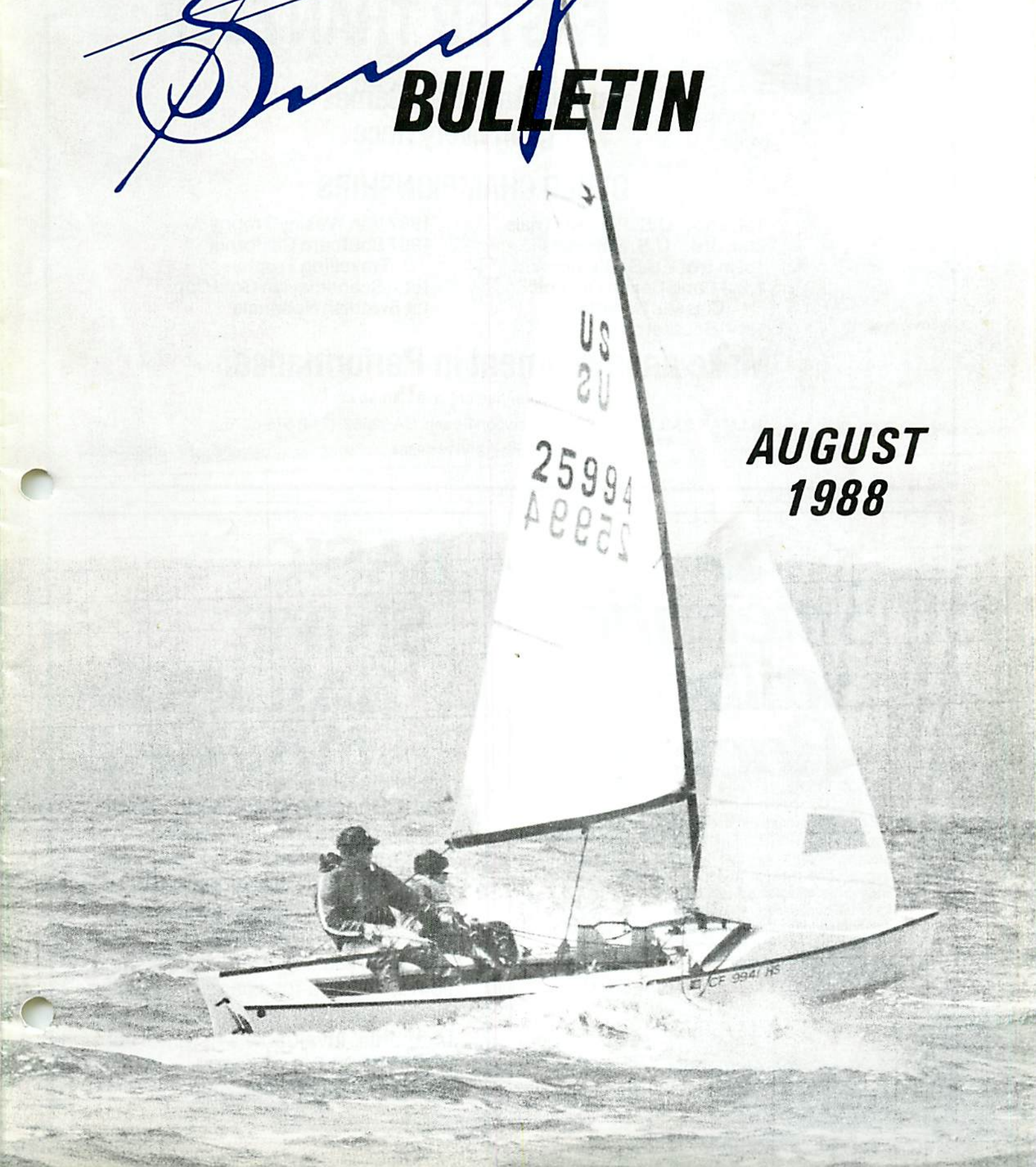


# *Surfer* **BULLETIN**

**AUGUST  
1988**







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## BASIC SNIPE SAILING MANUAL

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# uncommon sense

by Tom Payne

These are very busy times here in the Snipe office. It's the end of June, and that means that we're busy putting together the six-month financial reports so they'll be ready at the Nationals. Things are looking pretty good.

It's also the time when we cut off those members who haven't paid their dues. We did things a bit different this year and so far it seems to have worked out okay. Of course there were several problems that can be attributed to my newness to the job.

For some reason I was counting on the Fleet Captains and District Governors to help me with the collections, and most came through with flying colors. In the past, Buzz and Marge would send out two bills to the delinquent members. Needless to say, this cost us money, so we decided to try and save a bit by letting the Fleet Captains know who hadn't paid. Soon we were getting some good feedback and were able to uncover some mistakes that we had made in entering the payments in the computer.

Then we sent out a "FINAL NOTICE" to the members that were still delinquent. Imagine my surprise when many of the checks came in with the notation "This is the FIRST notice that I've received." My question to you is: What happened to your Fleet Captain? Didn't the Captain let you know that the dues were due? Also, we put several reminders in the *BULLETIN*. For those of you who received a "FINAL NOTICE" in error, our apologies. Thanks to all who paid on time. Now it's time to get busy and get new members interested and signed-up!

## U.S. Perpetual Fund

The initial checks are coming in and things are looking hopeful. This money will be placed in a special fund and the interest will be used to promote the Class and to insure that the U.S. will be represented by our best sailors at international events. Thanks to all for your support. If you still haven't sent in your contribution, please do it today. Remember, it's tax deductible!

## Changes In The Office

It would be impossible for two people to keep track of all that goes on here without the help of a good computer. Buzz was using a Tandy/Radio Shack TRS-80 to keep the membership files, generate the

mailing labels, and other such jobs. Anyone who knows about computers will realize that this machine is now an antique.

Of course Buzz knew this, and he had purchased a PC clone and was doing the accounting, word processing and TELEX access using this machine. It was much better than the TRS, but I found that I was spending most of my time going back and forth between the two machines, and flip-flopping floppy disks to get to the programs that I was using.

I decided that I needed an integrated system with more storage capacity so I took out a personal loan at the bank and found a great deal on a COMPAQ Deskpro 286. It runs at 12 mhz., so it's fast, and it has a 20 Meg hard drive so it has plenty of room for storage.

