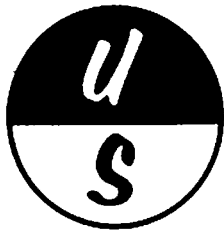


SNIPE

BULLETIN



JUNE 1980



Ullman Sails

WIN THE WORLDS!!!

*What more can we say? . . .
How about . . .*

THE NORTH AMERICANS – 1, 2

THE U.S. NATIONALS

Heinzerling – 1, 3, 4 Jr. Nationals – 1, 2, 3
Crosby – 1, 2 Wells – 1, 2, 3

BE A WINNER IN '80 – BUY ULLMAN

Write or call us at 410 29th St., Newport Beach, CA 92663
(714) 675-6970 – Ask about our winter fleet discounts

PHOENIX FIRESTIX



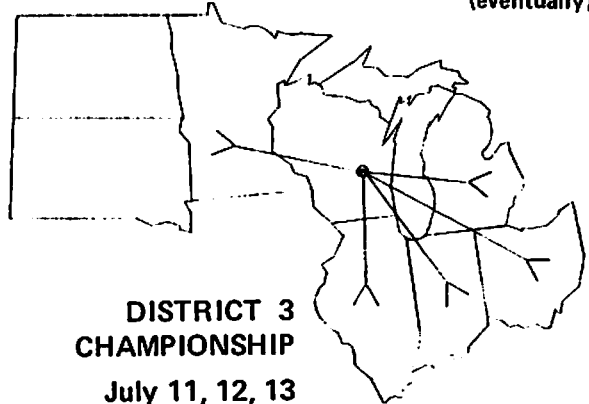
Black Anodized

- Small Diameter Mast
- Octagon Boom Section

PHOENIX BOAT CO.
1556 W. 11th Street
Long Beach, Ca. 90813
(213) 432-2093

Don't forget to send the Bulletin a complete report and photos on your Snipe regatta. In the overall results be sure to include names of skipper and crew, home club or fleet, places in each race, total points, and standing in fleet.

ALL ROADS LEAD TO GREEN LAKE (eventually)



**DISTRICT 3
CHAMPIONSHIP**
July 11, 12, 13
Green Lake Yacht Club

- Great Sailing Area
- Great Shore Facilities
- Great Competition
- Great Trophies

Doesn't it sound great?

Make Lodging Reservations Now.
Call or Write for Information:

Mary Kinas
Lakeview Drive
Green Lake, WI 54941
(414) 294-3477

On Kinetics

A veteran one-design champ offers his evaluation

Last fall, at the 1979 IYRU Meeting, IYRU Vice President Paul Henderson submitted a radical proposal to eliminate pumping, ooching, rocking, roll tacking and virtually any other form of kinetic body energy from competitive sailing.

Paul Henderson's sailing background includes 36 years of competition, during which he actively campaigned Finns, Flying Dutchmen, International 14s, Solings and, currently, Stars. He represented Canada in the Olympics in both Finns and FDs, along with claiming the FD U.S. Nationals title several times. He also finished third in the Finn North Americans. In Solings, he won the Atlantic Coast Championship, and in Stars, he finished third in the North Americans, won the last race of the 1978 Worlds and claimed a very respectable third in the recently completed Star Bacardi Cup.

At the administrative level, Henderson was a member of the working party that formulated the alternative provision of rule 60.3 (the "Black Flag" rule), which, when conditions merit, allows the race committee to signal competitors that they may now pump, ooch, rock and scull as much as they desire. Besides being current Vice President of the IYRU, he is also a member of the Class Policy Committee.

The Henderson proposal, which follows, and the accompanying interview with the outspoken Canadian yachtsman provide a comprehensive look into an issue that may completely change the nature and future of smallboat racing.

