

# *Surf* **BULLETIN**



**APRIL  
1988**





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# uncommon sense

by Tom Payne

## Dues are due. . .

and that's a fact, and that's about all I have to say on the subject. Hang your head if you received a delinquent notice. You cost us an extra 22 cents for the stamp, which isn't much, but it all adds up!

## April is more fun than December!

Now that we got the business out of the way, let's get on with the issue. One of our main objectives is to make the *Bulletin* more fun to read. Our cover for this month is a small attempt to lighten things up. And no, the pole launcher is not an April Fools joke! Special thanks to our own Rear Commodore Pete Fenner who wrote the article and did the diagrams.

## Just say "digitize me!"

We're preparing a Membership Survey for the May *Bulletin*. I Hope we'll have a 100 percent response, as the membership information is the foundation for our new database, which will be entered into the new computer. We hope to have all membership records entered by the end of the year, if not sooner. Please take the time to fill it out, as this will help SCIRA provide the services that you want.

## Special thanks

To all of the Fleet Captains who put that "extra effort" into their Fleet Reports. You Captains are the most important link in the chain! Keep up the great work.

## This just in

A press release from Newport confirms the rumors of the Shore/Ullman merger. The new company will be called Ullman Shore International Limited. Dave Ullman has been named Vice President of Design and Quality Assurance.

"Our combined businesses will enhance our overall capabilities in developing sails for all boats," stated Bill Shore. "Two strong organizations have gotten together to form one very large worldwide company."

## Thanks to Mr. John Broughton

John is the National Secretary for England, and he drew the cartoon of Buzz. Let's have more, John.

## Class reunion

Did you notice the ad for Canadian International Race Week in the March issue? Please see this month's Notes from the Frozen North for more information on what could be the best Snipe event ever! We hope to see all of the Past Commodores and lots of our friends from overseas. Don't forget to reserve your boat, and let Id Crook know if you're bringing a boat that a Master can sail. I've got a commitment from Past Commodore Harold Gilreath, and I've volunteered my boat for him to sail. This could be fun!

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(USPS 611-500)  
SNIPE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

APRIL 1988  
Volume XXXVII No. 4

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#### RULES COMMITTEE

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#### ADVERTISING

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#### SUBSCRIPTION

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

#### CHANGE OF ADDRESS

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

## at the masthead

### Rob Gorman — SCIRA Board Member

New Board Member Rob Gorman started sailing Snipes in 1972 in boat number 11810 which Rob and his father sailed on Lake Mohawk. He attended his first regatta in 1975 and among those who finished ahead of the Gormans was Randy Nord and his daughter, Lisa. By 1977 Rob was sailing in regattas throughout District I. After buying a fiberglass boat, #24110 in 1980, Rob expanded his travels and was participating in regattas up and down the U.S. east coast.

Figuring "if you can't beat 'em then join 'em," Rob married Lisa Nord and they now live in Marblehead and are members of Fleet 797. Rob and Lisa have two children: Robbie, three, and Kelly, one.

The Gormans have sailed all over the eastern U.S. and their events have included the Nationals, Mid-Winters, Don-Q, Halloween, and many North American Championships.

Rob's Snipe duties have included the offices of Fleet Captain, Regatta Chairman, Vice-Governor and Governor of District I.

"My family and I have enjoyed our association with the Snipe Class and I welcome the opportunity to put as much as I can back into SCIRA."

### Notes From The Frozen North

The town of Oakville, Ontario, is situated on the northern shore of Lake Ontario, 25 miles from Toronto and 90 miles from Buffalo, N.Y., and is home to the Oakville Harbor Yacht Club, host of the Canadian International Race Week, August 27-September 4, 1988. The three major events making up the week are the Canadian Open, the World Masters Championships, and the 1988 North American Championship.

Oakville Harbor Yacht Club's facilities include a restaurant, two bars, showers, saunas and whirlpools, six squash courts, and a full-equipped gym.

A wide public ramp is able to handle two boats at once, and it is only a short sail into Lake Ontario. Depending on the wind direction the race course will be anywhere

from one-quarter to one mile offshore. Water depth is 80 to 100 feet, and the water temperatures will be cold, so bring foul-weather gear and/or wetsuits.

We will have a more complete report on sailing conditions in a later issue of the *Bulletin*.

Vans and RVs can be accommodated in a large public parking area close to the club. Local housing will be available on a first-come first-served limited basis.

Nearby tourist attractions include Niagara Falls, which is only 45 minutes by car. The city of Toronto is a safe, clean major city with all major attractions, including the baseball Blue Jays. The Canadian Open Golf Championship is the same weekend, so hotel space in Oakville will be at a premium. *Please book early!*

Sailing will be competitive and the social calendar will be FAN-TAS-TIC! The yacht club is very hospitable and the parties will be great so come one, come all to a friendly country with a cheap dollar for all.

For more information write or call: Anne Crook, 263 Sandwell Drive, Oakville, Ontario L6L4P3, Canada, (416) 827-4210.

*Happy Sailing*  
*Id Crook, National Secretary*  
*SCIRA Canada*

### Letters

Dear Tom

Your recent editorial on sponsorship and professionalism was exactly the kind of thinking every Class should give to this subject which, like it or not, is with us.

I am very concerned about the impact it will have on the sport, and I know that no group of people at USYRU or IYRU, no matter how well intentioned, will have all the answers, or be assured of getting it right the first time.

The Classes themselves will have to come up with answers that work for them. Each Class may have a different answer. We, USYRU, don't advocate that a Class should be "pro", "amateur", or "open". All we are trying to do is give the Classes the guidelines to effectively control their own destinies.

We are trying to manage this transition. We need the thoughtful input of all our

Classes. And, we must all remember if it is not managed by USYRU, someone else will do it — perhaps not to any of our benefits.

Keep up the good work.

*William H. Lynn  
President, USYRU*

## Around The Snipe World

### Western Hemisphere

#### Dates Announced

The 1988 Western Hemisphere Championships will be held October 29 through November 5 in Bermuda. Contact Kevin Blee, P.O. Box H.M. 1327, Hamilton HM FX, Bermuda.

#### Welcome Aboard!

Spain has a new National Secretary, Mr. Fernando Velarde Flores. His address is: Apartado 493, 30080 Murcia, Spain.

Mr. Holger Hansen is the new National Secretary for Denmark. His address is: SCIRA Denmark, Skovly 48, DK-6000 Kilding, Denmark.

Japan has appointed an International Secretary: Mr. Masayasu Kanie, 2-17-3 Okaue-Cho, Chikusa-ku, Nagoya City, Japan 464. Their National Secretary is Mr. Akibumi Shinoda, 6-25 Takane-cho, Kamezaki Handa City, Japan 475.

### Buzz and Marge Lamb Have A New Mailing Address

As they prepare for a lot of sailing, Buzz and Marge have a new address: P.O. Box 881, Hixson, TN 37343 USA.

### Dates Set for 1988 U.S. Masters

The 1988 U.S. Masters Championship will be part of the Masters Worlds Championships. The top-finishing U.S. skipper at Oakville will be awarded the U.S. title.



## APRIL 1988

**THE COVER:** Although they were near the front of the fleet and moving fast, skipper Martin Bebb refused to believe crew Tom Schroder's repeated assurances that the board had been properly sanded and decided to see for himself.

**THE COUNT:** Thirty numbers were issued: Twenty to Italy, nine to the U.S., and one to England.

**NUMBERED SNIPES — 27126**  
**FLEETS — 801**

## SCIRA TALENT/RESOURCE SEARCH

We're preparing a resource guide of SCIRA members whose talents or business connections might be helpful to the Association.

If you're a writer, photographer or artist, we invite your contributions to the Bulletin. Photos should *always* be black & white. Try the new T-Max films from Kodak. Articles should be typed and double-spaced. Artists are invited to submit pen & ink drawings, or cartoons relating to Snipe sailing. Submitted material *will not be returned* unless return postage is enclosed.

Do you have business connections that would benefit the Class? We need photo and darkroom equipment, office supplies, printing services, and computer sources.

If you have expertise that you think might be helpful, let us know. We need computer experts, freight-forwarders and shipping contacts, just to name a few.

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# **MINNEFORD/REICHNER HIGH POINT**

---

Deke Sheller of Ocean City Fleet 799 sailed to 13 straight wins to capture the 1987 Minneford and Reichner trophies as the international High Point Champion, with a score of 1730 points.

David Rogers of Quassapaug was second with 1715 points for 18 races, and Doug Wefer finished third with 1711.8 points in 13 races.

Henry Davis, the 1985 and 1986 winner, did not compete as his fleet failed to report scores.

David Smith of Cowan Lake and Duane Smith of Portage Lakes took top participation honors with each sailing 43 races.

Cowan Lake Fleet 433 reported the most scores, with 27 boats competing.

289 boats competed in a total of 4,061 races, with the average number of races at 14. The average point score was 1425.46.

Bozo Hunn III of Atlanta won the Lowest I.Q. award, barely edging his fleet captain, John Muhlhausen! Try again next year, John, only sail without a hat on as this will allow the sun to bake your brain a little more!