Of course it would be worthless without good software. I'm now using Lotus 1-2-3 for our accounting, and after a lot of shopping and comparing I found a great program for the membership functions. It's RAPIDFILE by Ashton-Tate. It's great for mailing labels, reports and form letters. It's a lot like dBase, without the relational capabilities, and much friendlier. It also performs word processing tasks, checks spelling, and can export and import data from Lotus and dBase.

I wrote Ashton-Tate on our official stationery to let them know how much I enjoyed this new program and soon received a call from Mr. Mike Arrigo, the product manager for RAPIDFILE. He is all excited because he is a sailor, with experience in Stars, Etchells, and Snipes! Of course he gave me his number and promis-

ed to help with any problems that might arise. Small world!

The Snipe Class has long been recognized as having professional management, and now we're State-of-the-Art!

## There Is No Excuse!

We all have a responsibility to insure that regattas are as safe as possible. We recently have heard about (and seen) some serious damage to boats and what makes it so silly is that it could have been easily prevented.

The Rule Book is quite specific about the weather limits for conducting sanctioned races. No one loves a blow more than I, but there is a point when the race committee should show some discretion and send the boats in. Otherwise those skippers who choose not to sail are faced with finding excuses so they won't have to admit that they considered the conditions to be too much.

We also have a responsibility to see that new Snipers are educated about things on the boat that need to be done to keep it safe. I'm talking about tying the centerboard at the proper length to insure that it doesn't fall out of the slot if the boat turtles. Experienced Snipers should take the time to let the new folks know how important this is, and the proper way to do it.

## Rumors, Rumors, Rumors

No sooner had I written last month's piece about wooden boats than I got a call from a Master Artisan (known to all) who is planning to build a wooden boat. We'll keep the name a secret for now, but this could be the start of something big.

## Snipe Building Plans



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INTERNATIONAL RACING  
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AUGUST  
Volume XXXVII

1988  
No. 8

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

## at the masthead

### SCIRA Board Acts On Proposed Rules Changes

by Dan Williams  
Rules Committee Chairman

Following is a summary of the actions taken by the Board of Governors concerning the Proposed Rules Changes for Jan. 1, 1988. In each case, the phrase "Made retroactive" means that the change applies to ALL boats, regardless of when they were built.

In particular, I call your attention to Paragraphs 8.14 and 72, which were made retroactive. These Paragraphs limit the overall length of the whisker pole to 104" and call for all-metal forestays, among other things.

Because of the delay in arriving at these decisions on the Rules changes, the "Made retroactive" Rules will not be put into effect for older boats until Sept. 15, 1988. The Rules Changes have been in effect for "New Boats" since Jan. 1, 1988.

**Para.8.14** — The maximum overall length of the whisker pole is 104" (2642 mm). Not to extend beyond bow or boom aft. MADE RETROACTIVE.

**ADDED Para.8.15** — Allows use of aramid fibers in running rigging but NOT in sails or hull layup. Prohibits carbon fibers and micro-grooves. MADE RETROACTIVE.

**ADDED Para.8.16** — Prohibits electronics other than timers. MADE RETROACTIVE.

**Para.26** — Added phrase "by use of a safety line" to first sentence. MADE RETROACTIVE.

**Para.31** — Adopted new rudder layout and retained rudder cutouts as options. APPLIES TO NEW BOATS ONLY.

**Para.35** — Requires molding in of a 60" mark in the hull at the mast step. APPLIES TO NEW BOATS ONLY.

**Para.37** — Allows 1 1/4" minimum athwartship dimension at top of mast. MADE RETROACTIVE.

**Para.39** — Prohibits spreader length and rake adjustment while racing. MADE RETROACTIVE.

**Para.41** — Rewritten to eliminate reference to exit tubes or jib halyards; located jib stay intersection with respect to shroud intersection; and located jib halyard outlet with respect to jib stay intersection. APPLIES TO NEW BOATS ONLY.

**Para.48** — Added to third sentence: "or through-the-deck fairleads." APPLIES TO NEW BOATS ONLY.

**Para.66 and 72** — Changed 907.2 grams to 3.6 kg. APPLIES TO NEW BOATS ONLY.

**Para.72** — Retained jib hanks: forestay to be all metal, either wire or rod; Retained jib luff wire; added washer to restrict stretch of jib, and added 1/4" to maximum jib head girth dimension. MADE RETROACTIVE.

**Para.76** — Added "fiberglass cloth, etc..." and "...30% by weight." APPLIES TO NEW BOATS ONLY.

**Tolerance** — Added wood and plywood as acceptable local reinforcements. APPLIES TO NEW BOATS ONLY.

### Bids Sought For Ted Wells' Boat

The deadline for bids for the Ted Wells boat is August 31. The winning bid will be announced at the World Masters.

As announced last month, "Mr. Snipe" has retired from Snipe sailing and has donated his McLaughlin 25025 to SCIRA USA. The boat will be sold to the highest bidder above \$3,500. The boat includes Ted's custom trailer and all other equipment.

Please send your bid to the Snipe office prior to August 31.

### AUGUST 1988

**THE COVER:** Warren and M.L. Wheaton seem to defy gravity in this classic shot from the 1986 North Americans on San Francisco Bay. Another in our series of "Great Planes" photos. This shot is courtesy of Mr. Kurt K. Molnar who has his own marine photography business. You can contact Kurt at P.O. Box 6393, South Lake Tahoe, CA 95729.

**THE COUNT:** Sixty-two numbers were issued this month; 50 to Japan, five to Norway, five to the U.S., one to England and one to Bermuda.

**NUMBERED SNIPES — 27325  
FLEETS — 801**

## France Elects Boisaubert

New National Secretary for France is 33-year old Gilles Boisaubert.

Gilles has been sailing Snipes for 14 years and has headed the French Snipe organization for four years. He's a member of Fleet 294 Audierne in Brittany, a fleet created by Gilles father-in-law.

When not sailing, Gilles supervises a chain store.

## Wardair Supports World Masters As Sponsor

Fleet 321, Oakville, welcomes aboard Wardair Airlines as a corporate sponsor of the World Masters.

A perpetual trophy for this event will be donated by the airline. Wardair has been involved with the Snipe class transporting the U.S. boats to the World Championships in France in 1987. Canadian boats have also flown first class on the 747s from Europe. We look forward to their continued involvement.

### Social Schedule

#### International Race Week

Aug. 27 — Infamous Green Can and dinner

Aug. 28 — Opening ceremonies for World Masters, Centennial Plaza, 3 p.m., followed by cocktails. O.H.Y.C. welcome party, Peter Baillie's in p.m.