The new trend aboard performance boats is to use body energy to impart kinetic energy to the boat so as to propel the boat favorably. Each generation has refined and expanded the techniques to the point where a race could be held in a flooded stadium because wind is not required and, in some ways, is a hindrance to getting around a race course. The following techniques are now an accepted form of the art in most boats:

1) Rudders all swept back to the maximum so one can scull more efficiently. This especially helps in the first 50 meters after a start where astute sculling means the difference between getting clear air and being

buried. The 470s do it by letting the rudders float up; the Optimists build specially shaped rudders to do the job, as do the Flying Dutchmen.

2) Boom vang sheeting is now in vogue. The vang is built to take over all of the functions of the mainsheet except that of moving the boom in a lateral plane. This allows the helmsman to use a 1:1 mainsheet which greatly facilitates pumping. The technique upwind is to pump the main to get the air wedge energy and then, to let it out quickly enough so as to not lose the laminar flow.

3) Rocking downwind has been known for a long time. This has now become commonplace upwind so as to drive an air wedge, thus imparting energy to the sail.

4) Sailors upwind are now unweighting their boats over the waves similar to what ski racers do over bumps. They raise their bodies up going up the wave and push down going down the wave.

5) Roll tacking has become a major form of propulsion. In the past, good racing tactics have decreed that you would only tack on windshifts because of the loss of speed incurred when going through the eye of the wind. A racer can now gain by tacking rather than sailing on a tack by roll tacking. First, they let the boat heel to leeward, then violently hike, thus bringing the sail over almost to capsize. When the wedge of air is compressed, and therefore the energy maximum, they thrust the tiller over in a violent scull. When the boat is on the other tack, the mast, which is now heeling to the new leeward side, is brought sharply to the vertical position, thus imparting more energy to the rig.

6) Sculling upwind with efficient rudders greatly affects the speed. The helmsman sculls sharply into a wave so as to overcome the negative force of the wave, thus accelerating the boat through the wave.

7) Pumping downwind is now done in two ways. The crew pumps the spinnaker while on the trapeze to windward while the helmsman sits to leeward, holding the boom with his hand and constantly pumping.

8) Downwind, the boat is now steered

(Continued on page 11)

Official Pocket Patch



(1/2 actual size)

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4"

SPECIFY MATERIAL when ordering . . . \$2.00

A smaller size 2-1/8" x 2-3/4" for caps, etc., but in twill only . . . \$1.50

Send Payment with Order to

SCIRA

Privateer Road, Hixson, TN. 37343

PROMOTE SNIPE

Brochures are available to give to prospective Snipe Sailors. Also available in quantity for fleet use. Great for boat shows. Write SCIRA office.



Boat Company

RACE READY CENTERBOARDS

Low Trunk (11")	\$175
Includes Teak Handlo, Notches, Polished	
Machined Blank	\$130
Edges Shaped	
High Trunk (over 12 1/2")	add \$25
Mast Levers	\$35
With Pivot Plate and Connecting Tube to Mast	

Bill Simons
6415 Grubb Road
Hixson, TN 37343
(615) 877-7099

SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS

INTERNATIONAL RACING
ASSOCIATION

JUNE 1980
Vol. XXIX No. 6

S.C.I.R.A. OFFICERS

Commodore
Gonzalo E. Diaz
2825 S.W. 92 Place
Miami, Florida 33165

Vice Commodore
Paul F. Festersen
Suite 510
Service Life Building
Omaha, Nebraska 68102

Rear Commodore
Arturo Delgado
Puerto Rico, 6
Madrid 16, Spain

Executive Secretary and Treasurer

Lowry Lamb
Privateer Road
Hixson, Tenn. 37343

RULES COMMITTEE

Chairman: TED A. WELLS
5 Huntington Ave.
Wichita, Kansas 67208

EDITOR

Lowry Lamb

EDITORIAL & BUSINESS OFFICE

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

PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit). Forms close on the 1st of the month preceeding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee. Second-class postage paid at Hixson, Tennessee and at additional mailing offices.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$5.00 per year. \$5.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

CHANGE OF ADDRESS

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

THOUGHTS WHILE SAILING

In this issue we are re-printing an article from YACHT RACING/CRUISING. The subject of kinetics is a timely one and must be resolved before very long. Paul Henderson recognized the problem and got it on the IYRU agenda. YR/C has done an excellent job in presenting this subject and we commend it to your careful thought.

