

# ***SNIPE***

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# ***BULLETIN***



JULY 1986



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1,2,3,4 Masters Championships	1st Van Wesley Trophy
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H 516-671-9401  
W 516-759-1802

For housing: Jack Williams  
516-759-0732

## AROUND THE (SNIPE) WORLD

### England Reports 'Cape Horn' Conditions

From John Broughton: Spring is a little late this year. U.K., together with the rest of North Europe has had a terrible start for Spring. Snow, sleet, gales and freezing temperatures have not been the best welcome to the 1986 season, being sadly reflected in general reluctance to challenge the roaring seas.

But all is not gloom in the U.K.; our youngest and oldest have not been deterred — whilst those in between have sought the warmth of the club bar, hiding behind their jugs of beer!

Junior national champion Michael Townsend entered the Top Dog Championship in March and took a well deserved second. This annual event is held west of London, with entry open only to the top helm of each U.K. dinghy class. Another junior crew, Mark and Matt Lawry, challenged top senior helms from 10 plus sailing clubs around the Blackwater estuary, Essex, and won the Cock of the River trophy. This is an annual handicap event, matching all classes of both mono and twin hulls.

Going to the top age bracket our oldest and dearest helm, Leslie Lancaster, challenged April's "Cape Horn" conditions to compete in club racing, watched by other Maldon Snipe fleet members half his age, at his exploits against the elements. This is more astounding when it's revealed that Leslie has just had major hip surgery, and will not see 70 again.

1986 is the 40th anniversary for Bud-

worth Snipe Fleet. To celebrate this milestone, the club and fleet will be holding many functions culminating in the September 20-21 regatta open to all comers.

### Snipes in Paris Show Rate Return Invitation for 1987

Sylvie and Gilles waited all year for their invitation to the Paris Boat Show. It came three days before the event when another class pulled out. Their showing so impressed their hosts that Gilles was made part of the 1987 committee, assuring that Snipe France will be in the Paris Boat Show the year of the French Worlds. See the boat show report in this issue.

## AND AROUND THE SNIPE DISTRICTS

### District IV Clinic a Success

The recent USYRU style Snipe racing clinic sponsored by District IV and the Lake Lanier fleet featured seminars on shore as well as on the water drills by experts Dave Pritchard, Craig Leweck, Greg Fisher, Jeff Lenhart, and others. Visual aids are the latest tool for such training sessions, and three cameras were used to produce a video tape of the action. District IV hopes to have the edited tape available to other districts and fleets for a reasonable fee.

### District VII's Prospective New Fleet

Don Butler, 1628 Seguim-Dungeness Way, Sequim, WA 98382, phone (206)

683-6976, represents a group of dinghy sailors who are interested in starting a Snipe fleet. He writes: "We are about 100 miles outside of Seattle, so it would be very helpful if you could supply us with a contact in the Seattle fleet that would be willing to have us look at and sail a Snipe. Could you also send me some information on the class, a list of builders, and any other data which might be useful."

Steve Miller, Seattle Fleet Captain, and Warren Wheaton, District VII Governor will follow up on this one.

### Another New Fleet for District 1

Solomons Island, Maryland, was granted Charter No. 798 early in May, with six boats, and prospects for at least one more. Congratulations to Clarke McKinney and Carol Scott for launching our newest fleet. The fleet captain is: Carol Scott, P.O. Box 1628, Arlington, VA 22215.

Board member Larry White has reported that the Ocean City, Maryland fleet is ready to apply for their charter, and that there is a good prospect for Walt Hall and Marta Swanson Wallis to reactivate the Potomac River Fleet in Washington, DC.



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# SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JULY 1986

Volume XXXV No. 7

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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.

## THE COMMODORE SAYS

I am pleased to report that already some feedback has come in relative to my request for help and suggestions. Please remember things take time; however, a great deal of thought and discussion are constantly going on in order that we may proceed on the best possible course.

A very capable member of our Snipe family has suggested that we should consider holding our world Snipe championships every year. Please think seriously about this and let us have the benefit of your views whether they be positive or negative.

Would you like to see our more important regattas published in one or two of the popular yachting magazines? This is another suggestion that was put to me; the idea is to give Snipe a higher profile in order that we might attract new members. What do you think?

Snipers are very special people. Please keep an open mind and think of what is best for the class. A special person in your fleet is your fleet captain; help him whenever you can.

Good sailing — sail fast but sail fair.  
*Wayne Soares, Commodore*

## World Championship Video Available

The Argentine Snipe Association has available a one hour long video-cassette show from the 1985 Snipe World Championship. The original master was edited professionally, and offers high quality shots of the Rio de la Plata, and the races, with sound and music.

If you are interested in a copy, they are available from:

Pablo Homps, National Secretary  
Association Argentina de Snipes  
Reconquista 336, 4th floor, Room 42  
(1335) Buenos Aires, Argentina

1 copy, original related in Spanish, VHS  
Pal-B; cost U.S. \$80.00.

1 copy, translated into English, VHS  
Pal-B; cost U.S. \$100.00

Send checks in U.S. dollars to Pablo Homps at the above address.

## LETTERS

### Riff Raff Re-scheduled

...we at Cowan Lake had planned to have our regatta, the Riff Raff, on May 17 and May 18. . . We have however, been "Droughted" out. The water level in the lake was reduced below normal to facilitate construction work on the docks. Delays in construction postponed the time when the creek would be dammed. . . Our water

level is 4' to 5' below the normal pool state. . .

It is our decision to postpone the Riff Raff to Oct. 4 and 5 when with the lake at normal pool we may properly host a regatta. This will also be the 30th Anniversary of the fleet and we hope to have a truly fitting celebration.

We hope this will not cause anyone any inconvenience, but under the circumstances we really do not have any other choice.