Aug. 29 — Party at Jim Belford's, music by The Whistler

Aug. 30 — Beer and wings

Aug. 31 — Trophy presentation, dinner and dance. Music by The Whistler.

Sept. 1 — Rest in peace day

Sept. 2 — North Americans, another infamous Green Can

Sept. 3 — Dinner dance, music by The Whistler

Sept. 4 — Trophies, beer at O.H.Y.C.

## AROUND THE SNIPE WORLD

Wolf Lake Fleet 141 in Michign has been reactivated! Jim Towler is the Fleet Captain. Any interested Snipers can reach Jim at 927 Spring St., Jackson, Michigan 49202.

Also back in action in the Boston area: Cottage Park, Fleet 244! The Fleet Captain is Henry Filter, 121 Prospect Ave., Quincy, MA 02171. They will host a regatta on Aug. 13-14. Let's see all of you Massachusetts area Snipers turn out to support this activity!

### Long Range Plans

Mark these dates on your 1989 calendar! The U.S. Masters will be hosted by the Mission Bay California Fleet 495. The dates are Sept. 17-19, 1989.

The 1989 North Americans will be hosted by the Coronado Yacht Club, on South San Diego Bay, Sept. 21-23.

### From The District I Newsletter

Art Rousmaniere is keeping a list of used Snipes that are for sale. Interested buyers/sellers can reach Art at 25 Quail Run, Tewksbury, MA 01876.

### New Advertiser: Sailing Angles

Most of the Snipe sailors that we've encountered have hard heads and soft bottoms. Check out the hiking shorts from Sailing Angles, and if you decide to order a pair, please let them know that you "read it in the Snipe BULLETIN."

### USYRU Championships

What better way is there to advertise the talent that we have in the Snipe Class than participation in the USYRU Championship events? We know of several Snipers who're in the running in some of these events. Among them are Steve Shepstone of the Sea Cliff Fleet 4, and Dave Pritchard of Lake Lanier Fleet 781, who are competing for the Mallory Cup. Reports of

their performance in the initial competition is encouraging. Hope to see you guys slugging it out in the Finals!

We also know of at least one entry in the Adams competition. Susan Reddaway of Lake Lanier is trying to better her 1987 performance, where she made the Finals.

Good luck to all of our fellow Snipers!

### Read And Learn

Planning to build your own Snipe, or maybe restore an old one? Want to prepare the perfect on-board meal, or maybe repair an old diesel inboard?. Of course the perfect place to learn how to do all of these is with a good book, and we've found a great source!

International Marine Publishing Company, Rt. 1, Box 220, Camden, Maine 04843 has a complete selection of books covering any imaginable subject relating to boats and the water. In the U.S. you can call them toll-free at 1-(800) 637-9240.

We'll be reviewing some of their offerings, starting this month with Watershots, a guide to nautical photography by Bruce C. Brown.

As always, be sure to mention that you saw it in the BULLETIN.

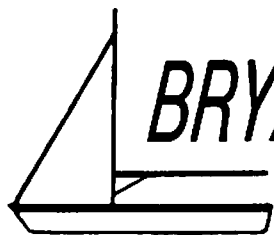
## Forestay, Jib Hank Rules Changes Suggested

by Gonzalo Diaz

We just participated in the Snipe Winter Circuit and two things were obvious: 1. The limiting of the pole length to 104" has had no effect in the forestay length. Forestays continue to be extra long. 2. The ruling on "all metal forestay" also had no effect. It's all metal, yes, but so long that if ever needed it will not be there!

The question is: When are we going to need the forestay? Let us take a hard look at the following conditions: It is blowing 20 knots and there is three to four foot

(Continued on page 6)



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## Rules Changes Suggested

(Continued from page 5)

waves. You leave the dock towards the starting line; to do this you go downwind for two miles. It's blowing hard enough that you sail on a broad reach rather than straight downwind.

You get to the starting line and trim to go upwind, but suddenly your jib luff loses tension and your rigging is dangling. Something has failed in your jib halyard system (a broken shackle, the halyard wire, upper or lower sheaves, the jib luff wire, etc.) Can you make it back to the dock with your main only? I don't think so! The mast lever is not going to hold the mast going upwind with the existing conditions and wave action. And, of course,

your forestay is not there. It is too long. Your only choice is to put your main down and wait for help, if help is available.

Here's another one: You flip in heavy conditions and stick the mast in the mud. You are pushing your centerboard back in place, but in the process the jib halyard magic box gets uncleated. Suddenly your rigging is very loose, so loose that the hull with the wave action is jerking violently, the mast step is torn loose or the mast butt pops out of the step. The hull wants to level with the water but the mast is still stuck in the mud and either breaks or makes a big crack on your deck. You are in a lot of trouble!

In both cases had you had an acting, reasonable forestay you would not have been in that kind of trouble, or in that much trouble. First, if you lose your jib halyard but can sail upwind with your mast properly supported by the forestay, you can

sail back home with the main only in heavy weather conditions. Secondly, if you flip and stick the mast in the mud, but the mast is held in place by the three stays with the good leverage they have, your rigging has a good chance to stay put and allow you to complete the rescue before things get out of hand.

How can we have a "reasonable" forestay and at the same time be able to take advantage of our latest downwind go-fast technique of releasing the jib halyard to sail with a more efficient jib? We propose as follows:

1. Let us call the jib hanks or attachments *optional* by modifying measuring rule 72. You can still use them if you want.

2. Establishing a limited looseness of the rigging: for example, without jib hoisted and with mast rakes off there should be a maximum back and forth swinging of the mast at deck level of 2.5 cms. This, like many other measuring rules will not require checking out at regattas, and will be up to competitors to enforce it if someone is grossly infringing the rule by, for example, bringing the forestay along the mast to the deck like some are afraid will happen.

The idea of calling the jib hanks optional is nothing new. It was presented to Ted Wells, chairman of the Rules Committee at that time, by Sam Mollet in a letter dated February 8, 1981, to which Ted Wells answered: "I really don't see anything against adopting your proposal as it does simplify things and certainly would not give any unfair racing advantage."

Along with the advantages that I have already pointed out — safety of the rigging plus maintaining our downwind jib halyard technique — there are some other advantages and conditions as indicted by Sam Mollet in his 1981 letter to Ted Wells:

1. No jib becomes obsolete.
2. There is no extra cost to the jib owner no matter which way he wants to go.
3. There is no competitive advantage.
4. It's easier to rig and unrig.
5. The jib can be removed much quicker in an emergency; just lower it and pull most of it into the cockpit.