In order to determine how the sailors feel, a questionnaire accompanies this article. YR/C has generously agreed to tally the replies according to class, and a future SNIFE BULLETIN will include the results. We urge you to send in the questionnaire.

SCIRA Directory Correction

In listing the National Secretaries in the SCIRA Directory, February issue of the BULLETIN, we listed Canada with the name and address of Cesar Gonzalez, secretary for Chile. You may have guessed that Cesar is the Chile's Secretary. The secretary for Canada continues to be Id Crook, 263 Sandwell Dr., Oakville, Ontario, Canada. Please correct your directories.

Junior World Championship Slated For Fall

Spain has organized the World Junior Championship this year in Menorca. It will be held September 8-14, 1980. More information can be obtained by writing to the Organizing Committee, Club Nautico de Cuidadela, Menorca, Spain.

Sail by the Rules

A small mnemonic trick for remembering right-of-way in tight situations:

S — STARBOARD boat has right of way over port tack boat.

A — AHEAD — boat clear ahead has rights over overtaking boat astern.

I — INSIDE — boat inside at mark has rights to room over outside boats.

L — LEEWARD — boat to leeward has rights over boat to windward.

The above is general, but was recommended by Mike Crowley to the Juniors last year in the SCIRA sponsored tune-up session before last year's US Junior Nationals.

The USYRU now has available a "rules in brief" card, which is pocket sized, printed on plastic coated stock, with the basic rules on one side, and common signals on the other. The card, available from the USYRU for \$1.00, (.75¢ for 10 or more, .60¢ for 50 or more) is not a substitute for a rule book, but is a good quick reference. Write USYRU, Box 209, Newport, RI 02840.

THE COVER

Jeff Lenhart and Mike Bartell, winners of the Gambin, Bacardi, and Kelly Trophies in the Bahamas Winter Championship, prepare to round the mark in first place, ahead of Craig Martin in 23750, and Felix Gancedo in 19981. Craig won the Zimmerman Trophy for overall 1st place in the Snipe Winter Series. Photo by Wendell Cleare, Bahamas News Bureau.