*Bill Worster*  
*Fleet Captain Fleet 433*

## England Challenges North Europe

Dear Buzz,

I trust my announcement (Ed. Note: announcement of receipt of Snipe number 26581 via SCIRA's Easylink communication facility) in the "News Sheet" is correct — that our number was the first to be dispatched by the new equipment!

...Phoned Harry Levinson one evening. He has been to Italy to see Enzo but the situation looks rather bad as the Snipe sailors in Switzerland do not seem too keen to become organized. But Harry does not intend to give up, and is to approach local schools to build up with juniors. He will be in America next month — so no doubt will report to you direct on the up to date situation.

To get a friendly relationship with N. Europe I've decided to present a big bottle of Sherry to the National Secretary of the country that has the highest score of

## THE COVER

Florida State Champion Tom Lihan and crew Johnny Smoak, of the Miami Fleet, prepare to round the jibe mark in the fifth race of the Don Q regatta. Jonathan Bartlett and Mike Udell, Annapolis (Bow -19), and Fred Abels and Pete Kallman, Pine Beach (Bow -09) will be next. Viani photo.

## THE SCORE

Fifteen numbers were issued last month with 10 going to Finland. Denmark and U.S.A. both got 2 and Canada got 1. Fleet Charter 798 was issued to Solomons Island, Maryland. The fleet was assisted by members of the nearby Annapolis fleet. Congratulations and best of luck to the new members.

**Numbered SNIPES — 26651**  
**Chartered Fleets — 798**

## SCIRA TELEX NUMBERS

The following is a list of Telex numbers that have been received.

SCIRA		5106013329 SCIRA	
		(printed every month in BULLETIN)	
		<b>Board Members</b>	
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Sam Mollet		810-433-917	ATTN S.MOLLET
Antonio Roquette		24245 INAPAL P	ATTN A.ROQUETTE
		<b>National Secretaries and Others</b>	
Argentina	Pablo Homps	23976 HEREF AR	ATTN P.HOMPS
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Canada	Id Crook	2106982370 REPLA LTD	ATTN E.CROOK
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England	John Broughton	23576	ATTN J.BROUGHTON
			DAILY MAIL PROCESS DEPT
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Finland	Roger Nylund	62004	ATTN TURUN PUSSI
			JA KIRJEKUORITEHDAS, ROGER NYLUND
France	Gerard Brossard	540314 COBOMAT F	ATTN G.BROSSARD
Norway	Per Loken	72400 OTEX-FOTEX N	ATTN PER LOKEN JR
Paraguay	Bertrand Gayet	222 AGUSA PY	ATTN B.GAYET
Portugal	Domingos Borrvalho	24245 INAPAL P	ATTN A. ROQUETTE/ D. BORRALHO
Uruguay	Horacio Garcia Pastori	6537 COTRAX UY	ATTN H.GARCIA-P

regatta. I think it's one more facet of the well-rounded SCIRA program that makes it attractive to all ages.

Frank Clevenger  
Abilene, TX, Snipe 20648

### Editorial answer

Dear Frank,

We received the copy of your letter to John Muhlhausen regarding the dates for the 1986 U.S. Masters Championship.

I am sure that scheduling is a problem which will never be solved to everyone's satisfaction. However, many Snipe championships are held on days other than weekends, including some District championships, the Winter Circuit, the U.S. Nationals, etc.

When Dan Blodgett proposed and planned the first U.S. Masters Championship held in Seattle in 1979, he deliberately chose to begin the racing on Thursday, partly to have plenty of time for socializing, and partly to avoid the interference of the more frenetic activity of younger members of yacht clubs and fleets. In fact, except for last year, and the year before, all the U.S. Masters Championships have been scheduled for Thursday, Friday, and Saturday.

While this matter can be reconsidered for future championships, the U.S. Board which accepts the bids usually defers to the yacht club making the bid in decisions regarding the dates scheduled.

Thanks again for your interest. SCIRA thrives on the continued interest of all its members, and expression of opinion is a vital link between the membership.

Lowry Lamb

new numbers between Jan. 86 and the European Championships. Norway told me not to bother as they will win and want the Sherry now — by their score of 10 April, think they well could win it.

John and Jo Broughton  
Secretaries for England and Holland

### And Norway Answers the Challenge

Our Nationals this year will be held in Bergen, end of July, and probably more than 50 boats will enter. (Two years ago there were 25).

Sending you a copy of the results of the two biggest regattas in Scandinavia which were qualifying for the Europeans.

Birger (and Jannette) Jansen  
Secretary for Norway

### Masters schedule considered

Dear Mr. Muhlhausen, (John Muhlhausen, Chairman, 1986 Masters)

I have been sailing Snipe 20648 for 12 years.

I am 58; I will not retire until age 65; I get two weeks vacation each year which is committed to my family.

Last October, Mr. Tom Bowser and I sailed in the Masters in Dallas. It was a beautifully executed regatta and I sort of set my face to try to make it Atlanta this year.

Tom, who is retired, was going to pull the Snipe to Atlanta by car and I was going to fly in Friday night and back home Sunday — that is until I read your notice on pages 4-5 of the May '86 Snipe BULLETIN which flagged the fact that the regatta is to be sailed on Thursday and Friday.

I protest this. I doubt if I am the only Snipe sailor in this predicament. By copy of this letter to the BULLETIN, I am requesting that consideration be given to requiring this to be a weekend regatta henceforth.

Regardless of the outcome of my request, I wish your fleet well in hosting this

### Uruguayian Sniper at Home With Seattle Snipe Sailors

Dear Lowry,

I have to thank you very much for sending those letters to me and Steve (Steve Miller, Fleet Captain, Fleet 444). He personally needed a crew for his Snipe, and now he found it. I was very pleased of finding a pretty good-sized fleet of Snipes, and I also made some new friends.