We urge the National Secretaries and SCIRA Board Members to have this tested in every Snipe country. To do this testing all you need to do is not to attach the jib hanks to the forestay and make the forestay short enough to obtain the swinging range of 2.5 cms. maximum at deck level.

Whoever is appointed for this testing will not have a competitive advantage and let's get on with the business of approving it and making the Snipe a safer boat for all of us!

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# SHOULD YOU USE A POLE LAUNCHER?

by Steve Callison

Having skippered and crewed on Snipes with the conventional "pole in the cockpit" set up for the past 13 years, this year's heavy air Midwinters proved to be a wonderful time to learn about pole launchers. To follow up Rear Commodore Fenner's article on the little gizmos, I thought it might be interesting to analyze the pros and cons of these launching wonders.

As a quick review, a pole launching system consists of a small diameter pole which hangs from the boom. By pulling a single line the pole is "shot out" into position while the line also pulls the clew of the jib up to the end of the pole. It is a simple idea once it is all set up.

This system contrasts the conventional set up where the pole is stored in the cockpit and the crew pulls it out, clips it to the clew and then pushes it out and mounts it on the mast.

A definite advantage of the launcher lies in putting the pole up. It is much faster; by just pulling a line your pole is out in a matter of seconds. At the Worlds, I remember looking at a boat astern of me — while we were still setting our pole, they had launched their pole as they were bearing off.

While getting your pole up several seconds faster might not cause great gain, in heavy air getting weight out of the bow quickly will allow the boat to jump up on a plane quicker and get the crew's weight down low quicker so you might not end up swimming.

Gybing is where the pole launcher may be a disadvantage. It is definitely the one maneuver which requires practice. When the pole retracts on port tack it can hook on the shroud if the boom isn't trimmed in off the shroud, or on the boom vang if the skipper doesn't give the weather sheet a yank as the pole retracts.

Besides hooking on these things it just doesn't seem as smooth as a normal gybe. When one is executed really well with the pole being retracted as the boom is swinging and then being shot out right away on the other side, it is probably as good as a normal gybe in medium airs. In light air, I believe there is much more shaking and rattling than in a conventional gybe which just knocks the air out of the sails and stops



Steve Callison

the boat.

A place for definite gains is in the drop. With the launcher you can literally drop the pole as you round the leeward mark so obviously you gain those extra boat lengths with the pole up.

Furthermore, in heavy air it only takes an instant to drop your pole so you don't have that agonizing time where your pole is on the forestay and your bow is burying as your boat corkscrews into a wave short-

ly before you tip over!

One final advantage of the launching system is that the length of the pole becomes adjustable. On a reach you can have it pulled to its maximum length of 104", while on a run, when you want the pole shorter, the pole can be retracted several inches. This is very useful and avoids the problem of either having the wrong length pole or having to use a loop on the mast to shorten your pole on a run.

One final disadvantage is having the extra weight of the pole and rigging hanging on the boom. Theoretically this causes the leech to hook slightly sooner in light air. I haven't really noticed a dramatic change in light air because the pole is considerably lighter being only 1"-1 1/4" in diameter.

All in all there are advantages and disadvantages; time and experience will tell whether the advantages outweigh the disadvantages. The general feedback I've heard is that it is easier for the crew to use, especially for relatively inexperienced ones. I have enjoyed it as a skipper because you no longer have to dodge the pole when your crew drops it. It doesn't appear to be a drastic improvement but it is a neat system which one might consider and observe if anyone in your fleet has one.

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# BERMUDA RACE WEEK



*Griff Hall and Jane Faust lead the fleet in Race 3. (Blee photo)*



*Bill Buckles and his Mom. Sailors celebrated Bill's 50th. (Blee photo)*

*The ever-vigilant race committee boat. (Blee photo)*





Spanish Point Boat Club and Snipe Fleet 361 were once again fortunate to host 23 overseas entries for Race Week 1988. The racing was good, the partying ably led by "Team Annapolis" was better, and for once the wind gods almost cooperated.

Race Week started on Saturday with the usual chaos as sailors arrived without luggage and luggage arrived without sailors. Once this was straightened out it was on to the Royal Bermuda Yacht Club to partake in the opening cocktail party.

Race Week is a week-long regatta involving Snipes, Comets, Sunfish, Etchells, J-24s, Tornados, and the International One-Design classes. The various local class associations host their respective competitors with the RBYC acting as the coordinating body.

Once the hangovers were brought under control on Sunday morning, boats were readied for the afternoon's practice race. On completion of the race the first of the Week's many serious parties commenced, which gave all the first-time visitors a true taste of Bermudian hospitality.

Monday morning came all too soon for many people and perhaps the gods were taking pity as the breeze was too much for sailing — blowing a steady 30 knots. Many folks headed into town in search of bargains. Others took in a little sightseeing, and the remainder made the annual pilgrimage to the 'Swizzle Inn' to get wrecked by a swizzle.

Tuesday brought a fresh breeze which obviously suited James Jacob and Griff. The two swapped first and second place in the two races with Bermuda's Malcolm Smith and Stevie Dickinson giving them a good run in the first race to finish third and fourth while Bryan Fishback took fifth. The second race saw Lee Griffith take third followed by three-time winner Commodore Jerry Thompson. Smith had a fifth.

Tuesday night's party, hosted by Spanish Point, gave everyone a chance to pay their respects to one of the Snipe's new 'Golden Boys.' Yes, Bill Buckles finally went 50. I say finally because for the last few years we have been celebrating it in case he doesn't return. His mom was on hand for the occasion which made it more special for him. Despite the fact that Bill did leave early, everyone else made sure that his big day was finished off in style.

Wednesday arrived with a great 6-8 knots and clear, sunny skies. This is the kind of day lake sailors dream of, Annapolis sailors are made for, and to prove this Griff took his second bullet in Race Three followed by fellow Annapolite (or Annapolitan) Bryan Fishback. Third went to Thompson while fourth and fifth belonged to Griffith and Sam Mollett.

The second race of the day, and fourth

Friday was blown out on the water but was quite a success in the bar... the revelry began with the visitor's cocktail party and was ably supported by numerous rings of the bell.