25866	Deke Sheller	Ocean City	13	1730.0
24110	David Rogers	Quassapaug	18	1715.0
25737	Doug Wefer	Sea Cliff	13	1711.8
26747	Bob Rowland	Cowan Lake	26	1705.4
24440	John Corbett	Grand Rapids	23	1699.3
25708	Ron Sandstrom	Winchester	18	1698.1
24681	Lou Dixon	Island Bay	11	1695.0
25735	Rob Frechette	Portage Lakes	27	1693.0
24088	Jeff Musson	Grand Rapids	15	1692.6
24682	Jeff Evans	Island Bay	16	1691.6
24641	Kirk Donaldson	Barton	9	1690.0
25863	John Crookston	Gull Lake	9	1690.0
26335	Buzz Levinson	Indianapolis	18	1689.6
24633	Sean Sullivan	Quassapaug	20	1687.9
20936	John Briggs	Lincoln	19	1685.0
26289	Hookanson	Narragansett Bay	12	1681.3
19719	Phil Tanski	Chippewa	22	1676.5
23625	Dick Hand	Portage Lakes	33	1676.0
26742	John Korkosz	Galway	12	1667.7
24711	Joe Norton	Green Lake	15	1664.3
26614	John Alexander	Barton	17	1663.0
26612	Matt Heywood	Barton	14	1651.0
26100	Woody Norwood	Atlanta	23	1649.0
24685	Tom Hood	Lincoln	26	1649.0
23800	Jeff Lawrence	Gull Lake	13	1646.0
27020	Paul Dovey	Indianapolis	15	1643.2
25412	Art Rousmaniere	Winchester	21	1638.2
24011	Tom Koppang	Willamette	7	1636.4
25430	Friend	Narragansett Bay	22	1634.8
26808	Andrew Towles	Oklahoma City	5	1634.2
25515	Pete Fenner	Dallas	6	1634.0
16104	John Muhlhause	Atlanta	21	1632.2
20562	Bill Bees	Chippewa	22	1629.8
5252	Howard Wolff	Chippewa	30	1628.8
26580	Glen Rundell	Galway	13	1628.5
25793	Jim Chandler	Shawnee YC	7	1625.1
26463	Randy Fridlund	Indianapolis	30	1624.8
24087	Sam Mollet	Portage Lakes	37	1623.0
22422	Mike Otto	Gull Lake	12	1622.1
25729	Ian Prime	North Cove	6	1620.5
14291	Jame Robertson	Willamette	9	1620.2
26099	Adams	Narragansett Bay	16	1613.9
26911	Andy Zeratski	Green Lake	16	1612.6
26743	Michael Elser	Quassapaug	16	1612.0
23754	Hans Hager	Weatherby Lake	8	1611.4
26753	Steve Shepstone	Sea Cliff	16	1610.0
24689	Sandy Decey	Ocean City	13	1609.5
25452	Dan Conway	Grand Rapids	17	1604.2
25780	Frank Hiant	Indianapolis	15	1603.0
26637	Joe Pearson	Barton	8	1602.0
26465	Don Johnson	Indianapolis	21	1596.9
26091	Dana Schnipper	Sea Cliff	13	1593.1
24684	Richard Lynham	Chippewa	18	1592.9
25196	Gene Soliero	Dallas	14	1592.8
25710	Jim Bowers Jr.	Winchester	32	1592.2
25850	Delmar Tucking	Shawnee YC	7	1592.1
20841	Carter Weitz	Lincoln	16	1592.0
23758	Glen Garrison	Weatherby Lake	10	1591.2
19704	Dale Swann	Galway	11	1590.3
25226	John Waite	Barton	19	1588.0
25376	Ed Olson	Oklahoma City	5	1586.8
26995	Francis Seavy	Clearwater	5	1586.8
25838	Peter Wolcott	Quassapaug	20	1585.0
25411	Sandra Czibik	North Cove	8	1582.5
26914	Steve Sherman	Privateer	6	1582.0
26092	Bryan Dougherty	Sea Cliff	13	1581.0
24690	Mary Jane Bumby	Green Lake	15	1580.6
26303	Scott Rowland	Cowan Lake	24	1578.9
19618	Rich Grant	Grand Rapids	12	1578.7
26173	Phil Korkosz	Galway	9	1578.3
25652	Bob Ewoldt	Lincoln	11	1578.0
21798	Dwight Patten	Gull Lake	9	1577.0
26110	Rick Wood	Portage Lakes	11	1577.0
25193	Gary Woodworth	Indianapolis	14	1575.3
24040	Ryan Miller	Dallas	16	1571.5
25125	Rob Fowler	Privateer	7	1570.8
24108	Jim Cunningham	North Cove	9	1569.3
26454	Roger Ream	Portage Lakes	22	1569.0
25060	Rich Ashman	Dallas	10	1568.5
24605	Tarasa Davis	Atlanta	6	1568.5
24701	Tim Dixon	Island Bay	15	1563.3
26613	Clay Sanborn	Island Bay	13	1563.3
26174	Dave Lence	Winchester	26	1562.2
25872	Paul Gillis	Atlanta	14	1561.8
21598	Bob Buchanan	Barton	15	1561.0
23624	Brian Mollet	Portage Lakes	21	1560.0
24630	Mike Zalzal	Cowan Lake	31	1556.5
23755	John Miller Jr.	Weatherby Lake	8	1556.2
23292	Todd Merrill	Island Bay	6	1556.0
25413	Allen Boucher	North Cove	11	1555.6
21704	Fred Beutler	Barton	15	1550.0
26285	Steve Kline	Ocean City	13	1549.3
20354	David Patterson	Willamette	11	1548.6
21917	Sundvik	Narragansett Bay	17	1548.6
24321	Jim Russell	Lincoln	14	1548.0
24242	Jack Wagener	Lincoln	14	1548.0
22267	Pat Hicks	Chippewa	15	1540.9
21792	John Brown	Portage Lakes	36	1540.0
25089	Roy Whitehead	Dallas	10	1539.9
24099	Larry Briggs	Lincoln	23	1536.0
26131	Mike Bowers	Winchester	22	1535.6
24442	Buzz Lamb	Privateer	6	1531.0
24500	Jim Richter	Indianapolis	5	1530.0

20988	Antonya Pickard	Indianapolis	16	1528.0
24270	Cliff Browning	Indianapolis	9	1527.6
21791	Jim Cummings	Chippewa	25	1527.5
23275	Glean Roth	Shawnee YC	5	1525.6
26291	John Brannan	Indianapolis	13	1524.8
17510	Jesse Aronstein	Galway	8	1524.7
27004	Jim Menzies	Cowan Lake	36	1524.0
26464	Lew Lapps	Indianapolis	21	1520.0
26471	John Maultsby	Lake Quivira	6	1519.0
20587	Byron Hill	Green Lake	18	1517.8
24092	Jim Slomski	Dallas	12	1515.2
20995	Don Schaeffer	Green Lake	14	1512.1
25414	French	Narragansett Bay	14	1510.6
22811	M. Schoenberger	Cowan Lake	22	1509.6
24747	Dan Williams	Privateer	8	1507.5
24994	Frank Pontious	Atlanta	18	1507.3

## Snipe 25866 DEKE SHELLER Ocean City Fleet 799 13 Races, 1730.0 Pts.

24369	Garland	Narragansett Bay	7	1503.6
23749	Dave Dawson	Ocean City	11	1503.3
25514	Jack McGrael	Dallas	16	1500.1
24998	John Lally	Medford	31	1500.0
20932	Paul Zent	Indianapolis	14	1499.8
24676	Jess Coburn	Atlanta	19	1497.0
22357	Dave Greenwood	Galway	9	1494.6
25714	Dick May	Quassapaug	22	1492.0
23391	Charles Hagedorn	Winchester	8	1491.8
26975	Bill Felder	Dallas	11	1490.1
13871	Leroy Kramer	Grand Rapids	8	1487.0
22351	Carey Culbertson	Barton	18	1485.0
19795	Richard Edwards	Clearwater	5	1480.2
26397	Robert Foster	Clearwater	5	1480.2
17215	Michael Keagle	Gull Lake	5	1479.4
24222	Jack Vermilioa	Shawnee YC	6	1479.3
26894	Levinson	Medford	16	1477.9
21047	Geof. Chatterton	Green Lake	19	1476.8
24688	Jim Conlin	Portage Lakes	30	1475.0
21104	Bill Durbin	Portage Lakes	40	1474.0
25797	Lou Aquavia	Quassapaug	23	1472.0
9448	Luke Czarny	Quassapaug	12	1468.0
11045	Joe Bartels	Lake Quivira	6	1468.0
25409	Steve Sprole	Winchester	22	1467.3
18301	Bob Nelson	Grand Rapids	18	1465.2
25369	Richard Teske	Barton	5	1465.0
25416	Burns	Narragansett Bay	15	1464.2
26665	Henry Towles	Oklahoma City	5	1464.0
18320	Henry Young	Portage Lakes	15	1463.0
26164	David Smith	Cowan Lake	43	1462.4
22474	Dennis Mizerak	Chippewa	19	1461.9
26999	Ralph Swanson	Winchester	8	1460.1
22824	Stephen Werns	Barton	18	1460.0
26487	Ben Howe	Sea Cliff	16	1456.0
24142	Mike Hackbarth	Atlanta	15	1453.8
23291	Mark Brown	Willamette	8	1451.3
18643	Dave Lawson	Sea Cliff	5	1450.6
15184	Jon Fox	Gull Lake	5	1450.2
25003	Sue Tabor	Winchester	26	1448.3
26305	Paul Wood	Quassapaug	6	1443.0
19942	Jack Botteron	Lake Quivira	5	1442.0
16288	Peggy Murphy	Grand Rapids	11	1440.6
25900	Jeff Mullett	Portage Lakes	26	1440.0
23662	Art Silcox	Dallas	10	1437.7
24269	Rex Phillips	Indianapolis	31	1437.0
24972	Jack Williams	Sea Cliff	14	1432.5
20314	Jerry Hale	Green Lake	15	1429.6
25167	Helme	Narragansett Bay	8	1425.3
25197	Charles Stone	North Cove	5	1420.2
1739	Paul Maier	Willamette	9	1419.8
18010	Roger Turner	Gull Lake	5	1419.4
21111	Ken Mihill Jr.	Island Bay	5	1419.4
18648	Loren Hillman	Willamette	9	1418.7
25727	Bill Worster	Cowan Lake	37	1418.1
24696	Jon Lohmeier	Lake Quivira	5	1418.0
23661	Nick Schmutte	Indianapolis	8	1416.0
24264	Means Davis Jr.	Atlanta	5	1413.6
25071	Don Hackbarth	Atlanta	25	1412.5
24044	Ed Huntley	Clearwater	5	1405.6
23664	Rick Parolski	Ocean City	12	1404.3
20643	Fisher/Leboeuf	Galway	9	1404.0
16948	Harold Horn	Lincoln	11	1403.0
21458	Don Canfield	Chippewa	13	1393.8
20991	Fred Borsa	Indianapolis	23	1391.1