We have races here on Tuesday nights. Yesterday we should have had our first race, but it was too windy; we capsized

Christopher Schewe  
Montevideo and Seattle Fleets



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# More Changing Gears

*An update on tuning the Snipe rig for performance sailing.*

by Greg Fisher

A few years ago in an article also entitled "Changing Gears," we discussed the techniques of tuning and sail trim that helped the Snipe sailor adjust smoothly and maintain top performance as the conditions change.

Obviously, over the past three years many things have changed, including ideas on the best tuning for the Snipe. Because tuning has become more scientific and race proven, the "numbers" used by the top sailors have become much more consistent. Before going into the new techniques of "changing gears" let's first go over some of the basic tuning measurement numbers so we are all working from the same base.

Before the mast is stepped let's check the spreaders for proper "cant" and "poke."

Cant is the tip to tip measurement and poke is the length of the spreaders. For a standard boat, with the throughdeck shroud holes of 4'5 1/4" apart (or inches off centerline) and 5'6 1/2" back from the forestay (measured directly from the forestay to the center of the shroud hole) the spreaders should be 16 1/4" long and 27-28" tip to tip. If your shroud holes are farther apart, then the spreader poke should be slightly greater; if farther forward, then the cant should also be greater (the tip to tip measurement greater).

Although many people feel that if they are sailing with lighter or heavier weight, the poke and cant of the spreaders should be compensated, this is generally untrue. Too much spreader poke can push the mast to leeward at the spreaders and make the main too full.

Also, as the main is pushed to leeward it moves directly into the slot between the main and the jib, creating backwind. If the spreader cant is too great the mast will become too stiff and not be able to flatten out the main properly. The only exception would be if you are sailing extremely heavy (above 330 lbs.) you may want to adjust the cant slightly so that your spreaders are 28-28 1/2" tip to tip. Again, only if your shroud holes are in different positions is it good to adjust the spreader poke.

Next, let's check the angle of the butt casting at the bottom of the mast. If the mast is not cut squarely and the casting is at an angle to the mast, the mast bend and the ability of the mast to change bend easily can be greatly affected. Make sure that it is square in the mast laterally in order to not induce side bend.

For greater control of fore and aft bend, cut the butt of the mast so that the forward edge of the butt is higher than the aft edge. When the mast is placed in the boat, especially under compression, the back edge will take all of the load. The front edge, being less supported, will want to drop down to the floor of the boat allowing, and even inducing, positive bend. The amount of cut in the butt of the mast does



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not need to be great. On our mast, the bottom forward edge is only ¼" higher than the aft bottom edge.

Now step the mast. With the newer bendier masts (Cobra II, Bryant, Firestix, and Proctor Miracle Mast), most top sailors agree that the best starting point is with a forward rake measurement of approximately 20'11". This forward rake measurement is determined by hoisting a tape up the main halyard and hooking the halyard in the latch. Push the mast forward at the deck with the mast pusher until the shrouds are just "tight." This is sometimes a difficult tension to determine, so to check "tight" make sure that there is about ¼-½" prebend in the mast. Of course if your mast has some positive bend in it already or it has been reversed downwind a couple of times and has negative bend, this would effect this ½" positive prebend measurement with the forepusher. If you are not confident that you are set up right don't worry — there is still another check later in the tuning.

Now, it is good to check the mast's relative position in the boat side to side by taking the tape measure over and pulling it to the bottom of each chine, just below the shroud hole. If the measurement side to side is different by more than ¼" you may want to do more adjusting with the shroud adjusters to match them up closer. This side to side measurement is not so important because of the "lean of the mast," rather because of it's effect on lateral mast bend as the mast is bent around the partners at the deck.

The lateral straightness, when sailing upwind, is the final check to make sure that the mast is centered in the boat. Sight up the back of the tunnel and make sure it is nearly straight. Double check that the mast is not pressed up hard against the partners where it enters the deck, inducing lateral bend to either side.

At this point, hoist the jib and tension the halyard with the magic box until the rake measurement at the transom becomes 21'4". If everything is set properly you should be able to sight up the back of the mast and see 1½" of positive prebend. If not, check the earlier steps. This lack of bend could be caused by not enough shroud tension, improper butt angle of the mast in the boat, or improper spreader lengths.

There is a little disagreement amongst the top sailors as to this 20'11"-21'4" measurement. Some sailors start out at 20'10" and pull their rig up to only 21'3". Generally, the 4½"-5" of "tension" pulled into the rig through the jib halyard is accepted, as well as the 1½"-2" positive prebend. If everything checks out at this

stage you are properly set up for 80% of your sailing.

In light winds (below 5 mph) very little is changed, except that the forepusher is used to induce slightly more prebend. In the Snipe, ½-¾" more bend when measured at the deck is generally the norm. On our boat we have a mark on the deck which matches up with a mark on the mast when everything is set up to its proper 21'4" position with 1½" prebend.

In light air we pull on the forepusher until the mast reaches another point on the deck ¾" forward of the standard prebend mark. Another added benefit of more positive prebend in light winds is that it also tends to relax the tension on the jib luff which induces a little more luff sag in the jib and therefore, more fullness. Of course,

in light winds we want a little more power in the jib to give us better acceleration. This added fullness is exactly what is needed. If sailing in a very heavy chop as well as light air, it can be beneficial to ease the jib halyard 1" to a 21'3" measurement to add even more fullness to the jib.