Boat	Skipper/Crew	Places	Points	Finish
27144	Griff Hall/Jane Faust	2-1-1-3-1	4.25	1
26307	Bryan Fishback/David Krebs	5-25-2-5-5	17	2
26004	Lee Griffith/Stacia Orr	14-3-4-4-8	19	3
26759	James Jacob/Rick Harris	1-2-18-17-3	22.75	4
26384	Terry Timm/Kirk Donaldson	7-12-10-6-2	25	5
27135	Bill Buckles/Mike Bradshaw	8-6-13-2-10	26	6
25077	Malcolm Smith/Dan Faries	3-5-19-12-7	27	7
26299	John Johns/Cathy	9-7-9-13-4	29	8
20369	Jerry Thompson/Phillis Donaldson	25-4-3-14-9	30	9
24602	Stevie Dickinson/Garry Roman	4-25-12-8-6	30	10
25761	Jonathan Bartlett/Barney Harris	6-25-17-1-13	36.75	11
24675	Brett Wright/Julie Petty	11-10-8-9-12	38	12
26064	David Kuhn/Stevie Roberts	12-11-6-11-16	40	13
27106	Chris Hains/Don Hains	10-8-16-10-19	44	14
24087	Sam Mollett/Jean Pressler	23-19-5-7-18	49	15
25843	Gwen Crook/Jim Weber	13-9-15-20-15	52	16
25864	Wayne Soares/Beverly Soares	17-25-11-16-11	55	17
26092	Brian Dougherty/Eleanor	18-25-14-18-14	64	18
25393	Conrad Soares/Leo Murphy	16-13-20-22-17	66	19
26699	Fritz Gram/Jane	23-25-7-15-22	67	20
21714	Derek Ratteray/Aideen Ratteray	19-14-22-21-20	74	21
25707	Stevie Soares/Brian Smith	14-25-21-23-25	83	22
14888	Carlos Bosch/Ermina	23-25-23-19-21	86	23

of the regatta, resulted in the closest finish ever seen in Race Week. At the end less than three inches separated Jonathan Bartlett from Bill Buckles as the two fought for the victory. Bartlett did prevail over Buckles who could probably be excused as he was by then 'over the hill.' Third went to Griff, which turned out to be his drop race, and Griffith was fourth. Rounding out the top five was Fishback.

The last race of the regatta, as it turned out, was held on Thursday since Friday was once again blown out, shortening Race Week to a five-race with one drop series. The weather was described as perfect for this race with the skies clear and the wind a great 12-15 knots.

Griff once again won the race, although it certainly wasn't easy as he was hounded by Thompson initially and then by Smith and Dickinson. But he eventually pulled away to win his third race. Second went to last year's champion Terry Timm and third through fifth were James Jacob, John Johns, and Bryan Fishback.

As mentioned earlier, Friday was blown out on the water but was quite a success in the bar if one judges by the way most folks felt Saturday morning. The revelry began with the visitors cocktail party (the dreaded G.P.U.) and was ably supported by numerous rings of the bell. This signifies that the person pulling the lanyard is will-

ing to buy a drink for those persons clinging onto the bar, who are more than willing to have a drink bought for them.

Bolstered by the IOD series winners in Race Week, the bell continued to ring for at least five straight hours after the two hours of the G.P.U. ended.

On Saturday night the prizegiving took place at the RBYC and then continued at M.R. Onions for dinner and more drinking. Wayne Soares made his customary impromptu speech about each of the entries in Race Week and SPBC Commodore Stevie Soares presented each with a little memento signifying that they survived the week.

Back to the boat club was the order after dinner and once again the 'all nighter' began with the bell ringing again. I am not sure who won the 'all nighter' crown but judging from the various reports I have heard since people have returned home, Team Annapolis once again claimed victory.

Thanks to all the hard work and effort put into Race Week by the Spanish Point Boat Club, the Race Week organizers, the race committee, the members who assisted with the boat hauling, the crash boat crews, and especially the kitchen staff and bartenders who all made Race Week enjoyable for all.

Kevin Blee

# regatta circuits

## FRENCH JUNIORS SAIL CHALLENGE UTHURALT

Bordeaux, France — One of the most pleasant clubs in southwest France organized the first French National Junior Championship on May 20-22. The CVCL is situated on the shore of Cazaux Lake, south of Bordeaux, where sailors can benefit by a breeze from the ocean just on the other side of some sand dunes, without being hampered by strong currents or waves — the ideal setting for junior crews.

The challenge was created in memory of Robert Uthurtal who had sailed a Snipe successfully in the Paris and Bordeaux districts for 40 years and had trained so many young boys and girls. His lessons were good since some of his crews later became National champions for France. Robert spent all of his free time sailing and had friends in all the fleets he had visited in France, Spain and elsewhere.

The first edition of the Challenge didn't gather as many Snipes as was expected but each competitor enjoyed his/her weekend immensely, experimenting various forces of wind from a fickle 1 to a steady 4.

The race was hot between two of the local crews; both might have won due

to a good speed, a well-tuned boat, and training but after a few unforgivable mistakes and a good swim Stephane Peys saw Nicholas Perrier from the club next door take the upper hand and win the challenge comfortably.

Gilles Boisauvert

## WEATHER SURPRISES D-IV SAILORS

Ft. Lauderdale, FL — My concern was weather too mild. The seas on Sunday, June 12, 1988, for the District IV Championships were not expected. Florida had had its blows at the Dead of Winter at St. Petersburg and the Commodore Rasco in Biscayne Bay. This was June — in Fort Lauderdale.

As I watched from a support boat, it reminded me of a districts 30 years ago. District III, Burnham Park, Chicago. Four to six foot seas (like waves, if you like). Screaming reaches, waiting for sky to breathe. In those days, we just had a "C"-shaped hook at the end of the pole. When the hook gave way, I heard the sound. I didn't see the pole leave, but it went away to windward like an arrow from a giant bow. My crew was John Call. It was quite a trip.

It wasn't just a grey eye of the wind

above seas bearing teeth that was familiar in the association; it was also the people involved. I had a good year in 1958. John and I might even have won the regatta, but we committed a clear and memorable foul. Harry Levinson won, as precise in that weather as he was on a quiet lake. I wonder if Harry ever, ever fouled out of a race. I doubt it.

But I was proud to have scored so well regardless, because the Snipe Class was loaded with competitors of the finest tradition. And it is loaded with them today. Look in the *BULLETIN*. Spirited, knowledgeable competition runs deep into the results in race after race. Those who came to Fort Lauderdale were of that tradition.