9106	Irv Margulies	Quassapaug	5	1391.0
20934	Tom Duckworth	Dallas	10	1376.3
25952	P. Schmit	Narragansett Bay	19	1376.2
25375	Fried Elliot	Dallas	14	1375.2
15085	Lou Denton	Galway	13	1372.5
20303	Jerry Wachter	Grand Rapids	15	1369.5
22696	Mc Carthy	Narragansett Bay	17	1369.0
25232	Tom Gougeon	Cowan Lake	25	1368.2
21633	Scott Donovan	Winchester	15	1366.1
21828	Wayne Preston	Lake Quivira	5	1365.0
25372	Michael More	Cowan Lake	20	1364.3
26913	Tom Lewis	Island Bay	12	1363.4
21021	Patricia Fowler	Privateer	5	1363.0
13178	Marilyn Mantei	Barton	11	1361.0
24999	Martin Fraser	Medford	24	1355.9
23822	Kerry Kerber	Lincoln	17	1354.0
26026	Tony Rugens	Quassapaug	15	1353.0
21555	Harper	Narragansett Bay	16	1352.0
19925	Gene Brown	Weatherby Lake	8	1349.6
25733	Peter Keene	Winchester	19	1349.2
19707	Joe Palazzi	Quassapaug	12	1348.0
25869	Eliot Schechter	Oklahoma City	5	1346.4
21636	Tom Lanka	Galway	9	1342.0
24800	Duane Smith	Portage Lakes	43	1331.0
22395	Eugene Sartori	Winchester	32	1327.8
23455	Peter Japikse	Cowan Lake	29	1325.8
24104	Richard Evnen	Lincoln	13	1323.0
21461	Curt Marcott	Cowan Lake	27	1322.3
24007	Jack Gannon	Winchester	10	1317.6
20030	Warren French	Quassapaug	12	1308.0
26745	Ken Haney	Atlanta	18	1307.2
26467	Ira Cohen	Sea Cliff	5	1303.8
22440	Glen Lorch	Grand Rapids	7	1296.1
21465	Max Jacob	Cowan Lake	16	1295.8
16070	W. Wright	Galway	8	1288.5
23583	Kemp Randolph	Sea Cliff	9	1285.2
26202	Robert Pease	Quassapaug	24	1284.0
23187	Fred Kinkel	Cowan Lake	8	1283.4
25410	Carl Ritters	Cowan Lake	13	1283.2
21312	Ken Kinas	Green Lake	15	1280.3
21913	John Layman	Lincoln	6	1274.0
23401	Dick Williamson	Winchester	6	1272.0
20930	Bob Rogers	Indianapolis	9	1269.7
20800	Fred Dorr	Atlanta	11	1264.7
19544	Andrew Ozaki	Lincoln	19	1263.0
22287	Ken Parke	Portage Lakes	21	1260.0
23290	Jerry Short	Dallas	12	1258.8
21799	John Hayashi	Green Lake	13	1256.5
13445	Jim Moroney	Galway	11	1254.9
25198	Charlie Price	Winchester	18	1250.6
25736	Kurt Spaulding	Medford	20	1249.1
18636	John Buckley	Lincoln	6	1245.0
25114	Larry Lasek	Indianapolis	8	1241.0
25765	Ed Porter	Dallas	6	1241.0
23273	Titu Doctor	Atlanta	17	1231.2
26116	David Forquer	Atlanta	5	1231.0
24699	John Ruff	Atlanta	9	1225.2
25131	Jim Bowers Sr.	Winchester	5	1224.2
24001	Mike O'Toole	Cowan Lake	20	1221.3
24272	Bill Flack	Cowan Lake	22	1221.0
22290	Mike Mills	Winchester	11	1214.8
23178	Tom Stuber	Cowan Lake	10	1214.5
25738	Joe Draughan	Indianapolis	8	1206.0
18638	Chuck Wahl	Lincoln	6	1186.0
21604	R. Lyn Wilson	Lincoln	6	1184.0
20993	David Wright	Green Lake	9	1181.0
20886	Scott Brier	Quassapaug	10	1167.0
19060	Doug Brown	Quassapaug	13	1167.0
14608	Larry Albers	Lincoln	6	1163.0
20630	John Bengtson	Lincoln	7	1154.0
16960	Pigaty/Sorcinelli	Quassapaug	16	1152.0
16132	Ove Rasmussen	Dallas	9	1152.0
22810	Dan Bogenrief	Green Lake	11	1141.7
25429	Gary Emery	Dallas	5	1133.2
25709	Pam Boerner	Winchester	16	1123.9
15170	Rick Donovan	Winchester	24	1122.2
13868	Tom Raphael	Winchester	15	1103.3
19710	Jim Clifford	Quassapaug	15	1097.0
15301	John Keene	Lincoln	7	1090.0
21632	Greg Pease	Quassapaug	17	1088.0
20536	Dale Katzfey	Cowan Lake	13	1085.8
18838	Bruce McMullen	Lincoln	5	1083.0
25999	Jim Fraser	Medford	21	1082.7
24637	Chauncey Clark	Atlanta	8	1074.8
21106	Bob Whitman	Cowan Lake	23	1055.7
20001	Tom Wieringa	Cowan Lake	7	1048.7
12578	Kea Krueger	Green Lake	6	1048.3
22999	Chuck Koeniger	Medford	16	1044.0
18310	Adam Hayashi	Green Lake	8	1040.6
18034	Bob Hallisey	Winchester	13	1039.5
23038	Ben Blaney	Cowan Lake	18	1034.5
24096	Bob Langfels	Cowan Lake	9	1032.1
19444	Robert Guenzel	Lincoln	5	1026.0
25728	Jamie Foreman	Cowan Lake	13	1014.6
21777	Guy Crossley	Cowan Lake	29	1014.6
24271	Joanne Hokes	Cowan Lake	17	980.8
20828	Dennis Merritt	Medford	12	973.6
25845	Bill Hewell	Dallas	5	966.2
22721	G. Guckenberger	Cowan Lake	5	956.8
16216	Hanlan Heald	Lincoln	5	946.0
21626	Curt Koch	Cowan Lake	7	933.6
24799	Bob Leahy	Medford	6	900.5
168	Bozo Hunn III	Atlanta	16	474.8



by Pete Fenner

Well over half the competitors at the 1987 Snipe Worlds in La Rochelle, France, sported pole launchers. While the types and schemes varied in detail, all had the same basic idea in common.

Everyone I saw, except Birger Jansen of Norway, used the "lazy launch line" jib attachment. For me this is the idea which makes carrying the pole on the boom worthwhile.

A line is tied to the jib clew (where the sheets attach) and runs up *into* the front end of the pole. This same line runs all the way through the pole, exits out of the rear end, and then runs forward, along the boom, to a pulley on the mast, near the gooseneck.

To launch the pole, you pull this line. The jib clew is then pulled to the end of the pole and then the pole is "pulled out" until the aft end is near the mast. The pole is up, like magic! No more hassels with the crew trying to snap the pole end on the clew!

Taking the pole down is even easier. Just uncleat the line and let go. The shock cord holding the back of the pole pulls it back to the boom. Be careful that the pole doesn't get tangled in the vang or hit you. Pulling the main in a little before retract-

ing will help.

To jibe you let the pole retract about two-thirds before swinging the boom over. The pole will automatically switch sides. Then you pull on the line and the pole goes back out.

This magic is all accomplished by the shock cord that holds the pole onto the boom. Designs vary a bit, but the basic idea is a 5/16" shock cord attached to the aft end of the pole. This cord passes through a pulley on the aft end of the boom. It holds the pole to the boom and is tensioned when the pole moves forward during launching. When you release the launch line, the shock cord tension automatically retracts the pole. The shock cord must be at least the length of the boom, if not longer.

Torbin Graef, 1987 World Champion, gets two boom lengths by mounting a pulley inside the boom near the mast. The shock cord, tied to the aft end of the pole, passes through the boom, forward to the pulley and then back to the aft end of the boom, where it is tied off.

Some systems at the Worlds used only one boom length of cord, while one had five, along with the necessary multiple pulleys! Two or three lengths seems adequate to me.

When retracted, the pole is held in place by a guide ring mounted on the forward end of the boom, near the gooseneck, and a length of lighter (1/4") shock cord. This ring serves as a guide when the pole is launched or retracted. On the simplest rigs, the single 5/16" shock cord holds both the aft end of the pole and the guide ring. Torbin's two-part system uses a separate shock cord for the guide ring. His ring is a short (about 2") plastic tube. His guide ring shock cord is about 1/8" and runs through the sail's tack grommet aft to the outhaul shackle. This method seems to work quite well.