In winds above 15 mph or when the boat becomes fairly overpowered, pull on more jib halyard tension (21'5"-21'6"). This extra tension will help induce more positive prebend in the mast and less luff sag in the jib. The mast puller is not used until you are overpowered and using heavy boomvang tension, causing the mast to overbend. The tell tale signs of overbend are large diagonal wrinkles in the sail aim-

(Continued on page 8)

# North American Championship



San Francisco Bay  
Richmond Yacht Club  
September 24 - 27

## SCHEDULE

- **Wednesday:** Measurement and Registration, Practice Race, Mexican Fiesta
- **Thursday:** Registration, Skippers Meeting, Racing, Oriental Dinner
- **Friday:** Racing, Beer Tasting, "Cook Your Own" Dinner
- **Saturday:** Pancake Breakfast, Racing, Awards Banquet

*Other fun activities planned for landlubbers.*

## REGISTRATION FORM

Fee: \$35.00 prior to Sept. 1. Late registration \$50.00. Payable to Fleet 12.  
Mail to: Dick Loomis, 22 Debble Way, Calistoga, California 94515, (707) 942-4006.

Please Print:

Skipper \_\_\_\_\_ Crew \_\_\_\_\_

Address \_\_\_\_\_

Yacht Club \_\_\_\_\_ Fleet # \_\_\_\_\_ Sail # \_\_\_\_\_

All boats must conform to SCIRA measurements. Boats will be spot-checked for safety requirements. I certify that I am a member in good standing and that my boat conforms to all SCIRA requirements. I hereby agree to abide by all Snipe Class and USYRU rules, and release USRYU, SCIRA and Richmond Yacht Club, their officers, members, employees and members of the Race Committee from all liability by reason of injury, whether to the yacht entered above or to myself, my crew or my guests.

Signed \_\_\_\_\_ Date \_\_\_\_\_



# CHANGING GEARS . . .

(Continued from page 7)

ing from the spreader to the clew of the main.

At this point, it is a good idea to pull out most of these wrinkles with the puller. Be sure to leave a few wrinkles so that you know that you are sailing with near maximum mast bend and the sail is as flat as possible.

Using the boomvang when sailing upwind becomes helpful when the boat becomes overpowered. At this point when usually the traveler would be eased to leeward, a moderate amount of boomvang tension will help to bend the mast even more and help depower the boat. This is helpful when sailing with a light crew as it allows the skipper to play the main in and out much quicker than with a traveller. In very shifty winds, being able to play the main quickly means a lot in helping the boat go faster and remain under control.

The one disadvantage of playing the mainsheet (with the vang on hard) as opposed to using the traveller is that some of the leverage back on the rig (which would tighten the jib luff and reduce sag) is lost. Of course, in a heavy chop this can be advantageous as it would allow the jib to remain somewhat powerful. But, if sailing

in flat water and the wind is steady, you may want to ease down the traveller and sheet the mainsheet harder to increase the pressure back on the rig and minimize luff sag.

It is interesting to note that when using heavy boomvang tension upwind the traveller is primarily used to control the shape of the jib. Again, when using the vang upwind with the traveller eased to leeward, the jib will be flatter, while with the traveller centered and the mainsheet eased, the jib will be fuller.

If you do not use the boomvang upwind to help bend the mast and flatten the mainsail it is imperative that the traveller be eased to leeward so that the mainsheet can be trimmed harder and help force mast bend.

Let us now put all of this into use . . . In very light winds we will sail with our jib halyard at 21'4" and our forepusher forward of the standard 1 1/2" prebend position to 3/4". We will be sure to have the jib cloth tension and the main cunningham tension eased off so that there are definite horizontal wrinkles along the luff of both sails. Our outhaul will be tight so we have one hard crease along the foot of the main and the bridle traveller should be at max height (approximately 32-35").

The sheets should be eased so that the upper batten can be set parallel to the

boom. The jib trim should be set parallel to the centerline of the boat using an "imaginary batten" in the middle of the leech of the jib. If we were sailing in heavy chop, the only change that we would make (besides easing both the mainsheet and the jib-sheet slightly) would be to ease the jib halyard two numbers on the magic box to make the jib just a little fuller.

If the wind were to build to 8-10 mph when both crew are sitting on the high side, we would let off our forepusher so we are at our standard 1 1/2" prebend position. The mast should bend more than this amount by itself so we should not lock our aft puller in place to restrict the bend. Again the jib cloth tension and cunningham tension should be set so that there are horizontal wrinkles perpendicular to the luff of both sails. The jib is trimmed so that the imaginary batten is parallel to the centerline of the boat (in very flat water we might be able to squeak it in just a little tighter) and the main is trimmed so that the upper batten is parallel to the boom. The boom will be very close to the centerline of the boat.

As the wind builds a little more to the point where we are overpowered (upwards of 12-15 mph) we begin applying boomvang tension to help bend the mast and hold the boom down so that the upper batten is parallel to the boom. The jib lead

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is moved back 1" from our standard position and the luffs of both sails still show the horizontal wrinkles.

At this point, we are beginning to develop diagonal overbend wrinkles, a sign of maximum mast bend. As the wind gets puffy we begin to drop the traveller down to help balance out the helm.

As the breeze builds to a velocity where we are definitely overpowered (18-20 mph plus) we are using the boomvang quite hard. There will be definite overbend wrinkles in the main and the outhaul will be pulled to the band. Our jib halyard will be pulled to 21'5" and in the heaviest conditions, 21'6". With the heavy amount of vang tension the aft puller will be set slightly to help restrict mast bend so the mast does not way overbend. In flat water the traveller will be eased and the mainsheet pulled tightly to help put tension on the jib luff. In chop the traveller will be centered and the mainsheet eased to help balance the helm. The traveller staying centered will allow the rig to rock forward slightly and the headstay sag more making the jib fuller.

In either case, whether it is in chop or flat water, it is a good idea to shorten the length of your bridle so that the height is not allowing the joint of the split mainsheet to ride inside the block at the end of the boom. With the traveller shortened the mainsheet tension in and out will allow the boom to go sideways more rather than up and down. This will allow the mainsheet tension to directly affect the headstay sag and not make the traveller position nearly as critical.

As in changing gears in your car, practice is necessary to make it all happen smoothly. There is no substitute for time in the boat practicing.