To recap: Saturday morning, the Atlantic Ocean south of Port Everglades Inlet was indolent, wallowing waves beneath an uncommitted southeast breeze. The satellite picture showed two independent weather systems braced against each other for control of South Florida. A contrary south-running current tried hard to conceal itself along the coast inside the Gulfstream.

Flukiness caused a postponement. The wind was light at the ultimate starting line. A number of boats were

over early and had to go back. A real breeze arrived for the second race and conditions definitely in the "good" range prevailed for the third.

The Bahamian Buffet was served at poolside with ribs, swordfish, chicken, curry, conch salad, fritters and chowder. Shawn Burke was in first, three-quarters of a point ahead of John Jennings of St. Pete. Buzzy Heausler and Means Davis were within one and a quarter points in third and fourth. Gonzo Diaz, in fifth, was two points ahead of his father, Gonzalo.

From there it went: Peter Commette, Gabe Bustamante, Bill Schoenberg, and Charlie Bustamante down to 10th.

The wind at night was easterly and warm. A hearty band left the patio bar on a general course two stars to the left and straight on 'till morning.

Sunday morning came to the course fresh, determined, well-rested and, as we now know, ready to dish it out. It was as if it had thought it all out before retiring. Leaving the dock was delayed to permit the passage of a whipping rain squall. An outgoing tide and incoming waves driven by an easterly wind made steep seas at the mouth of Port Everglades Inlet.

A clean, fair start in steady air sent the sailors on their way. After the

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Happy trophy winners at the Challenge Uthurali.



Stephane Peys and Cedric Carre scored second in Challenge Uthurali.

start, the wind began to build. Relief at reaching the first mark must have been briefly appreciated. The reach was at least a double diamond. The wing mark was a litter of hulls. The race was concluded at the second windward. The fifth race was cancelled; all support boats were involved in salvage.

Bill Schoenberg of St. Petersburg won the Hook Trophy, one of seven identical trophies deeded by A.F. "Bud" Hook, former International Commodore of the Snipe Class, to all districts for presentation to the district junior champion. Schoenberg was also fifth in the fleet.

Lauderdale Yacht Club is pleased to have hosted the District IV Championships and commends each participant for seamanship and great competitive spirit. (Results, page 13)

Ron Payne

## CALLISON WINS RIFF RAFF AT COWAN LAKE

Cincinnati, OH — The Riff Raff Regatta at Cowan Lake near Cincinnati, Ohio, took place on June 4-5. It was a beautiful breezy spring weekend enjoyed by 31 contestants representing eight Snipe fleets of the Midwest.

Five races were sailed and scored with one throwout.

The reigning national champion, Steve Callison, with crew Rob Frechette, won the 'A' fleet competition followed closely by Buzz Levinson and crew Gwen Marshall. The 'B' fleet winner was Bill Flack and crew Michelle Tuthill. Mike Sullivan and crew Joe Ann Sullivan came in for a close second.

The Saturday evening dinner was preceded by a wine tasting party hosted by Tom Gougeon. The food

committee provided a steak dinner including a hot bed of charcoal on which everyone broiled their own steak to perfection.

It was an invigorating weekend of sailing, spirits, good food and companionship. Credit for organizing the regatta goes to Mike O'Toole. (Results page 13)

Karl Ritters, Fleet 433

## BLUE CIRCLE TIE-BREAKER TO LEWIS

United Kingdom — With May temperatures hitting in all-time high, highest recorded since 1912, the annual Blue Circle Open drew a turnout of 25 Snipes.

A determined effort was being made by all U.K. fleets to break the mould that had been set over the last few

years, where the overall trophy had been going to either Peter Wolstenholm or Gary Lewis. The largest contingent from the visiting fleets came from Stone Snipe Fleet, where newly elected Fleet Captain Eric Broughton encouraged his best helms to compete and smash the hold Peter and Gary had successfully created.

The four races reflected a serious approach by the visiting competitors to gain the much sought prize. Unfortunately from Race One it looked a hopeless task, for Peter and Gary took the first two positions. So the two days racing progressed with the most challenging crew to threaten Gary and Peter being juniors David and Elizabeth Crouch, plus Andy Thomas from the Dover club.

When the final gun went it was still not definite whom had gained the

(Continued on page 12)

## CLASSIFIED

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# regatta circuits

(Continued from page 11)

overall trophy, for both Peter Wolstenholm and Gary Lewis had 3½ points each! Their scores had to be looked at to determine the four results of each plus the discard.

It had been a grand regatta with both the racing and social organization up to the usual high standard now expected of the Blue Circle Snipe Fleet. Visiting crews left the club in great spirit — vowing to return next season with an ever more determined attitude to finally break the Lewis and Wolstenholm grip on the Blue Circle Trophy.

*J. Westhole  
Blue Circle Fleet Captain*

## DAVID CROUCH WINS UK JUNIOR NATIONALS

United Kingdom — The Blue Circle Snipe Fleet hosted the Junior Nationals as the traditional venue. The championship is raced off on a very large lake, laying in open flat land where the wind comes free and without deflection from trees, hills or buildings.

Challenging the reigning champion, David Crouch, were crews from Broadstairs, Budworth, plus the home club.

With the race officer and devoted committee boat crew, excellent courses were set for the four races. The wind throughout the weekend held

steady allowing no false starts.

David Crouch, crewed by sister Elizabeth, showed their ability and experience gained by competitive racing both at home and on the continent. The Crouch team took the first three races, with fellow club members Peter Smith and Gary Broad giving stiff opposition along with Iain and James Harding of Broadstairs Snipe Fleet also challenging. Iain took first in race four.

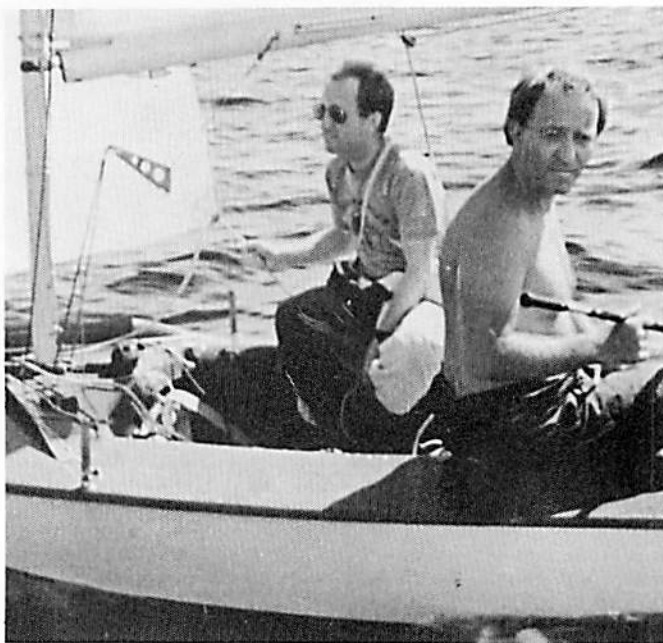
The regatta had been well run, friendly, with the usual Snipe atmosphere of a reunion. The social on Saturday attracted a crowd to disco away the evening and feed on a heavily laden food table. SCIRA UK was indeed grateful to the officers of Blue Circle Sailing Club in their organising the championship.