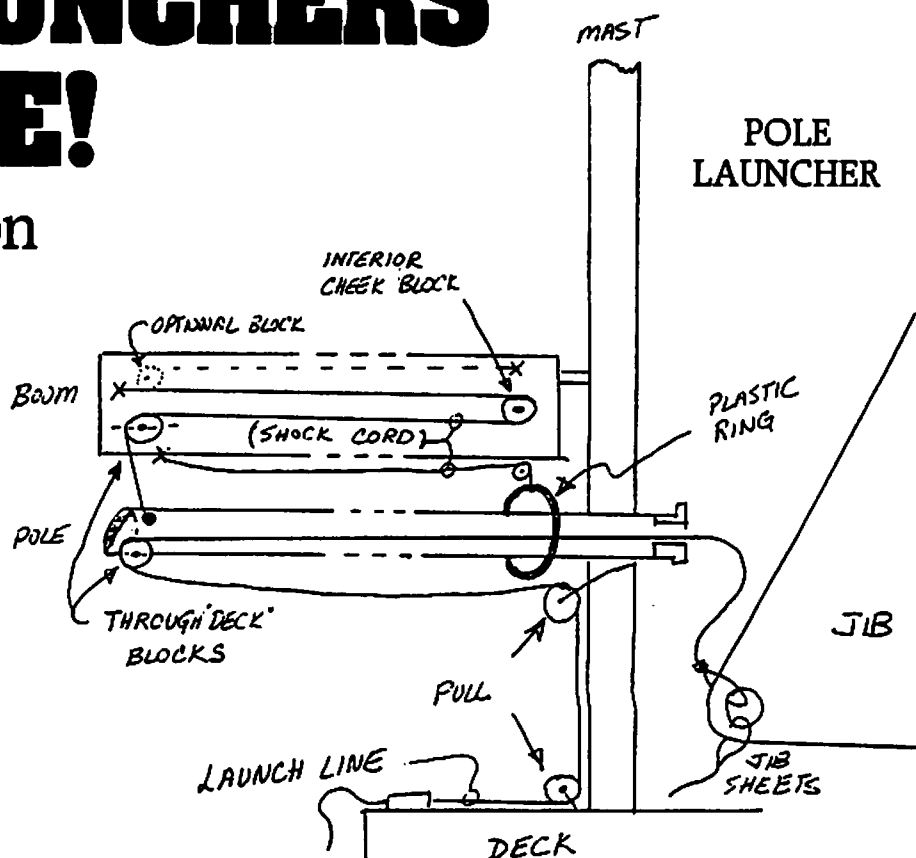
Pole sizes ranged between Torbin's 7/8" OD tube of 102" (259cm) in length up to 1 1/4" OD poles of 106" (270cm) length. All poles were aluminum.

The new SCIRA rule, adopted at La Rochelle, limits pole length to 104" (264cm). I asked Torbin if 7/8" OD wasn't a little light. He smiled and said, "sometimes." I believe 1" or 1 1/4" OD tubing is less likely to bend in the heavy going. It should be noted that the heavier poles have a tendency to pull the leach of the main tighter in light air.

All poles had a plastic grommet in the forward (jib) end to keep the launch line from chafing on the edge of the tube. The

# POLE LAUNCHERS ARE HERE!

Carrying the pole on the boom is easy. Here's how...





aft end of the pole has either a grommet or a small pulley to reduce the launch line friction. Torbin's pole had the aluminum end cut and flaired so the pulley sheave mounted directly to the tubing with a small bolt. It was a slick design!

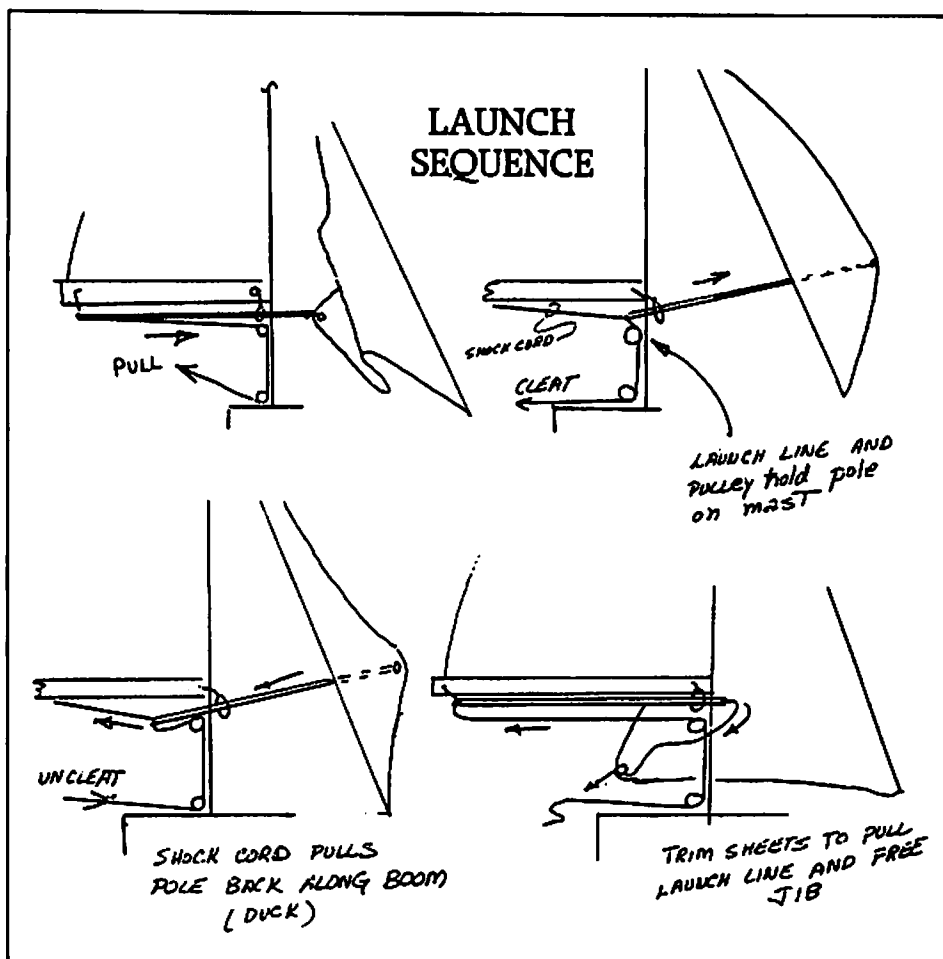
To summarize: A 102" to 104" aluminum tube is held on the boom by a shock cord at the back and a plastic guide ring at the front.

The launch line goes from a cleat and pulley on the deck up to a pulley at the gooseneck. From there the line goes back along the boom, outside the pole, to the aft end of the pole. There the line enters the pole, runs the length of the pole (inside the pole), exits through the front of the pole and ties to the jib clew.

The shock cord holding the pole runs two or three times the boom's length over ball-bearing pulleys, usually mounted inside the boom.

I have built one myself. My wife loves it and that alone makes it worth the effort!

By the way, at the Worlds boats with this system with the pole permanently attached were given a three pound (1.3 KG) penalty when weighed. That means the boat had to weigh in at 384 pounds or more. This compensates for the fact that the 381 pound weight does not normally include the whisker pole.



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# Europe's Avril Skämt has word on the **SNIPE XP**

---

*Editor's Note: We are printing this letter without any corrections, deletions or additions. We are unable to confirm its veracity, but we are checking our contacts in Europe.*

Dear SCIRA,

I writing to tell you about a man that I meet in Monaco and his boat that I see with my own eye.

I am sometime Snipe crew in Europe, and when I am motoring from Trompiere, France, to my home in Gelachter, Switzerland, and I stop overnight outside Monaco. In the morning I am eating at a roadside cafe, and I meet young man in Ferrari Testarossa, and since we like each other, I am staying for lunch with him.

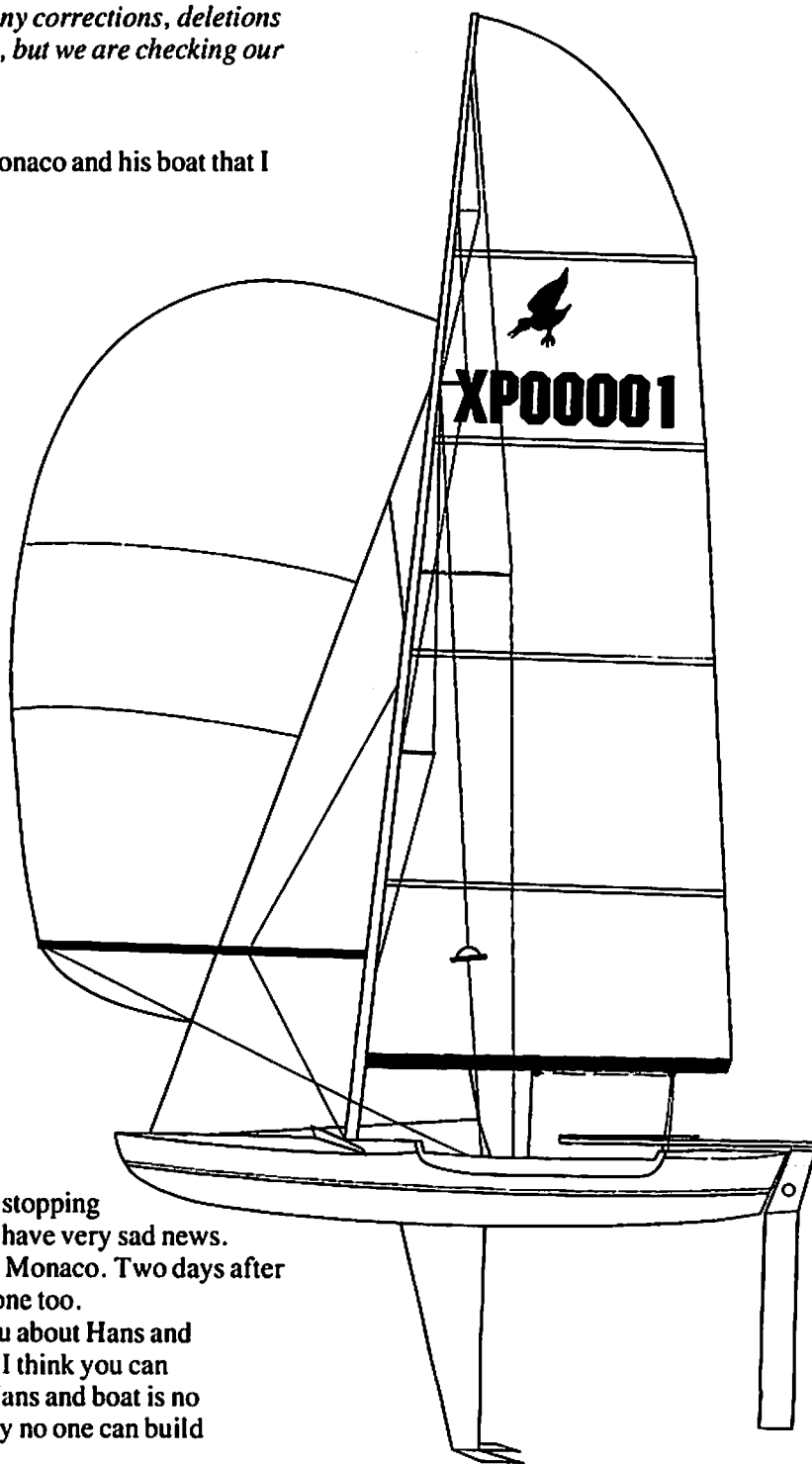
He's name Hans Betrug, son of very rich man, and he to is very very rich. We talk of many things and I tell him of my sailing, and he all excited that he is designing and building a boat and would I like to see?