Some of these ideas are perhaps different from what you are used to but I hope you will feel free to give me a call if you have any questions. Good luck and I hope you have a great sailing season in 1986!

## Two New Orleans Regattas Draw Snipers

### Sugar Bowl

This year's Sugar Bowl Regatta had no luck at all with the weather. Nevertheless 22, mostly local, Snipers braved the cold and rain to sail a six race series. Winds started out very heavy and ended in a drifter, so there was something for everyone.

The top three were: Greg Fisher and Charlotte Gordon, Columbus, Ohio; Kurt Wiese and Will Jeffers, New Orleans; and Buzzy Heausler and Gail Heausler, Clearwater.

### Mardi Gras

The Mardi Gras Regatta was held at the New Orleans Yacht Club February 8-9. A disappointing 12 Snipes participated, despite good weather, especially on Saturday. Six races were sailed, and everybody went together to watch the nighttime Mardi Gras parade.

The top three finishers, all from New Orleans, were: Kurt Weise and Keith Crum, Robert Brennan and Hoagie Herman, and Joe Blouin and Leslie Samuels.

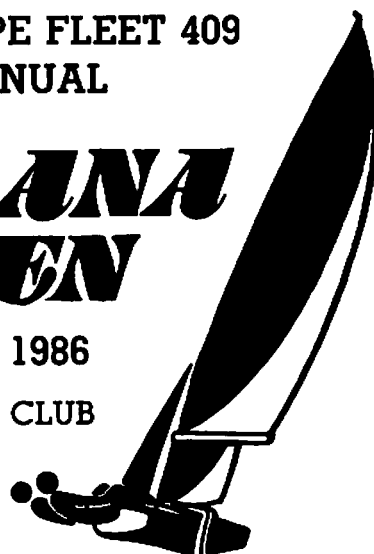
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Skipper \_\_\_\_\_ Boat No. \_\_\_\_\_

Address \_\_\_\_\_ Hull Color \_\_\_\_\_

Crew \_\_\_\_\_ Housing Request \_\_\_\_\_

Make checks payable to: Snipe Fleet 409

Mail to: Randy Fridlund  
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Indianapolis, Indiana 46201  
(317) 357-9415

# What A Year!

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Crosby	Five out of top ten
Junior	3rd

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1985 District III — 1,2,3,4	1985 District IV — 1,4
1985 Southern — 2,3,5,7	1985 Atlantic Coasts — 1,2,5,6
1985 Northeasterns — 2,3,4,5	1985 Bermuda Race Week — 2
1985 Midwinters — 2	

**Let us add you to the list in 1986! Consider us your personal sailmakers!**

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# The Fine Art Of Small Lake Sailing

*Part II — a reflective review of the wind patterns  
to anticipate on small lakes.*

*Craig Leweck, 1986 Zimmerman trophy winner, is also an expert in small lakes, having spent two seasons in District III's Lake Country before returning to California last year.*

by Craig Leweck

The contour of the land that surrounds the water always is a main factor for how the breeze will blow on the race course. Though the environmentalists in the world will probably shoot me, I wonder whether it would be better if all the lake sailors would get together to level and black top one side of their lakes. Having one side a uniform and heat inducing surface, the lake might incur a steadier, sea breeze type condition. Since this will probably not happen, we all must endure the fickle winds that most ponds offer.

Some of the pertinent points that we must be aware of include the wind's inability to blow either up or down steep hillsides. If there is an abrupt point that keeps us from sailing straight from spot A to spot B, quite often it is a quicker route to round the point a bit wider than what is possible so as to be in an area which might have more breeze. When doing this, it is always good to keep an eye on those rounding tighter to see if there is, in fact, breeze in there for some reason.

Another common geographic set-up is where a peninsula exists which divides two bays. When the wind is coming from the direction of the point, the wind is usually stronger coming out of the two bays but the direction is rarely the same. If the weather mark is situated under or near the point, it is critical to know which bay has the stronger breeze and the more favorable direction.

Between the differences in velocity and wind angle, great gains can be made by staying in phase with these shifts. It is common for both bays to offer awesome shifts during the same weather leg, bringing boats in from both sides with huge lifts only to have one side's breeze fade as the other side's breeze dominates when the boats cross. This definitely indicates that there is a good chance that you won't be

able to take advantage of every shift that these bays send out. Just as long as you get many of the shifts and set yourself up to get the last one, odds are you will be near the front of the fleet when you round the weather mark (or cross the finish line).

A common question at this point is how do we know when we are lifted, headed, skunked, thrown down, smoking or burned. When the compass swings like the Bermuda Triangle is near and our fun button has been two-blocked since the preparatory signal, it is important to have some kind of feeling of where we are in the scheme of things. When in open water it is critical to use the compass to know exactly what the variance of the wind oscillation (or back or veer) is, so you can get a range between the highs and lows of each tack. Though this is no less important on small lakes, it is pretty tough to get a numerical handle on it since the digits change so quickly.

Since we cannot wholly rely on the compass, we must then fall back on what we do have to use. The race courses are generally smaller, so we can see the weather mark and quickly determine which tack is pointing us closer to the mark. From there we must munch the angles into our system. Using the land background beyond the bow is also real helpful to determine whether you are lifting up or not. The last point is to constantly compare what your course angle is in relation to the boats around you. This will give you the small picture that you need to determine when you should make your move to lead the fleet.

If there is one personal virtue that I have relied on heavily in small lakes, it is that of being patient. While it is pretty handy to always have around, it is almost an entry requirement for the ponds.

There is no chance that every favorable shift that is dropped on the course will be handled all the time. That is why we must approach the course philosophically. We must attempt to: 1) Forecast the race conditions; 2) Predict any changes that may occur; 3) Position ourselves to take advantage of the changes.

