HELP YOU
WIN.**



SHORE SAILS

330 West Spring Street
Columbus, Ohio 43215
(614) 221-2410

Other lofts in: Huntington, NY; Traverse City, MI; Aichi, Japan; St. Thomas, U.S. Virgin Islands; Newport, RI; Point Pleasant Beach, NJ; Winooski, VT; Annapolis, MD; Cleveland, OH; Houston, TX; Seattle, WA; Portland, ME.

SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

APRIL 1987
Volume XXXVI No. 4

S.C.I.R.A OFFICERS

Commodore

Wayne Soares
P.O. Box 327
Devonshire 4
Bermuda

Vice Commodore

Jerry Thompson
79 - 63rd Place
Long Beach, California 90803

Rear Commodore

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

Executive Secretary/Treasurer

Lowry Lamb
Privateer Road
Hixson, Tennessee 37343

RULES COMMITTEE

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

EDITOR

Lowry Lamb

EDITORIAL & BUSINESS OFFICE

Address all correspondence to:
Privateer Road, Hixson, Tennessee
37343, U.S.A.

TELEX: 5106013329 SCIRA

PUBLICATION INFORMATION

SNIFE BULLETIN (USPS 611-500) is published monthly for \$8.00 per year by Snipe Class International Racing Association, Incorporated (not for profit), Privateer Road, Hixson, Tennessee 37343, USA. Second-class postage paid at Hixson, TN, and additional mailing offices. POSTMASTER: Send address changes to SNIFE BULLETIN, Privateer Road, Hixson, TN 37343.

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

CHANGE OF ADDRESS

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

THOUGHTS WHILE SAILING

The sport of yacht racing is going through a tumultuous 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.

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 non-commercial 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.

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*

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 week-long 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 directory: 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.

Alex Yachts
D.W. Camet
P.O. Box 83599
San Diego, CA 92138
(619) 224-6737

**We Build
the Fastest
Fiberglass Snipe
in the
World!**

Alex Yachts Argentina
Mario Isola
CDE Correo No. 97
Olivos (1636)
Prov. Bs. Aires, Argentina

COBRA MASTS



*Obviously the
Best Mast!*

PACESETTER BOAT CO.
6415 Grubb Road
Hixson, TN 37343
(615) 877-7099

THINK SNIPE!

3 COVERS IN 1



**IN STOCK FOR
IMMEDIATE DELIVERY!**




FULL DECK TRAILING & MOORING COVER
(3 photos above)

- Can be trailed or used with mast up
- Extra reinforcement at all stress points
- 5/16" elastic shock cord in hem under rubrail
- Heavy duty nylon zipper
- Loops for under hull straps.

CANVAS or NYLON or POLYESTER \$174⁰⁰ ppd.
YACHTCRILLIC White \$180⁰⁰ ppd., Color \$194⁰⁰ ppd.

FOOTBALL SHAPE COCKPIT BAG \$12⁰⁰ ppd.
• Hangs tied into cockpit, zips closed, clear see-through panel.

BOTTOM COVER \$173⁰⁰ ppd.
• Flannel lined waterproof grey canvas with drainhole
• Fits with shock cord in hem that clings to deck

DAGGERBOARD COVER \$30⁰⁰ ppd.
• Flannel lined canvas • Specify size & shape.

RUDDER COVER
• Flannel lined canvas \$23⁰⁰ ppd.
• Foam lined nylon \$34⁰⁰ ppd.

**Satisfaction
Guaranteed**
Send check to:

THE SAILORS' TAILOR
191 Bellecrest, Bellbrook, OH 45305
Bob Rowland 513-848-4016

OR see Bob, Sandy, or Scott
in Snipe No. 26747 & No. 26303

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 indestructible 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.