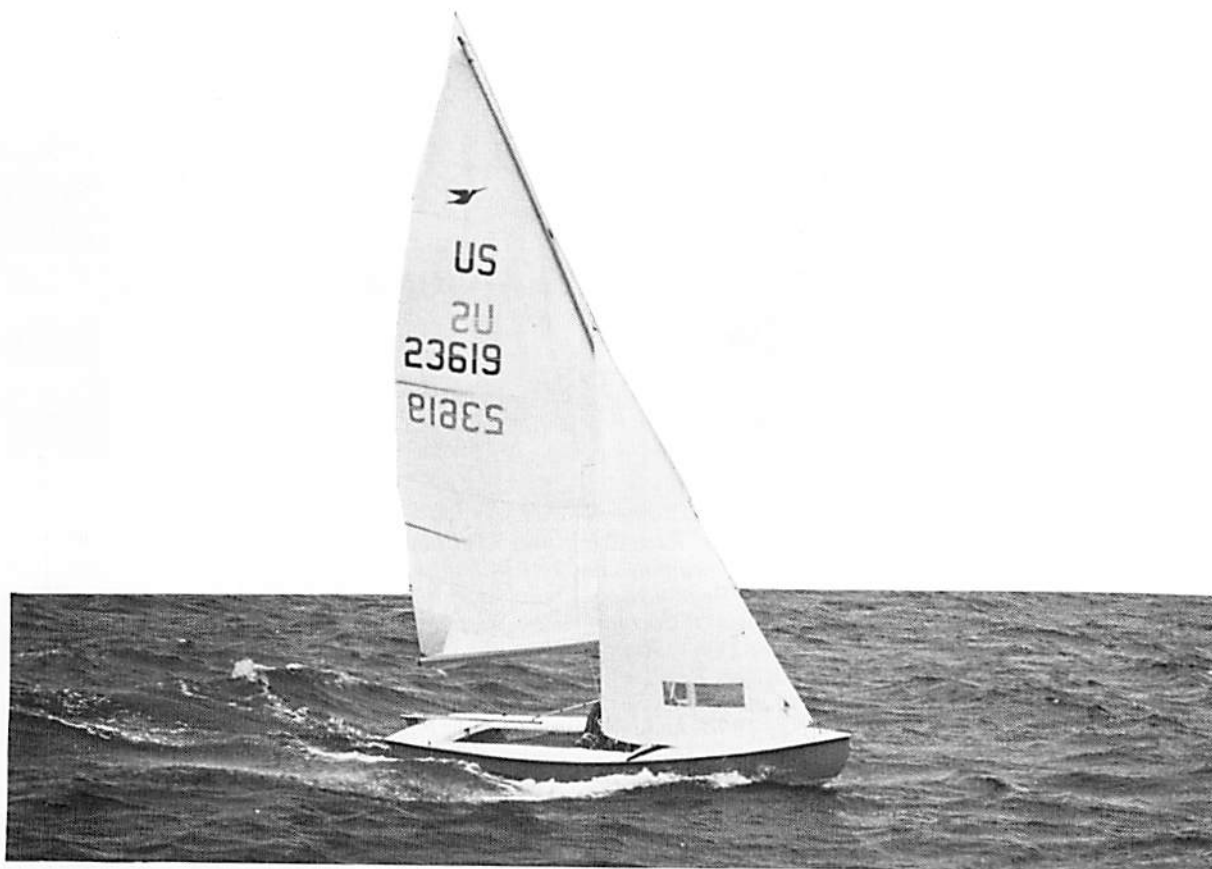
THE SCORE

Thirty-five numbers were issued last month with 34 going to Argentina and 1 to the U.S. A new fleet, number 762, has been formed at the North Cape Yacht Club at Monroe, Michigan. If you are interested contact John Johns, 1220 W. Washington, Ann Arbor, MI 48103.

Fleet 17 at Narragansett Bay has been re-activated with Louis A. Burns as the fleet captain. His address is Winter Cottage, Brenton Road, Newport, RI 02840.

Numbered SNIPES — 24307
Chartered Fleets — 762

THERE IS A DIFFERENCE



At this year's SCIRA Midwinters nearly 40% of the sailors raced SHORE SAILS. Four of them combined finishes of 1,1,2,3,3,3,4 for third place overall and 3 of the top 8. At this past year's North American Championship, Shore Sails finished third and fourth and 4 of the top 8. There is a reason more and more Snipe sailors are switching to Shore. They enjoy the personal service and the excellent quality. They enjoy the easy handling characteristics of their sails . . . and the consistent boat speed. They enjoy the feeling that they have just that little bit extra. There is a difference.

Call or write
Greg or Patti Fisher
or look for us
on the
regatta circuit.



SHORE SAILS

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

7 Merton St.
Newport, R.I. 02840
(401) 849-7997

Craig Martin Tops Winter Circuit

Consistency pays as regatta wins split three ways

CHAPIN TRIUMPHS AT MIDWINTERS

Despite gasoline prices almost twice as high as last year's, the Snipes still showed up in force at this year's Snipe Midwinters. Sixty Snipes competed at Clearwater Yacht Club March 9 - 11, in the first of four regattas making up the Winter Circuit.