Now what is kind of confusing is when to position ourselves to take advantage of changes that have already come through. Ideally you are where the shift occurred. You are on the right side and a big right side puff/shift came through and you are now smoking the fleet. But what if you are on the left side watching those on the right smoke by? Well, you suddenly have to make some quick conclusions. Is it a temporary shift that will swing back your way? Is it strong and solid and it looks like your envelope has just been sealed? Has the swing placed their angles above the layline, into adverse geography or current. If it is just a shift and temporary, hang tough and hope it comes back your way.

If the temporary shift has significantly better breeze you might slide that way to take advantage of the breeze, but still stay between the boats to the right and the next shift. If the swing is solid and the breeze is definitely more, you have probably just lost alot of boats so hanging out on the left might allow more to get by.

If this is your conclusion, it is time to "take your medicine" and slide over to the new transoms that you are to now chase. There are no simple rules on when to bite the bullet. It is necessary to always gauge whether the boats around you are gaining or losing, and then make decisions on how to adjust your game plan.

*Part III of Snipe sailing on small lakes will be published in the August issue.*



## Scientific Sailboat Racing

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

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# THE MASTERS

## Atlanta Readies For Snipe World Masters

Snipe Fleet 330 Atlanta, Georgia, is hosting the first Snipe World Masters Championship on September 17-19, 1986. The regatta will be sailed at the Atlanta Yacht Club on Lake Allatoona, 38 miles northwest of the city.

From Interstate 75 north take Exit 20, Georgia Route 92 north. Drive one mile, turn left at Kellog Creek Road, go another mile and take another left onto Yacht Club Road. AYC is one mile straight ahead. The clubhouse number is 974-9189.

Registration will begin on Wednesday, Sept. 17 at 10 a.m. The first race will start at 1 p.m. The regatta will end Friday night with the awards banquet. Dress is casual

for all events.

The races will be held in the afternoons, conditions permitting, to provide a more leisurely schedule. All meals for skipper and crew will be included in the \$100 registration fee. There will be a \$25 late fee for registrations postmarked after Sept. 1. Extra meals may be purchased and are to be noted on the registration form.

A limited number of charter boats and crews are available and will be assigned as registrations are received. A \$35 borrowed boat insurance fee will cover physical damage done to the charter boat or lost equipment only.

The skipper chartering a boat will also

be required to pay, at time of registration, a \$125 deposit to cover the insurance deductible. The full amount is returnable upon satisfactory return of the undamaged charter boat to the owner or his designee. Please bring your own sails.

There will be a limited number of free accommodations at cabins at the club for the nights of Wednesday, Thursday and Friday. These will be assigned on a first come basis. Many cabins are rustic and do not have showers. Even though there are showers in the clubhouse, you may wish to stay at the Frontier Inn, at I-75 and GA92. A block of motel rooms have been reserved for this event. Please make your own reservation by calling (404) 974-0116 and identify yourself as participating in the regatta to get their special rates of \$35 for a single room and \$40 for a double room.

Camping and self-contained motor-homes are permitted at the club, but pets are not.

Confirmation of boats, crews and accommodations will be sent upon receipt of your registration. Please register early.

For more information contact: John Muhlhausen, regatta chairman, 1146 Green Street, Roswell, GA 30075. Office phone (404) 642-1146.

### Snipe World Masters Championship

Name of Skipper	Age
Name of Crew	Is a crew needed?
Address	
Sail Number	
Are accommodations needed?	Number of beds
<b>Entry Fee</b> , includes all meals & entertainment for 2	<b>\$100.00</b>
Is a boat needed?	(\$35. insurance + \$125. deposit*)
Extra Meals:	Wed. Lunch @\$3.50 each
	Wed. Cocktails/Buffer @ \$8.50 each
	Thurs. Brunch @ \$4.00 each
	Thurs. Dinner @ \$8.50 each
	Fri. Brunch @\$4.00 each
	Fri. Awards Banquet @\$11.00 each
<b>Total</b>	<b>\$</b>

\*A deposit of \$125. for use of a charter boat will be required at registration to cover the insurance deductible if there is property damage to borrowed boat. The full deposit will be returned at the conclusion of the regatta if no damage to borrowed boat occurs. The \$35. insurance fee is non-refundable.

Please send your registration and fees payable to Snipe Fleet 330 to Mr. Brad McFadden, registration chairman, 220 Kings Mill Court, Roswell, GA 30075. **Registration post marked after September 1, 1986 will require a entry fee of \$125.**



# Sanctioned Snipe Regattas

**JULY 4-6, BECKER MEMORIAL**, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

**JULY 4-6, MISSOURI VALLEY CHAMPIONSHIP**, Iowa-Nebraska Fleet 309, Robert Recker, 3309 S. 116 St., Omaha, NE 68144.

**JULY 11-13, U.K. NATIONAL CHAMPIONSHIP**, Hythe Saltwood S.C., Folkstone, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

**JULY 12-13, ONTARIO OPEN/CANADIAN NATIONALS**, Oakville Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

**JULY 12-13, WINCHESTER INVITATIONAL**, Winchester Fleet 77, Art Rousmaniere, 45 Quail Run, Tewksbury, MA 01876. (617) 851-6299.

**JULY 12-13, ITALIAN JUNIOR CHAMPIONSHIP**, CC Solvay Rosignano, Solvay, Italy.

**JULY 12-13, DISTRICT III CHAMPIONSHIP**, North Cape Fleet 762, Terry Timm, 214 W. Michigan Ave., Saline, MI 48176.

**JULY 12-13, ROCKY MOUNTAIN CHAMPIONSHIP**, Rocky Mountain Fleet 210, Carl Lundstrom, 8105 W. 22 Ave., Lakewood, CO 80215.