*John R. Broughton  
UK National Secretary*

## BROSSARD WINS FRENCH NATIONAL

On June 17-19 the Societe des Regates du Havre organized the French National Open Championship as part of the events celebrating its 150th anniversary.

Sixteen crews from nine clubs including the Royal Cinque Ports Yacht Club, England and the UUV, Belgium entered the competition.



*Gary Lewis, helm, and Alan Williams, crew, sailing in Blue Circle Open.*

After devoting one morning to measurement formalities, the championship took place on five races. The course was set outside the Seine estuary which enabled the competitors to enjoy a relatively steady wind and regular current.

The Friday race was sailed in difficult conditions and the crews suffered several swims and a broken mast. On Saturday the wind was

almost as strong 4/5 but quite regular and let us sail two nice races. The last two were sailed in the sun on Sunday with a wind slowly increasing from Force 3 to 4.

Overall results: Gerard Brossard (C.N. Clauouey) wins the championship by 0.3 points in front of Eric Beron from the Cercle de Voile d'Arcachon.

*Gilles Boisauvert*

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# scorecard

## CHALLENGE UTHURALT (FRENCH NATIONAL JUNIOR) C.V.C.L., Bordeaux, France, May 20-22, 1988

Skipper/Crew	Fleet	Points	Finish
Nicholas Perrier/Stephane Billetorte	CNC	3.0	1
Stephane Peys/Cedric Carre	CVCL	9.0	2
Malek Leseney/Sebastien Monteil	CVBM	32.4	3
Ludovic Labat/Philippe Heriche	SRH	35.1	4
Frederic Bolitarel/S. Maubaret	CVCL	42.0	5

## RIFF RAFF REGATTA Cowan Lake, Ohio, June 4-5, 1988 (A Fleet — Top 10 of 22 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
27092	Steve Callison/Rob Frechette	Hoover	1-6-1-2-1	4.25	1
26335	Buzz Levinson/Gwen Marshall	Indianapolis	2-3-11-1-2	7.75	2
25872	Jeff Irvine/Kristen Anderson	Cowan Lake	7-9-2-4-3	16	3
24093	Scott Cline/Jennifer Kittle	Hahira Y&CC	5-2-4-5-6	16	4
25727	Bill Worster/April Worster	Cowan Lake	6-5-7-3-20	21	5
27004	James Menzies/C.C. Holder	Cowan Lake	10-1-3-15-9	22.75	6
24630	Michel Zalzal/Cheryl Zalzal	Cowan Lake	4-18-12-9-4	29	7
25057	Steve Sherman/Kevin Brinkmann	Privateer	9-8-10-8-16	35	8
21465	Mac Jacob/Wendy Cianflone	Cowan Lake	3-13-9-14-12	37	9
23455	Pete Japikse/Maribeth Japikse	Cowan Lake	13-17-5-7-14	39	10

## (B Fleet — Top 3 of 9 Boats)

24272	Bill Flack/Michelle Tuthill	Cowan Lake	1-6-2-3-1	6.5	1
27000	Mike Sullivan/Joe Ann Sullivan	Carlyle	7-3-1-1-5	9.5	2
20536	Dale Katzfey/James Katzfey	Cowan Lake	4-7-3-2-2	11	3

## DISTRICT IV CHAMPIONSHIP Lauderdale YC, Ft. Lauderdale, FL, June 11-12, 1988 (Top 15 of 33 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
06309	Shawn Burke/Mike Funsch	Lake Lanier	2-2-5-2	11	1
25045	Buzzy and Gail Heausler	Tampa	3-9-1-5	17+	2
24776	Gonzo Diaz/Eric Flitman	Miami	6-13-2-3	24	3
25084	Peter Commette/Karla Fredrick	Boca Raton	8-12-7-6	33	4
26308	B. Schoenberg/H. Jackubiak	St. Petersburg	7-8-16-9	40	5
26795	Tom Lihan/Kim Logan	Lauderdale	DS-1-4-1	40+	6
26100	Woody Norwood/Vicki Nyshay	Atlanta	12-14-10-8	44	7
19888	John and Samantha Jennings	St. Petersburg	1-6-3-ns	44	8
24264	Means Davis/Mark Taylor	Atlanta	5-3-6-ns	49	9
24686	Marc and Angela Duvoisin	NASA	10-18-13-11	52	10
26912	Rhett Turner/Don Rossi	Atlanta	16-24-11-7	58	11
26395	Stefano Diaz/Jose Cardet	Miami	4-10-9-nf	58	12
26190	Tarasa Davis/Bob Meagher	Atlanta	21-7-15-15	58	13
26716	Steve and Steve Lippincott	St. Petersburg	18-23-17-4	62	14
28482	Gabe Bustamante/Benjie Sadler	Miami	11-5-14-ns	65	15

## BLUE CIRCLE OPEN (Top 6 of 25 Boats)

Skipper/Crew	Fleet	Finish
Gary Lewis/Alan Williams	Budworth	1
Peter Wolstenholm/Stephen Roberts	Blue Circle	2
David Crouch/Elizabeth Crouch	Blue Circle	3
Andy Thomas/Susan Height	Royal Cinque Ports	4
Charles Frost/Peter Frost	Stone	5
Alexander Lewin/Thomas Jones	Stone	6

## UK JUNIOR NATIONAL CHAMPIONSHIP Blue Circle Snipe Fleet, May 14-15, 1988

Boat	Skipper	Fleet	Points	Finish
20557	David Crouch	Blue Circle	2.25	1
20247	Peter Smith	Blue Circle	6	2
27001	Iain Harding	Broadstairs	8.75	3
23627	Gary Broad	Blue Circle	12	4
23626	Michael Williams	Blue Circle	13	5
26090	John Warner	Broadstairs	14	6

## FRENCH NATIONAL OPEN CHAMPIONSHIP Societe des Regates du Havre, June 17-19, 1988 (Top 5 of 16 Boats)

Skipper/Crew	Fleet	Places	Finish
Gerard Brossard/Annie Morin	C.N. Claouey	8.7	1
Eric Berron/Jean-Jacques Frebault	C.V. Arcachon	9.0	2
Jean-Claude Confoulan/Confoulan	C.N. Claouey	17.1	3
Jules Wagemans/Fried Wagemans	V.V.W. Anvers	19.0	4
Andre Thomas/Ira Harris	Royal Cinque Ports	44.7	5

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AUGUST 13-14, GULL LAKE OPEN. Fleet 190, John Crookston, 11925 Scotts Park Rd., Rt. 2, Delton, MI. 49046.