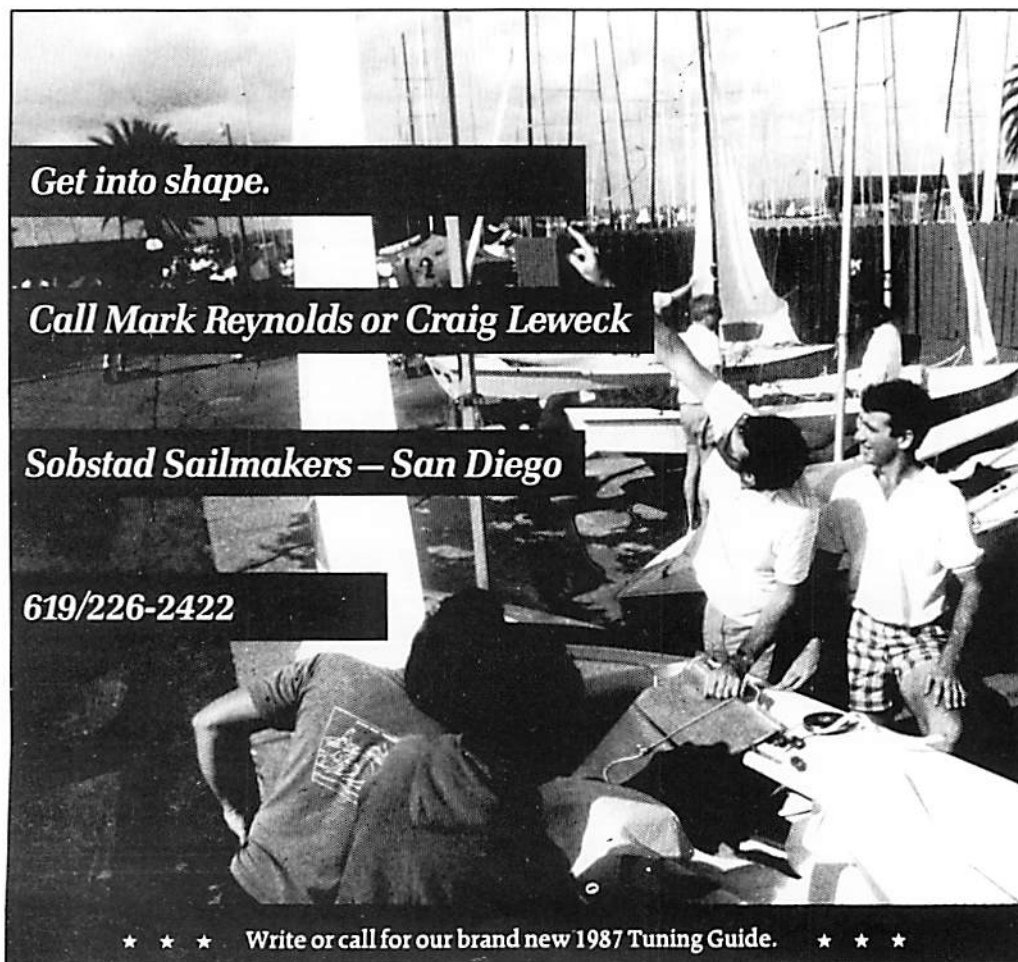
Erik Roth
Captain, Snipe Fleet 782



Snipe Building Plans

BLUEPRINTS — \$15.00
Revised January 1976

SCIRA
Privateer Road, Hixson, TN 37343



Get into shape.

Call Mark Reynolds or Craig Leweck

Sobstad Sailmakers — San Diego

619/226-2422

★ ★ ★ Write or call for our brand new 1987 Tuning Guide. ★ ★ ★

Get into shape. We are. Our commitment to develop sails that are responsive through the wind range while staying at top speed has kept our customers in the winner's circle. Join the Sobstad team and get into shape.

Check the shape of these '87 results and give us a call . . .

North Americans 2 & 3
Frigit Digit 1
Halloween-East 2 & 3
Halloween-West 1
Van Wesley 2
Ohio Open 1
District 6 Travel 1

Sobstad—San Diego
2832 Canon Street
San Diego, CA 92106
Telex 677638



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.