This regatta, sailed on the Gulf of Mexico, is renowned for heavy winds and big seas. This year's regatta started out with only enough wind for one race of the scheduled two races.

Day two brought better conditions and two races were completed with 15 knots and planing reaches. The last day, the breeze dropped again, but current world champion Dave Chapin, with crew Gary Knapp squeezed out a first in the opening race, which virtually wrapped up the regatta for them. They were the most consistent finishers, which enabled them to win the regatta despite a poor finish in the last race. Robin Gales finished second, with John Walton third.

Mark Reynolds,
Mission Bay Fleet

REYNOLDS LEADS DON Q FLEET

The second stop in the Snipe winter circuit is the Don Q held on Miami's Biscayne Bay. This year 64 boats competed in brisk north winds lasting all three days. The third race was held in winds of 20 to 25 knots which brought wild planing reaches and a few capsizes at the gybe mark. The racing was close even in these conditions.

Defending Circuit champion Mark Reynolds of San Diego, CA, won the March 14-16 series sponsored by Coconut Grove Sailing Club and Don Q. Reynolds, and his crew, Jeff Rubin, Miami, placed 4-3-1-14-2. Craig Martin, also of San



Above, l to r: Race Committee Chairman Jim Weber, winning crew Jeff Rubin, skipper Mark Reynolds and Commodore John A. Brennan of Coconut Grove SC, pose with the Don Q Rum Keg Perpetual trophy. Right: Regatta Chairman Bruce Cochran presents SCIRA Midwinter trophy to 1980 champion Dave Chapin. Photo by Buzz Levinson.



Diego, and his crew Mike McLaughlin, Privateer, TN, placed second, finishing 3-5-5-6-1. In third place was Felix Gancedo and his crew Carlos Llamas, Malaga, Spain. They finished 10-1-6-4-3.

Otis Wragg
Mark Reynolds

LENHART TAKES BACARDI, GAMBLIN

The Royal Nassau Sailing Club was host

to the annual Bacardi Cup and SCIRA Winter Championship held March 19th - 22nd in Montagu Bay, Nassau, Bahamas.

Of the 26 entries, 20 were from the U.S.A., one each from Spain and Puerto Rico, and 4 from Nassau. Four Snipes were transported across the Gulf on

MIDWINTER REGATTA (Top 20 of 60 entries)

Boat	Skipper	Home	Places	Points	Finish
24094	Dave Chapin	Springfield, IL	5-2-4-1-22	49	1
23060	Robin Gales	La Jolla, CA	8-6-3-11-14	68.4	2
23423	John Walton	Detroit, MI	3-24-19-3-2	69.4	3
23750	Craig Martin	San Diego, CA	9-4-2-20-16	74	4
20560	Jeff Lenhart	San Diego, CA	4-1-10-25-19	80	5
19981	Felix Gancedo	Malaga, Spain	19-5-5-29-1	80	6
23619	Greg Fisher	Columbus, OH	17-19-15-4-3	82.7	7
24069	Bill Buckles	Cleveland, OH	32-10-1-10-21	97	8
22292	Pete Melvin	Miami, FL	11-37-6-14-4	99.7	9
19091	Pete Duvoisin	Chattanooga, TN	24-15-13-15-9	106	10
6995	Francis Seavy	Clearwater, FL	13-25-25-5-10	107	11
19888	Rick Merriman	St. Petersburg, FL	21-3-14-42-6	112.4	12
24110	Robert Gorman	Chelmsford, MA	15-20-12-23-15	115	13
22285	Harry A. Levinson	Indianapolis, IN	12-17-18-28-11	116	14
17514	Mark Converse	Rochester, NY	7-9-21-33-20	120	15
24042	Bruce Colyer	Ft. Lauderdale, FL	31-8-8-19-26	122	16
21021	Matt Gregory	Chattanooga, TN	18-16-23-18-18	123	17
23279	John Johns	BBC	1-36-9-22-33	124	18
23623	Bruce Cochran	Clearwater, FL	28-7-27-9-23	124	19
23182	Bob Blomquist	Towson, MD	14-30-28-8-17	127	20



We build the fastest Snipes . . . in the world!