We go to his factoria and he show me boat, and I say "this look like a Snipe, like I have sailed but is so different." He tell me that he graduate of Bedrager Design Academie, but has been work on Formula One Autos, but decided to redesign Snipe as hobby, and I don't believe my mind.

This is very strange boat, with all black for carbon-fibre, and he says is very light from that and Kevlar and as he says many other things. Then he gives me drawing and says not to tell, but when I pass through on way back to Trompiere, we will sail together, as it will be the first time for boat in the water.

When I return after two week in Gelachter, I am stopping to see Hans and go sailing, and I call his house and have very sad news. Hans killed in auto crash of Testarossa in tunnel in Monaco. Two days after funeral his Factoria burn to ground and Snipe is gone too.

I am sending drawing, as is all I have to show you about Hans and he's boat and I dont no what is all detail of boat but I think you can understand when you see. I am very very sad for Hans and boat is no longer, but I tell you that it was so fine and probably no one can build again, not even Japanese.



*Miss Avril Skämt*



# regatta circuits

## PEDRO LORSON WINS NEW JERSEY OPEN

Lake Mohawk, NJ — The Lake Mohawk YC, Fleet 10, played host to the New Jersey Open at the annual Call-of-Fall, Oct. 10-11. Fifteen entries competed for the title and New Jersey sailors competed for the New Jersey State Championship.

Pedro Lorson, winning just one of five races, edged Dave Lence who logged two wins. Sarah Levinson, in second place after the third race, finished third overall, just 5.25 points off the pace. Max Skelley placed fourth, only a quarter point behind Sarah. John Marx, the lone LMYC skipper to win a trophy, was fifth.

Marx, not incidentally, won the N.J. State Championship by slipping by Lee Griffith with a quarter point. Jeff Urbanski was third and Rich Pierpont was fourth.

Lake Mohawk is the only body of water in District I that can boast: 1) if you turtle in the deepest part you will find mud at the tip of the spar and, 2) if a weekend falls during the middle of the week you'll always have wind.

Saturday dawned as predicted — windless, showers and chilly. However, by harbor gun a light wind appeared from the NW and stormed by the start of the second race causing two general recalls as sailors adjusted to the wind.

The fourth and fifth races on Sunday were fought in strong to moderate NE winds, lots of rain, fog, shifts (which resulted in a course change). Dave Lence edged Max, Pedro, Jeff Urbanski, and Sarah in that order.

The fifth race was the decision

maker as no skipper had a commanding lead. Max tuned his boat well to win followed by Pedro, Dave, and Sarah. Six points separated first through fourth places after five races.

It was a super weekend. LMYC looks forward to a repeat next year — with more boats. But remember we can't promise wind. We just lucked out this year. If you like rain, we can accommodate. (Results, page 18)

Rich Pierpont

## CLOSE RACING MARKS BATTLE OF ATLANTA

Atlanta, GA — A quick glance at the results will highlight conditions at the Battle of Atlanta, Sept. 26-27, hosted by the Lake Lanier Fleet as each skipper in the 40-boat fleet — with the exception of Dave Pritchard and Shawn Burke — had a 10th of worse finish.

After a short postponement on Saturday afternoon, the first race was started in light and shifty breezes. The boats that went immediately to the right picked up a new breeze and had a comfortable lead at the weather mark, with Burke and Pritchard well ahead of the second pack. On the second beat Pete Duvoisin went hard right and again it paid off as he passed several boats to take fourth behind Matt and Holly Gregory, with Burke and Pritchard finishing 1-2.

After an unusually long wait for tail-enders, a second race was started but abandoned after the fleet died on the first reach.

Once the boats were put away the party started. A super steak dinner,

prepared under the expert guidance of Tommy Smith gave us enough energy to bop, boogie, and gyrate into the early a.m. The real fun started when the Burke boys took over the Disco DJ's microphone in a sing-along that would have made Mitch Miller rip out his goatee and stuff it in his ears!

Although the winds were stronger on Sunday morning, they were shifty and confused. This put a real premium on finding the shifts and no position was safe.

Tommy Smith, with crew Jeff Beck, played it right and took the victory. Shawn Burke was second, the consistent Pritchard was third, and Paul Gillis, with son Alec as crew, took a strong fourth.

Going into the final race, Shawn Burke was leading overall with 2 3/4 points followed by Pritchard with five. Shawn was sailing smart but lost boats on the last leg and dropped to fourth. Pritchard had led from the start, and won going away, with enough boats between him and Shawn to give him the overall victory.

## CHAPIN'S NO TURKEY AT TURKEY REGATTA

Long Beach, CA. — The famous Turkey Day Regatta was held over the November 21-22 weekend at Alamitos Bay Yacht Club. Twenty sailors came to the event to compete for the traditional turkey (what else?) trophies. This is an event where even the crews are catered to, receiving cornish game hens for their hard work.

After the smoke and feathers cleared from the race track, it was Pan

American gold medalist Dave Chapin and (new) crew Kathy Steele that walked away with the prize bird. However, this was not one of Chapin's runaway wins. There was much drama throughout the event.

Saturday was a tough one for the race committee, as the wind never quite aimed itself in the direction of the race course. Or was it the other way around? Anyway, Race One was a simple triangle course. The first beat lent itself mostly to the port tack, with the first reach being tight and the second being broad. The wind was fairly light for much of this race.

The most excitement was on the last beat to the finish. Steve Bloemeke and Jenny Dyer had a nice lead going into the leeward mark. It seemed like the wind was getting ready to swing right and in fact did swing to the right by about 25 degrees after the first boats rounded. However, it then got light and went to the left by about 60 degrees, bringing the gravy train for many who hung it out there. Bloemeke salvaged a second while Keith Dodson and crew Claudia O'Brien thanked the wind gods and the left corner for the bullet.

During the lengthy delay between races, the wind finally did decide to do its big swing to the right. Unfortunately, the RC did not adjust the course accordingly. For those who were fast on starboard tack, there was the smell of victory in the air.

5-4-3-2-1-BANG! It was a straight shot off the start line to the weather mark, with Chapin starting at mid-line, just nipping starboard end starters Jack

(Continued on page 12)



New Jersey Open winners, standing L to R: Bill Alberiti & Dave Lence, 2nd; Max Skelley & Lianne Randall, 4th; Sarah Levinson, 3rd; Cathy Duffy & Pedro Lorson, 1st; kneeling: John Marx, 5th; Harry Levinson. Absent: JoAnne Marx.



# regatta circuits

(Continued from page 11)

Franco and crew Rene Vesterby. The placings changed very little through the back stretch and the straight away, with Chapin winning and Craig Leweck and crew Tony Arilliano second (Franco went from second to PMS).

Apparently, the RC liked watching horse races so the third race on Saturday was much like the second except worse. This time, despite a slightly favored starboard end start line, Dodson and Leweck chose the leeward end to start at and then turned LEFT. Yes folks, left. It was a slight reach to the weather mark. However, it was only these two racers who saw the weather mark. The rest of the fleet were sailing close hauled, expecting to eventually see the mark as they sailed the weather leg. In their defense, there was a flag (sailing instructions defined weather mark as either shape or flag; for the two prior races the mark had been an inflatable shape) in the vicinity of where one would expect to see the weather mark. Everyone did eventually turn left though, following Dodson and Leweck around the course to the finish.

Back at the yacht club a protest was filed, and the next morning the contestants found out that the race was disallowed due to the second (flag) mark that qualified under the sailing instructions as a weather mark. It was good that nobody knew about this protest Saturday night, as those who did well in the race might have been out of control at the party at Dodson's "Tree House." As it was, things were pretty out of hand.

The wind and the RC were better aligned for Sunday's races, allowing competitors to tack and gybe at will. Bloemeke was the winner of the first race, with the venerable Jeff Lenhart and crew, Jacob Ullman, in second. This was a fairly light air race with the

traditional right side favoring those who were smart enough to venture in that direction. Dodson dropped out of the lead due to this race, where his favorite left side let him down.

Lenhart had been consistent so far, having 9 points going into the last race. Chapin had 9.75 pts. and Bloemeke in third with 10.75 pts. The gods saved the best wind for the last race, when a 9-11 knot northwesterly "cranked in." Dodson made a valiant effort to save his weekend with a last race bullet. Class Commodore Jerry Thompson saw a second in this race, but his overall finish was still down there due to his menacing antics in a friend's Catalina 30 on Saturday. Chapin's third gave him the overall win while Lenhart's seventh dropped him to second. Dodson moved into the third slot with his win, while Bloemeke slipped to fourth due to his 15th in the last race.

There were a few new sailors competing in this regatta. Collegian Mark "Biscuit" Barnard borrowed UCI coach Craig Wilson's boat to get a fifth. Mark comes from a Sabot and Lido 14 background, and recently had competed in the USYRU Team Race Championship. In sixth was Jim Allman, who had just moved from the northeast. Originally from Miami (his hailing club is still the Coconut Grove SC), he just bought his Snipe after seeing little Lightning activity (the boat he has recently been active in). Floridians Tom and Dana Lihan were visiting family, so they borrowed new District VI Charles Wohl's boat to race in the event.