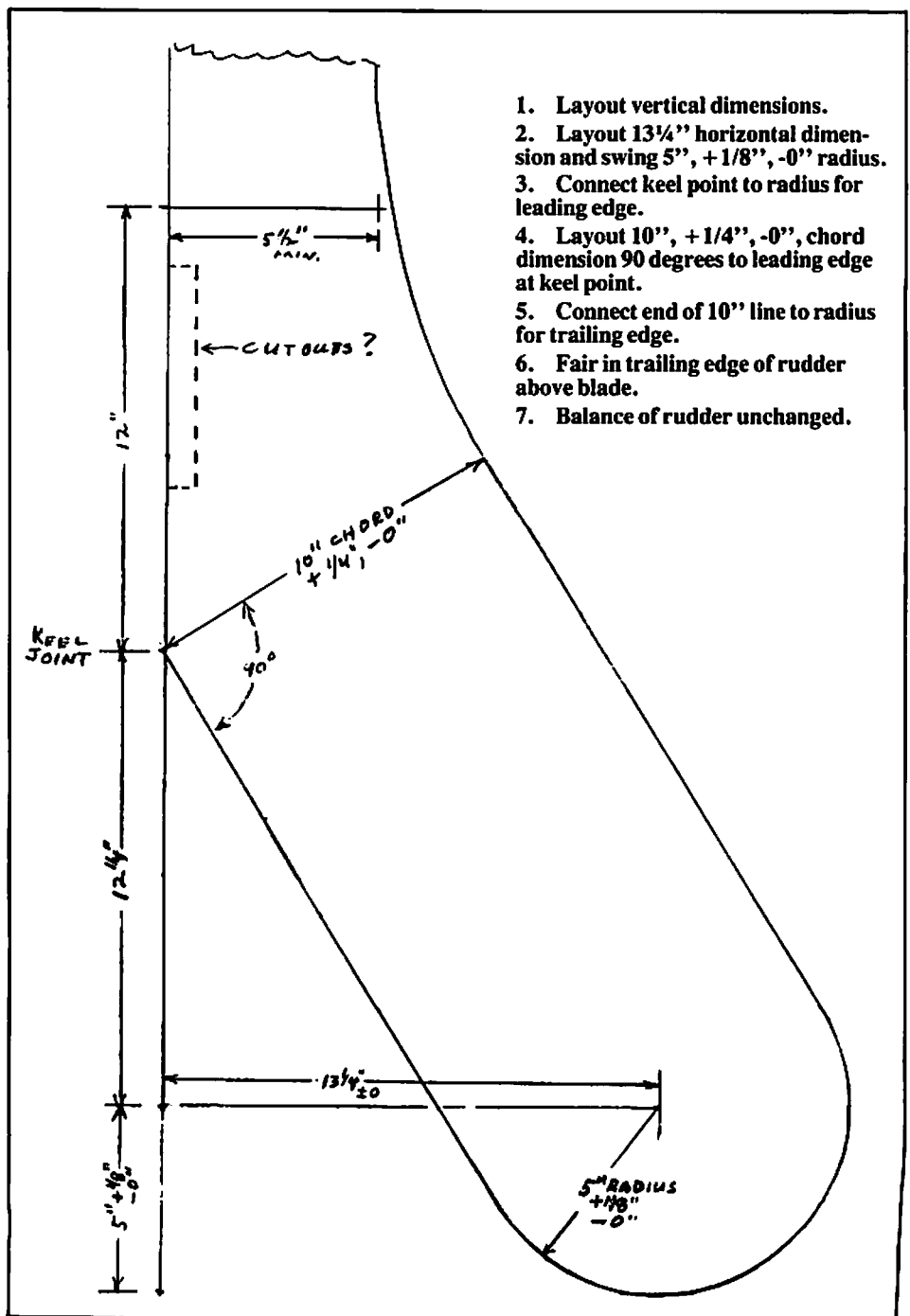
Para. 26 — It has been proposed that we delete the second sentence of this paragraph dealing with the centerboard stripe. While I feel that the stripe is a nuisance, we do need some way of check-

ing 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 1/4" (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 1/4" (31.8 mm) instead of 1 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 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 re-phrased 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 present 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.