**JULY 14-19, 45TH ITALIAN NATIONAL CHAMPIONSHIP**, Circolo Canottieri Solvay, via Lillatro 1, 57026 Rosignano Solvay, Italy.

**JULY 19-20, U.S. JUNIOR NATIONAL CHAMPIONSHIP**, District V and Chautauqua Fleet 124, Jane Gram, 357 North Shore Rd., Cuba, NY 14727.

**JULY 21-25, U.S. NATIONAL CHAMPIONSHIP**, District V and Chautauqua Fleet 124, Jane Gram, 357 North Shore Rd., Cuba, NY 14727.

**JULY 26-27, BRIODY (Lake Ontario Regional Open)/BOLDE MOTHERS INTERGALACTICS**, Cuba Lake Fleet 442, Leo Murphy, Jr., P.O. Box 66, Cuba, NY 14727.

**JULY 26-29, NORWAY, NATIONAL CHAMPIONSHIP**, at Bergen, Birger Jansen, Skogveien 51C, N-1320 Stabekk, Norway.

**JULY 27-AUGUST 2, 1986 WORLD JUNIOR CHAMPIONSHIP**, Enzo Perini, c/o Circolo Nautico Chioggia, Calle S. Croce, 1221/A, 30015 Chioggia(ve), Italy.

**JULY 30-AUGUST 3, NORDIC CHAMPIONSHIP**, Karby, Finland, Rober Nylund, Osterlangatan 9 B 28, SF-20520 ABO, Finland.

**AUGUST 2-3, SUNFLOWER REGATTA**, Shawnee Fleet 597, Delmar Tucking, 5145 NW 35th, Topeka, KS 66618.

**AUGUST 2-3, BROADSTAIRS OPEN**, Broadstairs, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

**AUGUST 9-10, DISTRICT III JUNIOR CHAMPIONSHIP (Open to all SCIRA Jrs)**, Indianapolis Fleet 409, Paul Dovey, 7566 Castleton Farms W. Dr., Indianapolis, IN 46256.

**AUGUST 14-17, NATIONAL CHAMPIONSHIP, FINLAND**, Tampere, Finland, Roger Nylund, Osterlangatan 9 B 28, SF-20520 ABO, Finland.

**AUGUST 15-17, GOLD CUP**, Juelsminde, Jylland, Denmark, Niels Kampmann, Teglgardsvvej 3, 2920 Charlottenlund, Denmark.

**AUGUST 16-17, NEW YORK STATE (OPEN)**, Newport 103, Steve Callison, 193 Rossiter Rd., Rochester, NY 14620. Home (716) 473-2478.

**AUGUST 23-24, BOARD OF GOVERNORS REGATTA**, Quassapaug Fleet 231, Michael Elser, 517 Allerton Rd., Naugatuck, CT 06770. (203) 758-8435.

**AUGUST 23-24, CAMPIONATO ADRIATICO SNIPE**, CN Chioggia, Calle Santa Croce 1221/A, 30015 Chioggia, Italy.

**SEPTEMBER 6-7, LONG ISLAND CALL-OF-FALL**, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

**SEPTEMBER 6-7, BIRD BATH**, Muscle Shoals Fleet 784, William J. Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

**SEPTEMBER 6-7, INDIANA OPEN**, Indianapolis Fleet 409, Randy Fridlund, 509 N. Ritter, Indianapolis, IN 46219.

**SEPTEMBER 6-7, RONALD PRIME MEMORIAL**, North Cove 127, Arthur Cunningham, 136 North Shore Rd., Derry, NH 03038.

**SEPTEMBER 6-13, XIX CAMPEONATO DE EUROPA**, Real Club De Regattas, Santiago De La Ribera, Murcia, Spain. Telephones: 988-570250 and 988-570254.

**SEPTEMBER 13-14, COLUMBUS OPEN**, Hoover Fleet 760, Brad Warne, 7000 Constitution Pl., Worthington, OH 43085.

**SEPTEMBER 13-14, JOE RAMEL MEMORIAL REGATTA**, Missouri YC Fleet 49, Ken Frashier, L-84, Lake Lotawana, MO 64063.

**SEPTEMBER 13-14, VIKING SNIPE**, Vestifjorden, Norway, Birger Jansen, Skogveien 51C, N-1320 Stabekk, Norway.

**SEPTEMBER 17-19, SNIPE MASTERS WORLD CHAMPIONSHIP**, Atlanta Fleet 330, John Muhlhause, 1146 Green St., Roswell, GA 30075. (404) 642-1146.

**SEPTEMBER 20-21, TROFEO AVAV**, AVAV Luino, Renato Suttora, Via di Castelvetto, 2, 20100 Milano, Italy.

**SEPTEMBER 20-21, U.K. NORTHWEST CHAMPIONSHIP**, Budworth S.C., Budworth, Cheshire, England. John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

**SEPTEMBER 20-21, OHIO (OPEN) STATE CHAMPIONSHIP**, Chippewa Fleet 621, Dick Ravetta, 552 West St., Wadsworth, OH 44281.

**SEPTEMBER 20-21, MYSTIC LAKE OPEN**, Medford Fleet 777, Martin Fraser, 120 Eldridge St. #5, Tawnton, MA 02780.

**SEPTEMBER 20-21, STOCKHOLM OPEN**, Tomas Franzen, Skrinvagten 17, S-177 44 Enskede, Sweden.

**SEPTEMBER 24-28, NORTH AMERICAN CHAMPIONSHIP**, San Francisco Fleet 12, Dick Loomis, 2429 Debbie Way Calistoga, CA 94515.