Craig Leweck

## SOONER (OR LATER) DRAWS 19 SNIPES

Oklahoma City, OK — August 29,

1987, dawned clear and cool, more reminiscent of fall than an Oklahoma summer day. The sky had occasional puffy clouds and the lake was smooth as 19 Snipes headed out from the Oklahoma City Boat Club, home of Snipe Fleet 14, for the 4th Annual Sooner (Or Later) Regatta.

Not only was the day unlike a typical summer day, the wind, unlike our usual strong southerly, was light and variable with shifts of 45 to 90 degrees. The first race was stopped in the countdown when the wind shifted 45 degrees. The second attempt was good and boats moved in the 0-10 knot breeze shifting from east to south to west and back at random.

Local sailor (and now Fleet 14 Captain) Andy Towles with daughter Suzi crewing led until the last leg when he sailed into a hole and was passed by Gene Soltero, followed by Pete Fenner, Greg Gust, and Jim Bookout.

For the second race the wind settled in the south at 5-8 knots with shifts of only 30 degrees. Pete Fenner with wife, Susan, as crew led from the start and was followed by Greg and Honey Gust (again) and Towles.

That evening everyone enjoyed a charcoal chicken dinner at the Oklahoma City BC.

Sunday's winds were light and shifty as sailors drifted to the starting line. After several tries a line was set (thanks to Steve Taylor's skill and years of experience) and the fleet drifted off. But the wind soon vanished. Fenner managed to drift his boat to within 50 yards of the finish line as time ran out and the race was abandoned.

With a 2-1 card, Fenner took first place even without getting credit for his continued mastery of the light and shifty winds on Sunday.

After lunch, the trophies (fused glass

sails on wooden bases made by Pat Melley, Chris Carter, and Andy Towles) were awarded and the fourth running of the Sooner (or Later) Regatta was history. See you next year!

## WINTER WINDS RAKE ST. PETE REGATTA

St. Petersburg, FL — Honestly! It was only supposed to be a joke — Dead of Winter in St. Petersburg is not exactly a hardship! But the joke was on us as fledgling Fleet 801 (barely a year old) hosted our first sanctioned regatta on January 9-10 with temps 20° below normal the first day.

We are still attempting to blame the nasty weather on the contingency from Ohio (Bill Buckles, Alex Pline) and Massachusetts (Ray Schmit), not to mention the seven snow-bound Georgia crews. The weather wasn't great but it was by far the best in the nation that weekend.

Heavy showfalls and record low temperatures drove northern Snipers south for our regatta but unfortunately trapped at home others who had planned to come. We applaud their terrific efforts driving through ice and snow to get here.

The South Carolina sailors were snowed in with no hope of escape. But our "up North" guests brought the norther with them! How else can you explain the sunny, 70° weather we had the day before the regatta — and again by noon the day following the racing?

Saturday brought dense fog and dropping temps as 28 boats registered. Several boats sailed near the breakwater waiting for the postponement to end. Finally the fog began to lift and the fleet charged out of the yacht basin toward the course. As we did, the true

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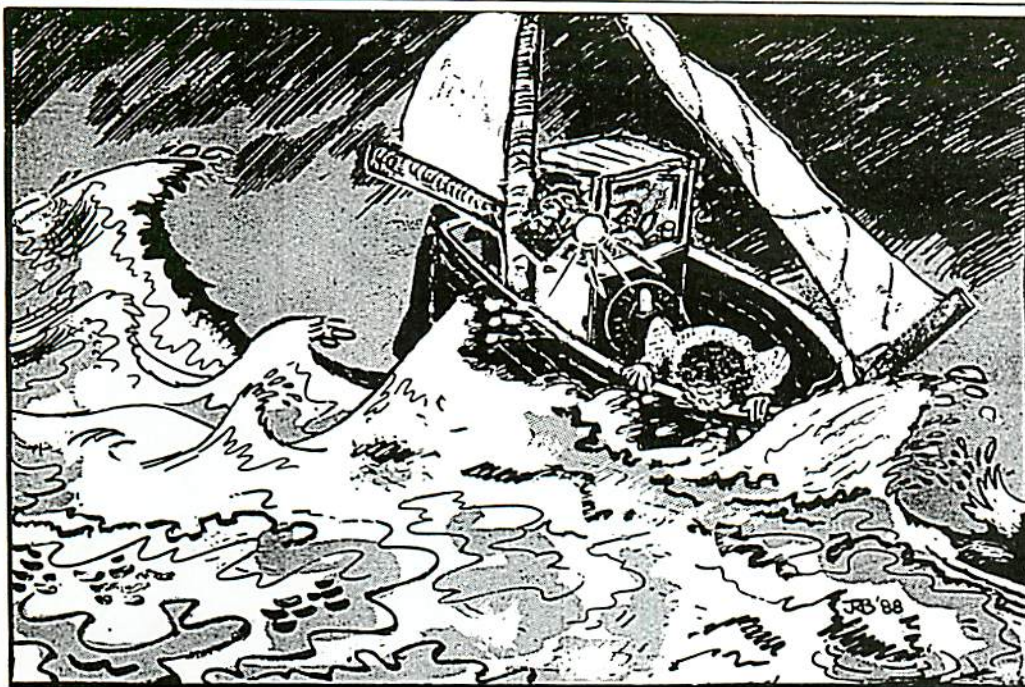
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"Buzz ... received message from U.K. Happy retirement and have a good sailing holiday ... ain't that sweet of them limeys!"

reason behind the rapidly clearing fog became apparent: 25 to 35 knots of north wind with a 20° drop in temperature and driving rain.

The RC boat noted 20% of the fleet capsized as they approached on a screaming reach. The chop built rapidly. Just as the RC radioed the support boats to help notify the fleet of the decision to abandon, Allison Jolly and crew Lynn Jewell lost their rudder and broadsided the RC boat.

Capsized sailors were assisted but the water (62°) and air (46°) temps were severe, making hypothermia a real problem. Two crews were rushed to warm showers and dry clothes. Two boats were damaged — Frank Pontious lost his "gold web" mast but his hull is repairable. No one was hurt. As the wild weather continued, enthusiasm shifted to warm showers and the evening party.

We took consolation that we made the proper decision to abandon. The local PHRF fleet had raced in 35 knot conditions and had two 30' boats dismantled and only six finished out of a large fleet.

Johnson Sails donated a set of sails as door prizes for the Saturday dinner party. Don Hackbarth did his best to influence the drawing, yet Ted Huntley of Clearwater won the radial cut jib and Buzzy Heausler of Tampa won the main. Buzzy, Gail and their four-month old Shannon beat feet for home saying they'd never won anything and wanted to leave before their luck changed.

A dark, cold haze covered the bay on Sunday morning but we were determined to race. Winds were out of the north at 15-18 knots and the air temp was 51°. This is the Suncoast? Most of us were fitted out for skiing in the Alps. But the racing was great!

Ethan Bixby sailed a consistent three races to win the Jimmy Brown Memorial Trophy. Heausler sailed a fast third race, leading around all the marks, but was DSQ'd for being over early. Jolly finished second with a

3-1-3 card and local sailor John Jennings and crew Sue Reischman finished third with 1-3-4.

We are ordering better weather next year for our second Dead of Winter! Make plans to come on down. We give a good party — and we race pretty good for being the new kid on the block. (Results, page 14)

## WITCHES FLY AT MYSTIC LAKE

Winchester, MA — Fifteen imaginatively costumed competitors gathered in Winchester, MA, to dare the Halloween powers of the Mystic Lake and drive a nail through the 1987 sailing season.

Flying witches had to fasten their seat belts on Saturday as the lake (fill in suitable "Jaws" sound effects) delt out 10-20 knot winds under clear skies. The lake, however, was able to sink its teeth into the neck of only one boat, as the Tabor sisters took their first-ever dive as a team in the first race.

The sailing and the party brought out the diversity (and questionable taste) of all of the competitors. Well known personalities, clowns, racing marks, boats, and other unknowns, including a visit from someone disguised as Henry Filter, made for an unusual happening.

With the absence of the human sacrifice as called for in the racing instructions (any unclothed competitors were to be thrown over the dam to assure favorable winds) the apparently angry lake transformed into vintage August conditions; i.e., 90 degree shifty 0-5 knot winds. But it was warm and pleasant and after two more races everybody packed up their boats for the '87 season with favorable thoughts and with visions of more Sniping in only five months. (Results, page 18)

Art and Jennifer Rousmaniere  
Winchester Fleet 77

## LEWECK ACES LAS VEGAS REGATTA

San Diego, CA — Craig Leweck with crews Robin Garrison (Saturday) and Damian Craig (Sunday) took the regatta lead early Sunday to go on to win the Las Vegas Regatta, Feb. 6-7.

Held by the Mission Bay fleet at Mission Bay YC, the weekend was highlighted by the annual Las Vegas Nite Saturday at the yacht club. Com-

plete with craps, black jack, roulette and horse racing, it was certainly a major extravaganza.

Race Committee Chairman Sean Biehl prefaced the regatta with a spiritual skipper's meeting. The tone was for a low key, casual regatta with as many races as possible and no protests. He emphasized the need for happiness on the water and to save the extra effort for the gambling floor. Since the history of this event is full of torrid tales covering nautiness in the rules department and other conservative stations, sailors welcomed Biehl's declaration.

There were a number of guests and new members attending. The most prominent was Jan Persson from Denmark, who was in town for business. After finding out about the regatta on Friday, he called some friends to find out if he could join in. Earl Elms found a rarely used boat (under the cover it had an old set of Elms sails) for Jan and a skinny junior as crew (Jan is a big guy). After Craig Leweck loaned him an extra main, Jan went on to a stunning third place in the event.