BOAT LUMBER

For Fine Boat Building
and Repairs

- SITKA SPRUCE MAST & SPAR GRADE
- PHILIPPINE MAHOAGANY
- HONDURAS MAHOAGANY
- WESTERN RED CEDAR
- WHITE CEDAR
- OAK - TEAK - CYPRESS
- LONG LEAF YELLOW PINE - ETC.

Fir and Mahogany Plywood for marine use - lengths up to 16 feet. Bruynzeel Marine Plywood, solid Regina Mahogany throughout. Quality unsurpassed. Most sizes in stock.

Ripping and planning to order.

We are specialists in all types and sizes of imported and domestic boat lumbers. We ship anywhere - at surprisingly low prices. Send 10¢ today for valuable manual "How to Select the Right Boat Lumber" plus complete lumber and price list.

M. L. CONDON CO.
BOAT LUMBER SPECIALISTS SINCE 1912
236 Ferris Ave., White Plains, N. Y. 10603
(914) 946-4111

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 prerogative 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 Na-

tional 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.

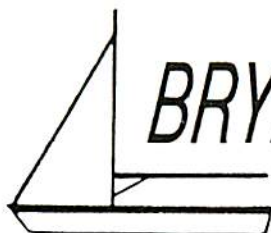
I feel that the last paragraph, concerning tie breakers, should be rearranged. It seems to me that: the first tie breaker should be based on counting dropped races; the second tie breaker should be based on the results of the last race; and the third tie breaker should be based on the skipper beating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



**PERFORMANCE
QUALITY
SERVICE**

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

STEVE
SHERMAN



BRYANT PERFORMANCE SPARS, INC.

P.O. Box 785

Buffalo, N.Y. 14240

716-893-1100

INTRODUCING '87 MODEL!

High Performance • Unmatched Quality

Sister Spar to '81 World Champ.

Center Weld — Only One Weld

Call now: make your investment perform!

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	1
Jack Mitchell	OYS/Canada	1-3-4	2
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 Gweneth 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	Finish
24116	Doug Nugent/Howie Sutton	1-1-1-2-1-1	0	1
26106	Chris Hains/Don Hains	4-5-dnf-1-2-2	24	2
24806	Jack Mitchell/Ken Mitchell	2-3-dnf-3-3-4	28.1	3
26641	Paul Henderson/M. Henderson	3-2-dns-5-4-5	36.7	4
26300	William Adams/Benno Lange	7-4-2-6-5-6	44.4	5
23397	Jeff Mitchell/Mike Paulssen	5-6-dnf-4-6-3	47.1	6
25843	Gweneth Crook/Id Crook	6-ns-ns-ns-ns	67.7	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 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 organized 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.*

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	3
P. de Molenaer/D. Ullens	RYCB	6-5-2-4-4	29	4
P. de Cort/Th. den Hartigh	RYCB	dsq-7-7-3-1	31.7	5
H. van Dormael/D. Vermast	VVW	4-2-4-10-7	32	6
D. de Bock/J.M. Grisar	RYCB	9-3-5-9-6	42.4	7
J. Boekstens/Y. Basette	VVW	10-8-9-6-9	55.7	8
B. & T. van Cauwenbergh	KLYC	8-9-13-7-8	56	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. Basette/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



Sanctioned Snipe Regattas

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

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

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

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

MAY 4-10, WORLD MASTERS CHAMPIONSHIP, 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.

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 CHAMPIONSHIP, 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 CHAMPIONSHIP, District II, Clinton Lake, Lawrence, KS. Doug Day, 7519 N.W. 79th St., Kansas City, MO 64152.