**SEPTEMBER 27-28, OXFORD INCIDENT/ACIDENT**, Acton Lake Fleet 515, Jay Antenen, 5853 Headgates Rd., Hamilton, OH 45011.

**OCTOBER 4-5, FRIGID DIGIT**, Annapolis Fleet 532, John Fry, 3001 Veazey Terrace #1630, Washington, DC 20008.

\*OCTOBER 4-5, RIFF-RAFF, Cowan Lake Fleet 433, Timothy S. Black, PO Box 6464, Cincinnati, OH 45201

OCTOBER 11-17, WESTERN HEMISPHERE CHAMPIONSHIP, Fujiya Matsumoto, Japan Yachting Association, 1-1-1 Jinnan, Snhibuyaku, Tokyo, Japan.

OCTOBER 26-27, HALLOWEEN REGATTA, Atlanta Fleet 330, Jack Fasse, #3 the Croft, Atlanta, GA 30324.

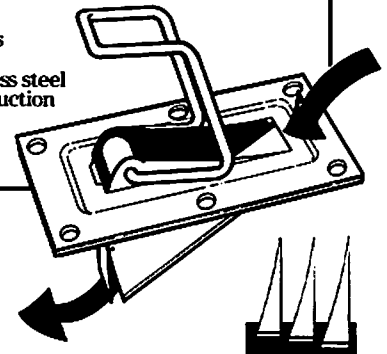
\* Rescheduled from May

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Two Snipes in Paris boat show. One new, one lovingly restored by a cabinet maker.



Three panels with photos and posters. Gilles' attractive display earned a position on the committee for next year's Paris boat show.

## Snipes Grace The Paris Boat Show

Two Snipes were exhibited during the Paris Boat Show from January 11 to 20 in a shopping centre close by the exhibition building. Classes including the Stars had exhibited there in January 1985, but despite numerous contacts as early as June 1985, the Snipe Class couldn't be sure of being represented. We should have been confirmed by mid-December, but nothing came . . .

### Three Days to Get Ready

**D Day-3** — (Wednesday night) Phone rings — Hello! You can have a stand for the boat show — another class has just withdrawn.

One boat?

Yes.

We had spoken of showing two — a wooden one and a fiberglass one . . .

(Silence)

A more attractive stand would be better, even for the other classes.

OK, two boats.

Yippee! The Snipe Class will attend one of the most important sporting events in France — our series of letters and phone calls — however trying and disheartening — have eventually borne fruit. They needed someone — they thought SNIPE CLASS.

Our phone rings late into the night — we have to materialize as many of the promises of help we had received as we can.

Our boat — a one-year-old Skipper Snipe, F 25010, will be shown as she is the most easily available, and has not been laid up for the winter as yet. The second boat is Alain Jardin's (Fleet 221, Paris) who is a cabinet maker and has complete-

ly restored an old Roga Hull (F 12048). He very kindly agrees to lend his boat which had been sheltered for the winter season some 70 miles from Paris.

**D Day-2** — In between work and lessons, we're busy preparing the leaflets and the material for the stand. A Parisian Snipe sailor, Alex Neuhoff, who's in the line will provide the boards. We must

***The Class will sure have a stand in 1987. By that date we'll have more experience, time, and it will be the year of the Worlds.***

mount under glass posters we had collected last year from Finnish and English Snipe sailors.

**D Day-1** — We print the leaflets at the office and try to contact as many people as we can to install the stand and then look after it from 10 a.m. to 10 p.m., seven days on end.

**D Day** — We're off! Let's hope everything will go smoothly. We must get the boats, put up the stand, make sure everybody will be there on time and so on. Except that I drove round and round for two hours with the trailer before I could find the way in, everything is all right. The stand is ready in the small hours of the morning.

During that week we got in touch with a good many dealers and amateurs. We can't be successful every time, but many contacts will prove beneficial in the long run. A second sailmaker, and a French dinghy builder we miss so much might be interested in spite of restricted prospects.

A few grumpy guys regretted that everything was prepared "so hurriedly" but we did want to have a stand in 1986, and refused to let another year go by without

doing anything. Old as it is, the Snipe Class is not outdated; our vivacity, our cohesion, showed it and must keep doing so.

Our stand was deemed interesting and appealing by the organizers (you can judge from the photos) which enabled Gilles to become part of the committee for next year. The Class will sure have a stand in 1987. By that date we'll have more experience (and time!) and it will be better, no doubt, especially as it will be the year of the Worlds!

*Gilles Bisaubert and Sylvie LeBour  
Fleet 294 Audierne*



Sylvie's Skipper Snipe with whisker pole on the boom, and cockpit controls within easy reach.



## CLASSIFIED

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

ACRYLIC SNIPE DRYSAIL COVERS, yacht-acrylic will not rot, mildew, shrink or become brittle. Best cover material available. Outstanding workmanship. No. 1 full deck with 6" skirt for mast up and boom off. Flat type with halyard cockpit lifting bridle, \$139.50 white, \$145.00 blue. No. 2 same as No. 1 but has custom-looking tapered full skirt for ultimate protection. Zipper at bow for glove-like fit. \$175.00 white, \$185.00 blue, rudder cover \$19.50. Shipped UPS ppd. for orders with payment in full. Orders with 50% deposit are shipped balance COD including UPS charge. Contact Chris Rooke, (901) 744-8500.

LOFLAND 18310. Excellent condition. Beige hull & white deck. 2 sets sails, cover & trailer. Saugatuck, Michigan. (616) 857-4655. John Sanford.

FOR SALE. Masts and numerous sails. North, Ullman, Sobstad and Shores. \$35 up for sails. Terry Timm, 214 West Michigan, Saline, MI 48176. (313) 429-5033.

McLAUGHLIN 25336. IN CALIFORNIA! Grey with white deck. Excellent condition, excellent racing record. Cobra II mast, all Harkens, compass, custom full boat cover, trailer and new

Ullman sails. Sailed once since purchased from Jeff Lenhart one year ago. Tuned and ready to win races. \$3,900. Jim Holder (213) 851-0334 or Mark Elliot, (805) 254-3388.

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