Andy Towles has recently transferred from his Oklahoma City fleet to Southern California. It is not often that the Mission Bay race course has a boat on it with an Oklahoma registration sticker, but it appeared that Andy was having fun in his new environment.

John Jackman (son of Bob and Kathy Jackman), top lightweight contender in Olympic boardsailing events, borrowed his dad's boat and showed everyone that he can sit down and sail, too. After leading for much of the first race on Saturday, he and his equally skinny crew eventually succumbed to the hiking weather during the weekend.

Although former Nebraska Sniper Joe Augustine has been in San Diego

(Continued on page 14)



Dennis Merritt, Mary Kroening and Snipe disguised as each other at Winchester's Halloween Regatta.



# regatta circuits

(Continued from page 13)

for a few years, he has been absent from the sailing scene. But with business and homefront under control, he has hopes to see more of the Snipe circuit this season.

The 24-boat fleet was generally well behaved. The only problem area was the start line, where it would take any number of recalls before the fleet could get a start.

The bullets were well divided on Saturday, with Andy Barnes (two aces), Robb Walker, Steve Bloemeke trading off the top spot in the four races.

Day turned to night and the casino was decorated and in business. The yacht club truly had that Las Vegas look. The buffet was there. The craps and black jack tables were there. The roulette wheel was there. Properly dressed casino workers were everywhere. The highlight of the night was the horse races, where different groups of "horses" (fleet captains, out-of-town skippers, past commodores, etc.) raced on a specially designed track. Each horse was given a lane which consisted of a number of squares that they would move through from start to finish. Some lanes had more squares than others, and those horses were given higher odds (since they had more squares to go through). Understand? Well, though a bit complicated, it was quite a success!

All the earnings that the gamblers made through the night could be turned into raffle tickets. Prizes that had been donated were raffled off, with the grand prize being sails from both Sobstad Sails and Ullman Sails.

Coffee was poured black as the racers gathered Sunday morning for the regatta finals. Leweck must have saved all his luck for Sunday, as he ran off with three firsts and a second to win the overall title.

Absent Snipe star Mark Reynolds, just back from a second place finish at the Star Worlds, made a cameo appearance for two of Sunday's races. Hopping into Chuck Sinks' boat, Mark survived a tragic start and came back for a third. In the last race, he crewed for Chuck and they won (but received a PMS for an early start). Not bad for a 155-lb. skipper and a 195 lb., 6'4" rusty crew in light air. *Results, see May issue*

Craig Leweck

## STRONG WINDS RIP RASCO REGATTA

Miami, FL — Ethan Bixby and Dave Hopkins won the 1988 (XIX) Annual Comodoro Rasco Snipe Regatta sponsored by the Coconut Grove Sailing Club on Jan. 30-31.

Charlie Hagedorn and Senet Bischoff won the Aicardi Trophy.

We had three races on Saturday with easterly wind clocking at 22 kts, gusting to 30 kts. Somehow, the race committee took readings when the wind was only at 20 kts, so, without mercy, they ran the three projected races.

Bixby/Hopkins dominated with three bullets while Commette/Smoak scored two seconds and a fifth.

Sunday was much warmer and nicer but the wind continued to blow hard from the southeast, over 20 kts. Eleven boats showed up at the starting line! This time Commette/Smoak dominated, scoring two bullets.

On both days the courses were excellent with a good measured mile on all legs. The "T" flag was up all the time (thanks, God, for the "T" flag!) so we sailed a triangle 10 times. We lost a couple of masts and capsizees were plentiful. The recovery rate from capsizees was 100 percent, meaning that our Snipe is doing super-good in the so-called "self-rescue" properties.

The races were conducted by Rich Raymond on Saturday, ably helped by Jeri Treat, Linda Fink (CRYC), Art Alamo, Tom and Pat Richards, Dave Swanson, Paul Collins and other Coconut Grove SC members. Paul Collins was the director on Sunday with assistance from Donna Disk, John Willaman, Carol Dawson, Dave Swanson, Dugan Patchett, Carl, Ramon Diago and Becky Martin. Sid Doren and protest committee stood by ready, but the boys behaved well and no protest was scored. Many, many thanks to this formidable race committee and to the CGSC for a super regatta!

Paul Collins presented trophies to the first three places, skippers and crews, and to the Aicardi Fleet winner. After the trophy presentation the traditional "La Bomba" was sung to the winners drinking from the Comodoro Rasco Perpetual Trophy Cup a mix of wine and cider well known in Motherland as "Spain on fire." *(Results, see May issue)*

Gonzalo Diaz, Sr.

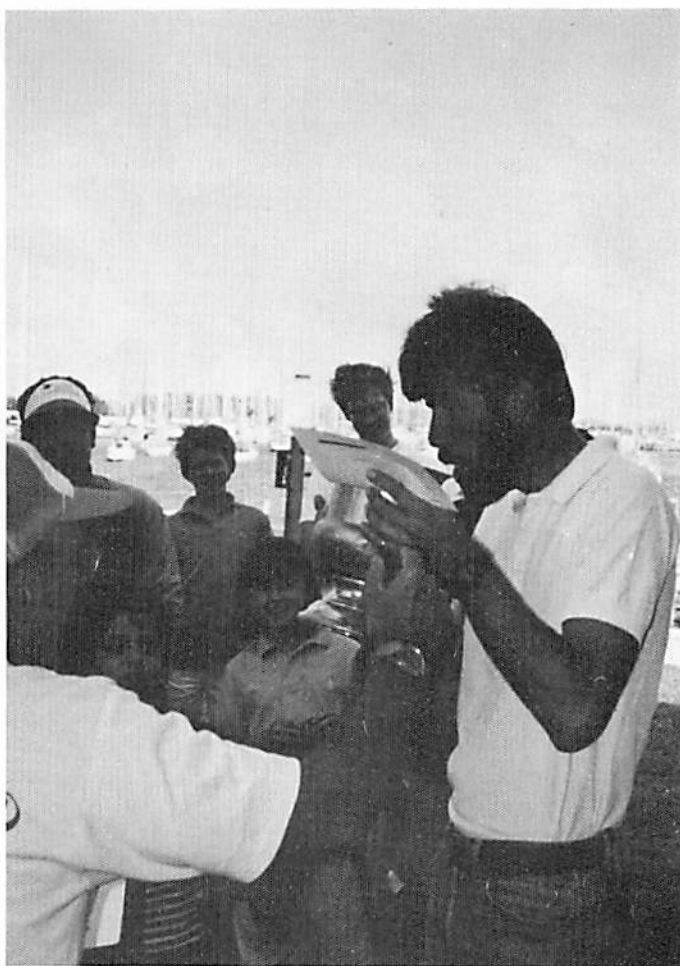
## ALAMITOS BAY YC HOLDS MIDWINTERS

Long Beach, CA — The Southern California Yachting Association held their prestigious Midwinter Championships at Alamitos Bay YC on Feb. 13-14. With 39 boats competing from all parts of the state, Craig Leweck and crew Tom Fisher dominated the fleet by winning four of the five races.

This event was the first major regatta of the year, and was used as a tune-up for many who planned to attend the Winter Circuit in March.

An unsettled seabreeze Saturday delayed the race committee from starting the first race. When they did start the wind was so far to the right that the beat was a one mile drag race on starboard tack.

Mike Segerblom with crew Brad Read and Leweck were the two fastest and rounded the mark in that order. After a long port tack downwind leg, Segerblom and Leweck were at the leeward mark in that order with another one-sided weather leg to go to the finish. Leweck tacked immediately after the mark and Segerblom followed, only to find himself soon getting



Ethan Bixby, winning skipper in the Comodoro Rasco Snipe Regatta at Miami, celebrates by drinking traditional brew from perpetual trophy.

pinched off. Leweck went on to win with Segerblom in second and Mark Folkman/Kurt Mayol in third.

The course for the second race wasn't much better than the first. The Olympic course was posted, but a heavily port favored start line and a weather mark that could be fetched from the start on port tack were soon to frustrate the fleet.

Only a few boats were able to break clean from the start to be in the hunt for the lead. Leweck had the speed to find the front, while new boat owner (and new Snipe) Mark Gaudio and crew Eric Kingard surprised a few when he finished second in the regatta. Light air sensation Steve Bloemeke with crew Lisa Manzer got by Gaudio on the second reach, but weren't close enough to catch Leweck who went on to win. Bloemeke took the deuce while Gaudio got a third, getting his best finish ever in a Snipe (in only his second race with his new boat).

Though it was late in the day, the RC tried to run another Olympic course for the third race. Another heavily favored port end start made for a great deal of confusion off the line, but the fleet eventually broke free to race on a relatively square weather leg.

Deeply committed to the left side, Leweck tacked to port on a nice puff and was able to cross the entire fleet. Warren Wheaton and crew/wife Mary Lynne went a little bit farther to the left than Leweck and were looking

good coming into the weather mark. A slight right shift got Leweck back into the lead (a position that he would not relent) with Wheaton in second, just ahead of a large pack of boats.

Leweck and Wheaton slowly increased their margin on the pack by the end of the first triangle. With the wind getting quite light, the RC decided to shorten the course and informed the fleet to finish on the next leg. Unfortunately for Wheaton, on this last leg Eric Conn which crew/daughter Stacy and Bloemeke slid over to the right side in the now drifting conditions to gain considerable advantage from a slowly veering breeze. When Wheaton tacked to port to go for the finish line, Conn just crossed him to get second, leaving a frustrated Wheaton in third with Bloemeke a very close fourth.

Except for Leweck, the fleet was fairly scattered after Saturday's races. Leweck led with 2.25 pts., in second was Bloemeke with 15 pts., while Folkman was next with 20 pts. The winds stayed in the 6-8 range for much of the day, diminishing to hardly any wind at all by the end of the third race. Large shifts prior to the first and second races severely skewed the race course, while the third race saw a fairly well set course with large breeze oscillations.