JULY 25-26, UK SOUTH EASTERN CHAMPIONSHIP, 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 CHAMPIONSHIP PORTUGAL, Nazare, Domingo Borralho, c/o Promec, Av Duque de Loule 75-6 ESQ, Lisbon 1000, Portugal

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

AUGUST 3-8, JUNIOR EUROPEAN CHAMPIONSHIP, 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 CHAMPIONSHIP, 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 CHAMPIONSHIP, Indianapolis Fleet 409, Buzz Levinson, 7634 B Sand Point, Indianapolis, IN 46240.

SEPTEMBER 19-20, UK NORTH WEST CHAMPIONSHIP, 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.

CLASSIFIED

Classified ad rates ten cents a word. Minimum charge \$3.00. Ads accepted on a cash basis only. Send remittance for the proper amount. Forms close on the 1st of the month preceding publication. Ads received after that date will appear in a later issue.

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

CHUBASCO 20400. Lt. blue, white deck, teak trim, mint condition, Cobra mast, 2 suits of sails, new Ullmans, trailer, top cover, bottom cover, \$1,800. Leigh Melvin, 15765 Williams Rd., Hickory Corners, MI 49060, (616) 671-5410.

MUELLER 24572. White. New and used Shore sails. Compass. Good condition. \$2,000. Jon Conklin. Office (401) 331-7000. Home (401) 885-0306.

WEATHERMARK, INC.: "The one-design specialists." TOP COVER: Full deck and top-side cover including PVC/Polyester construction, drawstring skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$130 (white or blue). SUPER-PADDED CENTERBOARD COVER with carry handle \$49. SUPER-PADDED RUDDER COVER \$35 (both blue). ALL WEATHER ONE PIECE SUIT: 100% waterproof, taped seams \$114. CONTACT: WEATHERMARK, INC., Dave Pritchard, 6087 Holiday Road, Buford, Georgia 30518. (404) 945-0788.

MUELLER 22541. Yellow. North Sails. Compass. Cobra mast. Trailer. \$2,250. Jerry Weber, 952 Trophy Drive, Mountain View, CA 94040. (415) 965-4038.

WANTED: YOUR SNIPE VIDEOS that include SAILING, PARTIES, and PEOPLE. For making of SNIPE VIDEO. Please contact Art Rousmaniere, 45 Quail Run, Tewksbury, MA 01876. Phone: days (617) 267-5115, eves (617) 851-6299.

MUELLER 25407. Good cond., Cobra II, 3 sets of Shores (one never used), both covers, dbl deck trailer. \$3,300. (404) 436-4395, 928-3975. Ask for Scott.

USED SNIPEs, SAILS, MASTS, EQUIPMENT. Terry Timm, 214 W. Michigan Ave., Saline, MI 48176. (313) 429-5033.

MUELLER 22476. Light blue hull with white deck, two masts, Lindsay rudder, Shore sails, custom rig with Harken blocks and color coded lines, trailer, good racing record. \$1,950. (401) 789-3462.

McLAUGHLIN 25708. All extras, Newport set-up, compass, new rudder, covers, etc. Champagne deck, white hull. Sails hardly used. Boat like new. Trailer. \$3,300. Also CHUBASCO 19701. Available reasonably. Call: Bill McInnis, (401) 245-0115.

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

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26109	Greg Fisher/Jeff Elbey	Hoover	1-3-1-1-1	6	1
25489	Fred Rozelle/Jan Rozelle	Crescent	2-2-5-3-3	15	2
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
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 Series (Top 5 of 14 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	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	5

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 1 3/4 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 BARREL TROPHY

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

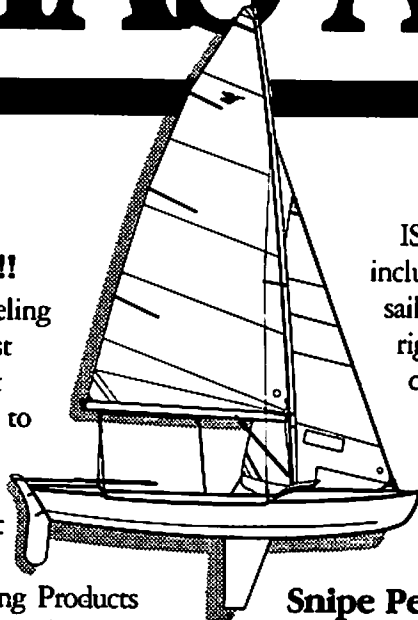
THE NEW PHOENIX SNIPE HAS ARISEN!