**6111 Dayton Blvd.
Hixson, Tenn. 37343
(615) 842-4894**

**MIKE
McLAUGHLIN**

"Bruce's Boat" while the remaining 18 were shipped from Miami on the M.V. "Betty K."

Californians Jeff Lenhart and crew Mike Bartell won the Bacardi Cup, with 2 seconds and a fourth. They inched out Craig Martin and crew David Himmel who took second place with a second and 2 thirds. Third was former World Champion Felix Gancedo and crew Carlos Llamas with 2 firsts and a disappointing twelfth.

The traditional Bacardi Daiquiri Party was held at the Club on Wednesday evening following the first two Bacardi Cup Races and was much enjoyed by everyone.

This year the March winds did not reach their expected strength, and no doubt the heavy wind sailors were a little disappointed. The first 4 races were sailed in Easterly breezes of 10-12 knots and the final two days saw the wind just getting to 15-18 knots, causing one capsize. Shifting winds caught some sailors

zigging when they should have been zagging or vice versa!

The top 2 positions in the Gamblin Series remained the same as in the Bacardi Cup with the winner, Jeff, streaking to 3 first-place finishes. Californians Robin Gales and crew Randy Gallman were third.

The Charles Kelly Memorial Trophy, awarded for the third time, was won by Jeff Lenhart, the skipper with the best total score for all the races in the two Nassau Regattas. The Carl Zimmerman Trophy was won by Craig Martin, the overall winner of the Winter Racing Circuit.

The Trophy Presentation took place at the Club on Saturday night where there was dinner and dancing and lots of fun and good fellowship. Sunday was spent relaxing on the beach at Green Cay, near Rose Island.

Godfrey Kelly

DON Q RUM REGATTA (Top 20 of 60 entries)

Boat	Skipper/Crew	Home	Places	Points	Finish
22815	Mark Reynolds/Jeff Rubin	San Diego YC	3-4-1-14-2	36.7	1
23750	Craig Martin/Mike McLaughlin	Mission Bay YC	3-5-5-6-1	37.4	2
19981	Felix Gancedo/Carlos Llamas	Real Club Mar. Mal.	10-1-6-4-3	41.4	3
23060	Robin Gales/Randy Gallman	Mission Bay YC	2-21-10-1-8	60	4
20560	Jeff Lenhart/Mike Bartell	Mission Bay YC	1-2-9-25-6	60.7	5
23711	Gonzalo Diaz Jr./Ron Russell	Coconut Grove SC	7-14-2-15-5	67	6
23713	Gonzalo Diaz Sr./David Himmel	Coconut Grove SC	16-8-8-3-12	73.7	7
20707	Terry Timm/Eric Sheeder	Barton BC Detroit	9-13-7-7-9	75	8
23963	Tom Nute/Pat Muglia	Mission Bay YC	13-6-12-2-20	77.7	9
23619	Greg V. Fisher/Dan Neri	Hoover YC	18-7-3-16-19	89.7	10
24142	Steve Suddath/Connie Suddath	Rudder Club Jax	6-15-21-11-10	92.7	11
19091	Pete Duvoisin/Jane Duvoisin	Privateer YC	15-17-15-5-16	97	12
24110	Rob Gorman/Wayne Hutley	LQYC	8-22-23-8-7	98	13
24042	Bruce Colyer/Anne Duvoisin	Coral Reef YC	21-9-14-13-11	98	14
23188	Ethan Bixby/Trudy Albinger		14-16-20-17-13	110	15
23712	Augie Diaz/Baird Lobree	Coconut Grove SC	11-11-4-dsq-17	116	16
23624	Sam Mollet III/Brian Mollet	PLYC Ohio	20-12-11-30-22	125	17
24069	Bill Buckles/Patti Fisher	Cleveland YC	44-24-13-18-4	131	18
19389	Bob Russell/Josh Rubin	Coconut Grove SC	12-32-17-20-dnf	147	19
23423	John Walton/Pam Polhemus	CSYC	43-38-16-12-15	154	20