Due to the importance of the regatta or the frustrating and tiring condi-

(Continued on page 16)



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Is your trailer ready for those long hauls to out-of-town regattas?

## FRAME

- ✓ Wood and metal free from rust or rot
- ✓ Paint if necessary
- ✓ Boat supports firmly attached and properly positioned
- ✓ Check padding, replace as needed
- ✓ Tongue straight, good weight balance
- ✓ Attach "nose wheel" to tongue for easy parking lot handling
- ✓ Springs, no broken leaves, good bolts
- ✓ Fenders sound and firmly attached to frame

## WHEELS, TIRES, and AXLE

- ✓ Check tires and spare for pressure and wear
- ✓ Grease bearings
- ✓ Check axle
- ✓ Is the jack in the car?

## LIGHTS

- ✓ Check bulbs, wire and plug
- ✓ Always check before leaving the lot to see if turn signals and stop signals are working. Lights that aren't plugged in don't work.

## STRAPS, HOLD DOWNS, MAST HOLDER

- ✓ Check for wear on straps
- ✓ Is mast holder secured fore and aft?
- ✓ Are hooks and shock cord in good shape?

## HITCH AND SAFETY EQUIPMENT

- ✓ Check hitch attachment and ball on car for proper size
- ✓ Check safety chains and hooks
- ✓ Attach hook from bottom to prevent their bouncing out on rough roads
- ✓ Red flag of good size
- ✓ Road flare
- ✓ A good flashlight

## DOUBLE DECK TRAILERS

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- ✓ Triple check tongue weight and balance of the whole rig
- ✓ Are supports for top boat strong and properly placed?
- ✓ Does top boat clear bottom boat?

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**CHUBASCO 21633.** Blue hull, white deck, excellent condition. Cobra II mast, Shore sails, Lindsey rudder, compass, cover, pole, Harkens. \$1,800. (617) 245-7574 /M/

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**McLAUGHLIN 24440.** Fleet champion. Yellow hull and deck with blue deck and hull stripes. New rudder and tiller and full top cover. '86 Shore and extra set of sails. Tennessee double trailer. Very good condition. John Corbett, day (616) 774-3722, eves (616) 245-4858. \$2,300. /Jn/

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## scorecard

### NEW JERSEY OPEN/NEW JERSEY STATE CHAMPIONSHIP

Lake Mohawk Yacht Club, Oct. 10-11, 1987

(Top 10 of 15 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
6109	Pedro Lorson/Cathy Duffy	Seacliff	2-5-1-3-2	12.75	1
26174	Dave Lence/Bill Aliberti	Medford	1-6-4-1-3	14.5	2
26894	Sarah Levinson/Harry Levinson	Winchester	3-3-3-5-4	18	3
26895	Max Skelley/Lianne Randall	Annapolis	6-8-2-2-1	18.75	4
54	John Marx/Joanne Marx	LMYC	5-1-8-8-6	27.75	5
26004	Lee Griffith/Steve Palmer	Pine Beach	4-7-5-7-5	28	6
25659	Ray Schmit/Teresa Alexander	Narragansett	8-9-7-6-7	37	7
26129	Jeff Urbanski/Jill Evans	LMYC	7-4-9-4-ns	39	8
25777	Fred Thurston/Marga Koecam	Annapolis	9-2-6-nf-ns	45	9
25952	Pete Schmit/Martin Okner	Newport	10-10-10-9-8	47	10

### 1st HALLOWEEN REGATTA

Mystic Lake, Winchester, MA, Oct. 1987

(Top 10 of 15 Boats)

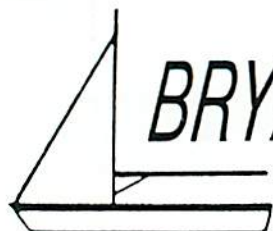
Skipper/Crew	Fleet	Places	Points	Finish
Harry & Sarah Levinson	777	1-2-1-7-1	12.25	1
John Drayton/Mary Jodice	797	2-9-3-1-2	16.75	2
Dave Lence/John Lally	77	4-5-2-5-7	23	3
Martin Fraser/Suzette	777	5-3-7-9-10	34	4
Dave & Lauri Rogers	231	6-4-5-6-ns	37	5
Sue & Jan Tabor	77	13-8-11-2-5	39	6
Eugene & Marta Sartori	777	7-10-8-8-6	39	7
Art Cunningham/Sandy Czibik	127	3-1-4-ns-ns	39.75	8
Rick & Scott Donovan	77	8-7-6-11-11	43	9
Jim Bowers/Carl Boerner	77	9-6-10-12-9	46	10

### DEAD OF WINTER REGATTA

St. Petersburg Yacht Club, St. Petersburg, FL, Jan. 9-10, 1988

(Top 15 of 28 Boats)

Class	Skipper/Crew	Places	Points	Finish
23751	Ethan Bixby/Kathy Phelan	2-2-1	4.75	1
25977	Allison Jolly/Lynn Jewell	3-1-3	6.75	2
19888	John Jennings/Sue Reischman	1-3-4	7.75	3
26397	Mike Funsch/Gaston Pilot	7-5-2	14	4
25048	Joe Blouin/Ed Throop	6-4-5	15	5
24605	Tarasa Davis/Bob Meagher	4-10-6	20	6
24264	Means Davis/Mike Taylor	8-7-9	24	7
26762	Mike Gable/Sandy Scheda	12-8-11	31	8
25045	Buzzy Heausler/Gail Heausler	5-6-dsq	34	9
26805	Teddy Turner/Genie Turner	10-13-13	36	10
25659	Ray Schmit/George Frush	11-19-7	37	11
26912	Rhett Turner/Chip Houseman	15-14-8	37	12
26926	Alex Pline/Maureen Mulligan	18-11-10	39	13
27---	Bill Buckles/Kammy Ragg	9-9-dsq	41	14
27027	Bill Welch/Sherry Welch	19-12-16	47	15



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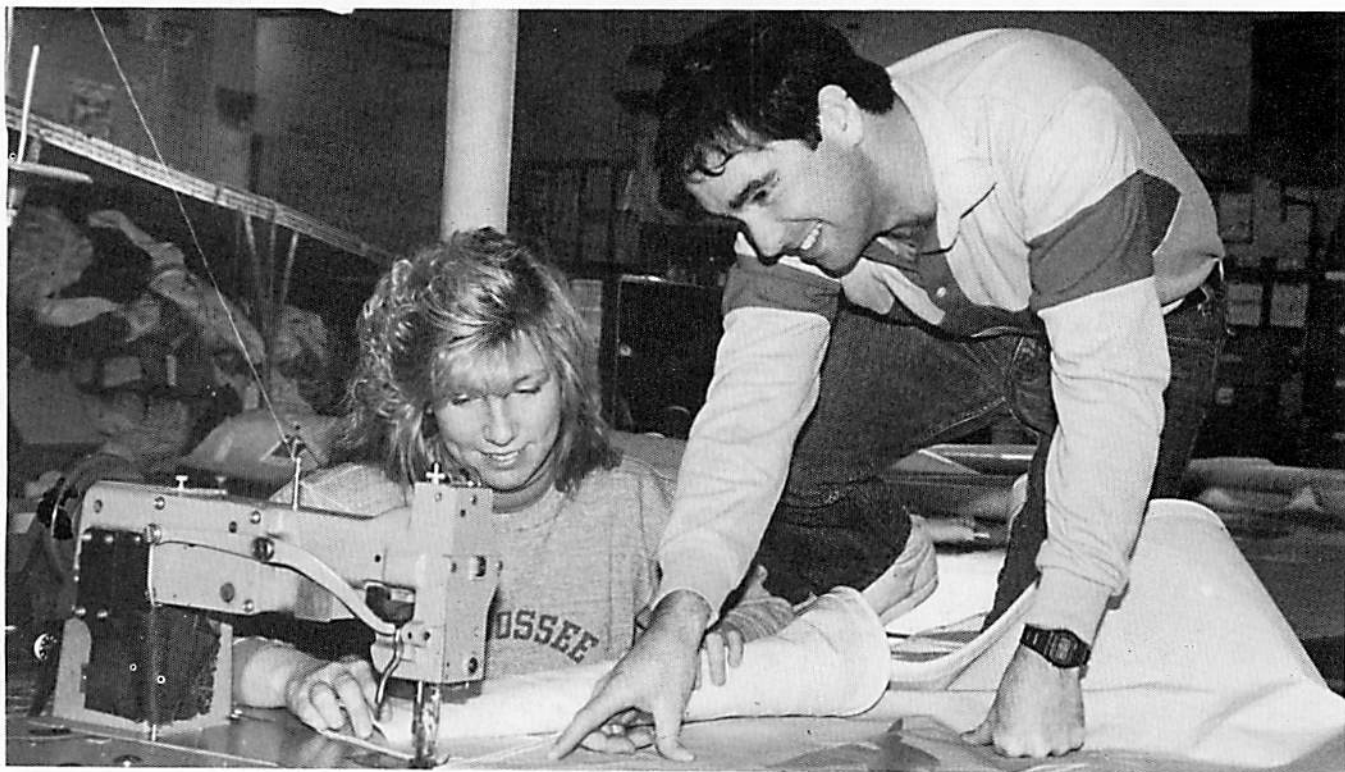
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Steve Callison (right) talks with stitcher Christi Coleman about a Fisher Snipe main.

## Say hello to Steve Callison

You'll see a lot of Steve Callison on the Snipe circuit this year as a new representative of Fisher Sails. Steve, the 1987 Snipe National Champion, was recently named loft manager for Fisher Sails. He's an experienced one-design sailor, having raced Snipes for more than 14 years. Steve has also raced other classes such as Flying Scots,

J-24s and Interclubs. At the loft Steve is responsible for maintaining the outstanding quality and legendary personal service for which Fisher Sails is so well known. Steve is anxious to help you make your Snipe sail even faster. So, look for him on the regatta circuit. Better yet, give him a call at the loft.



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