The Snipe Hunt Is Over!!

Last seen traveling down Pacific Coast Hwy. to Newport Beach, the molds to the Phoenix racing Snipe have been discovered at their new home, International Sailing Products West. ISP West President, Mike Segerblom, is overseeing the production and development of the new Snipe.

Utilizing the finest in materials and technology, ISP West has combined years of Snipe racing & building experience to produce the most efficient Snipe in production today.

Full Race Ready Boat
\$4695.00
(less Sails)



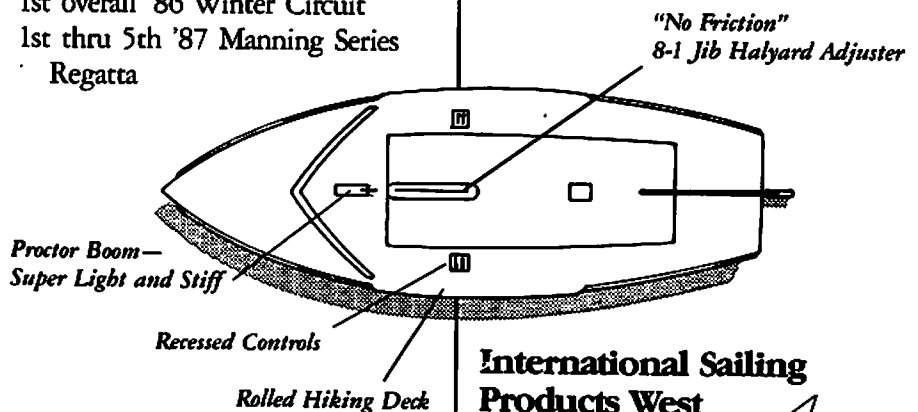
ISP West facilities also include a performance sailing store and full rigging shop with the complete line of Snipe hardware and parts readily available for shipping worldwide.

The Phoenix Snipe Performance Results Include:

1st overall '86 Winter Circuit
1st thru 5th '87 Manning Series
Regatta

1st and 4 of top 5 '87 West Coast
Midwinters
2nd '86 North Americans

- **Advanced Divinycell Foam Core and Bi-Directional Glass Cloth Construction**
- **Minimum Weight**
- **Minimum M.O.I.**
- **Attractive Combination of Teak and Fiberglass**
- **Durable and Built to Last**