BACARDI CUP (Top 12 of 26 entries)

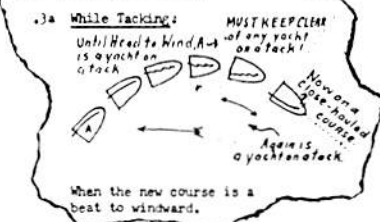
Boat	Skipper/Crew	Home	Places	Points	Finish
20560	Jeff Lenhart/Mike Bartell	Mission Bay	2-4-2	14	1
23750	Craig Martin/David Himmel	Mission Bay	3-2-3	14.4	2
19981	Felix Gancedo/Carlos Llamas	Spain	12-1-1	18	3
24042	Bruce Colyer/Ann Duvoisin	Ft. Lauderdale	1-5-8	24	4
23713	Gonzalo Diaz/Carlos Bustamante	Miami	11-7-4	38	5
23711	Gonzalo Diaz Jr./Ron Russell	Miami	8-10-5	40	6
23060	Robin Gales/Randy Gallman	Mission Bay	9-8-10	45	7
19059	Jerry Thompson/Tom Thompson	Lake Angelus	7-9-14	48	8
23662	Pete Fenner/Susan Fenner	Dallas	5-3-dq	48.7	9
23963	Tom Nute/Pat Muglia	Mission Bay	4-14-16	50	10
21021	Matt Gregory/Karen Gregory	Privateer	16-11-6	50.7	11
23624	Sam Mollet/Eric Sheeder	Portage Lakes	17-16-11	51.7	12

GAMBLIN SERIES (Top 12 of 26 entries)

Boat	Skipper/Crew	Home	Places	Points	Finish
20560	Jeff Lenhart/Mike Bartell	Mission Bay	1-1-1-2-5	13	1
23750	Craig Martin/David Himmel	Mission Bay	5-2-3-4-1	26.7	2
23060	Robin Gales/Randy Gallman	Mission Bay	10-9-2-8-2	51	3
19981	Felix Gancedo/Carlos Llamas	Spain	2-4-7-1-dq	54	4
20306	Pierre Siegenthaler/D. Martinborough	Nassau	6-6-5-6-7	58.1	5
23713	Gonzalo Diaz/Carlos Bustamante	Miami	11-8-10-3-4	60.7	6
23662	Pete Fenner/Susan Fenner	Dallas	3-11-12-11-9	72.7	7
23624	Sam Mollet/Eric Sheeder	Portage Lakes	12-5-13-5-10	73	8
21021	Matt Gregory/Karen Gregory	Privateer	8-15-11-13-3	76.7	9
19091	Pete Duvoisin/Jane Duvoisin	Privateer	7-10-4-15-15	79	10
24069	Bill Buckles/Charles Hurlbot	Cleveland	16-7-8-7-12	80	11
19059	Jerry Thompson/Tom Thompson	Lake Angelus	14-13-9-12-8	86	12

NOW! PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

33.3 Tacking and Jibing.



This 15th edition by Fearon D. Moore contains 16 pages of diagrams and explanations of the racing rules. It gives you the basics for 99% of the situations. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$3.00 for the official IYRU-USYRU Rule book, if wanted.

FOR SALE ONLY BY

SCIRA

Privateer Road, Hixson, TN. 37343

Basic Snipe Sailing Manual

Intended for beginning Snipe, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. \$1.00 per copy — \$8.00 for 10. From SCIRA only.