AUGUST 20-21, SOUTH MOON UNDER, Deke Sheller, 627 N. Pinehurst Ave., Salisbury, MD 21801.

AUGUST 20-21, MIDWESTERN CHAMPIONSHIP, Fleet 93, James Rix, 647 Fabrique, Wichita, KS 67218.

AUGUST 27-28, BOARD OF GOVERNORS REGATTA, Shawn Sullivan, 474 Spring St., Naugatuck, CT 06770. Quassapaug Fleet 231.

AUGUST 27-28, ONTARIOS/CANADIAN NATIONALS, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

AUGUST 27-28, ROCKY MOUNTAIN CHAMPIONSHIP, Grand Lake YC. Ron Bedford, 6023 South Owens Ct., Littleton, Colorado 80127.

AUGUST 29-31, WORLD MASTERS CHAMPIONSHIP, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

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SEPTEMBER 2-4, NORTH AMERICAN CHAMPIONSHIP, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

SEPTEMBER 10-11, PINE BEACH CALL OF FALL, Lee Griffith, 16 Orchard Way, Yardley, PA 19067. Pine Beach YC Fleet 256.

SEPTEMBER 10-11, INDIANA OPEN. Fleet 409,

Randy Fridlund, 509 N. Ritter Ave., Indianapolis, IN 46219.

SEPTEMBER 10-11, RONALD C. PRIME MEMORIAL. Sandra Czibik, 136 North Shore Rd., Derry, NH 03038.

SEPTEMBER 17-18, JOE RAMEL MEMORIAL, Lake Lotawana Fleet 49, Carl Chinnery, B-4, Lake Lotawana, MO 64063.

SEPTEMBER 17-18, COLUMBUS OPEN, Fleet 760, Brad Warne, 7000 Constitution Pl., Columbus, OH 43235.

SEPTEMBER 17-18, MYSTIC LAKE OPEN CALL OF FALL, Martin Fraser, 120 Eldridge St., Tauton, MA 02780, (617) 824-9162.

SEPTEMBER 17-18, BIRDBATH REGATTA, Bill Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

SEPTEMBER 24-25, LONG ISLAND OPEN CALL OF FALL, Doug Wefer, 45 Glen Head Rd., Glen Head, NY 11545.

SEPTEMBER 24-25, BRITISH NORTHWEST CHAMPIONSHIP, Budworth SC, Cheshire, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

SEPTEMBER 24-25, OXFORD INCIDENT & ACIDENT, Acton Lake Fleet 575, Robert Hill, 9 Devon Ct., Fairfield, OH 45014.

SEPTEMBER 24-25, BATTLE OF ATLANTA, Lake Lanier Fleet 781. Brent McKenzie, 3925 Cranbrook St., Lilburn, GA 30247.

OCTOBER 1-2, FRIGID DIGIT. Timothy Cusak, 15 Copley Ct., Annapolis, MD 21403.

OCTOBER 8-9, CALL OF FALL, Lake Mohawk YC Fleet 10, Rich Pierpoint, 485 E. Shore Trail, Sparta, NJ 07871.

OCTOBER 8-9, CRACKER BARREL TEAM RACE, Lib Clark, Rt. 1, Box 79, Hamilton, GA 31811

OCTOBER 29-30, HALLOWEEN, Jesse Coburn, 2142 Lamplight Dr., Marietta, GA 30062.

OCT. 29-NOV. 5, WESTERN HEMISPHERE CHAMPIONSHIP, Kevin Blee, P.O. Box H.M. 1327, Hamilton HM FX, Bermuda.

NOVEMBER 14-19, JUNIOR WORLD CHAMPIONSHIP at St. Petersburg, FL USA. SCIRA, Rt. 16, Box 694, Gainesville, GA 30506.

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## BOOKS ABOUT BOATS

**WATERSHOTS** by Bruce Brown. International Marine Publishing Company, Rt. 1, Box 220, Camden, Maine 04843. Copywrite 1988, Highmark Publishing Ltd. \$16.15

Anyone who's ever tried to shoot photos of sailboats will realize that it's a great way to 1) Waste film and LOTS of money; 2) Ruin a good camera. 3) Give up on photography!

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Bruce Brown, West Coast Editor of *Sailing World Magazine*, recently published a new book, *WATERSHOTS*, and I highly recommend it for photographers of all skill levels.

Available from International Marine Press, this 132-page softbound book manages to be both complete *and* simple, two standards that photography books seldom meet.

Do you lack a basic understanding of all of the technical mumbo-jumbo that goes on in your camera? Are you tired of photographers who try to amaze you with their grasp of the physical properties of light? If so, this is the book for you.

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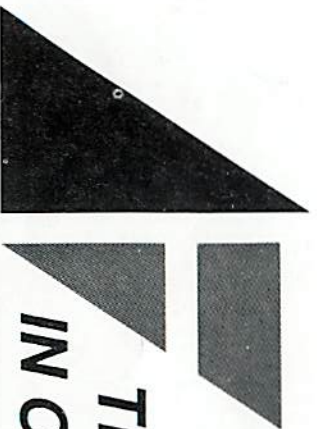
## 1988

- 1st, 4th – Midwinters
- 1st, 3rd, 4th, 5th – Don Q
- 3rd – Nassau (1st – Gamblin Memorial)

## 1987

- 1st, 4th, 5th – Nationals (Heinzerling)
- 1st – Nationals (Crosby)
- 1st, 2nd, 3rd, 4th – North Americans
- 1st, 2nd, 3rd – Northeastern Championship
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