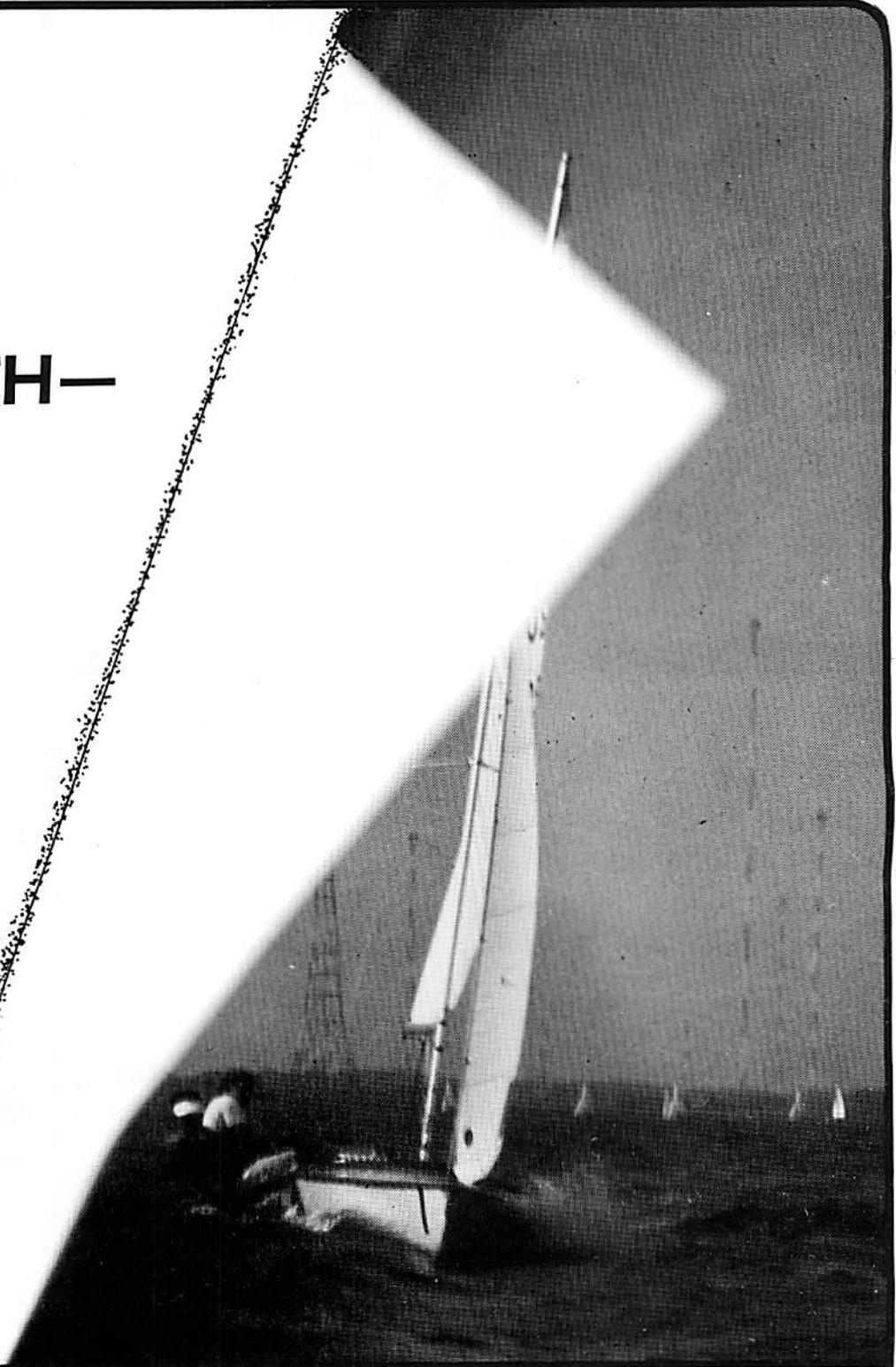


**International Sailing
Products West**
412 29th.,
Newport Beach, Ca.
(714) 673-5774



TAKE THE WINNING APPROACH—

Join the NORTH TEAM!



The NORTH ONE DESIGN TEAM — Your best choice for four reasons:

- **DEDICATION** You'll find a fierce kind of dedication to the Snipe this summer like you've never seen before.
- **SERVICE** You will find a North representative and a loft nearby on every big event. They will take care of your problem, being a repair or a tuning tip.

Write or call for **FREE up-to-date TUNING GUIDE** and Order Form.

- **CONSISTENCY** We have better quality control than any other sailmaker, and here at North Sails we guarantee your sail to be exactly the same as the one used by the World and Western Hemisphere champions.

- **PERFORMANCE** North Sails won these major '86 events:
World Championship . . . 1st Brazilian Nationals 1st
Western Hemispheres . . . 1st Junior Worlds 1st
South American 1st

NORTH SAILS ONE DESIGN

1111 B Anchorage Lane
San Diego, CA 92106
USA (619) 226-1415

Newgate Lane
Fareham PO14 1BP
Hants, England (0329) 231525

12-9 Nagai
Yokosuka, Kanagawa-Ken
0 468-57-1262 Japan