BOAT LUMBER

For Fine Boat Building and Repairs

SITKA SPRUCE MAST & SPAR GRADE

PHILIPPINE MAHOGANY

HONDURAS MAHOGANY

WESTERN RED CEDAR

WHITE CEDAR

OAK - TEAK - CYPRESS

LONG LEAF YELLOW

PINE - ETC.

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

Ripping and planing to order.

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

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

July 18 is registration deadline

U.S. Nationals Slated For Carlyle Lake

The 1980 U.S. Nationals will be at Carlyle Lake, Illinois, with Snipe Fleet 705 and Carlyle Sailing Association, as co-hosts.

FACILITIES: The CSA site was put together with the "one design" sailor in mind. There are four 200 foot long floating docks inside a sheltered harbor. The docks are served by three jib cranes. Launch and recovery are fast and easy if you have a lifting bridle for your boat. There is also a paved ramp with its own dock. The three-acre boat parking lot is paved, as is the automobile parking lot. For people comfort there is the Observation Building, rest rooms with showers, and a very large pavilion, which can shield about 300 people.

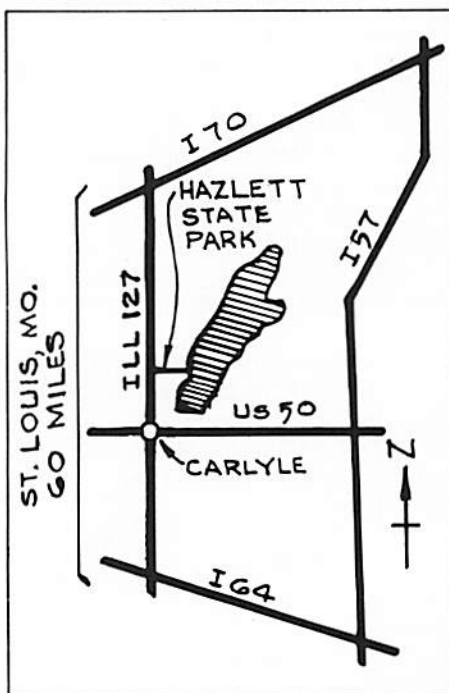
The town of Carlyle, population 3300, nine miles from CSA, is a typical mid-western farm community. The townspeople are warm and friendly. Carlyle has churches, stores, gas stations, restaurants, taverns, a laundromat and three motels. With the exception of sailing equipment, most of your routine needs can be filled in town; usually with a smile.

DIRECTIONS: To find Carlyle Sailing Association look for the entrance to "Eldon Hazlett State Park". Consult our map to the park entrance, then follow the Snipe signs to CSA's harbor.

LODGING: CARLYLE — 9 Miles: Carlyle Motel, 618-594-2444; Hi-De-Ho Motel, 618-594-2474; Sunset Motel, 618-594-2456.

GREENVILLE — 19 Miles: Bel-Air Motel, 618-664-1950.

SALEM — 32 Miles: Holiday Inn, 618-548-4212. Please make your own reservations.



CAMPING: Hazlett State Park has an excellent roomy camp ground adjacent to CSA. Camping pads with electricity are available for \$5.00 per night. Showers and water are within easy walking distance. Most of the locals will be renting "motor homes". We'll park in the camp ground and walk or bicycle to C.S.A.

FOOD: There is NO restaurant facility at C.S.A. Box lunches will be available from Saturday, August 2, thru Friday, August 8th. We have planned a steak roast for the 3rd, a fish fry on the 6th, and the Awards Dinner for the 8th. Please make your own arrangements for all other meals.

REGISTRATION: Please, please, spare

yourself the expense of a long drive for nothing. Your registration must be sent to the SCIRA office before the deadline or you will not be allowed to sail. This goes for Junior sailors too. The form is in this BULLETIN. Fill it out, check it for accuracy, mail it as soon as possible.

MEASUREMENT: Measurement cut-off will be 6:00 p.m. Sunday, August 3rd. Juniors must have their boats measured before sailing Saturday.

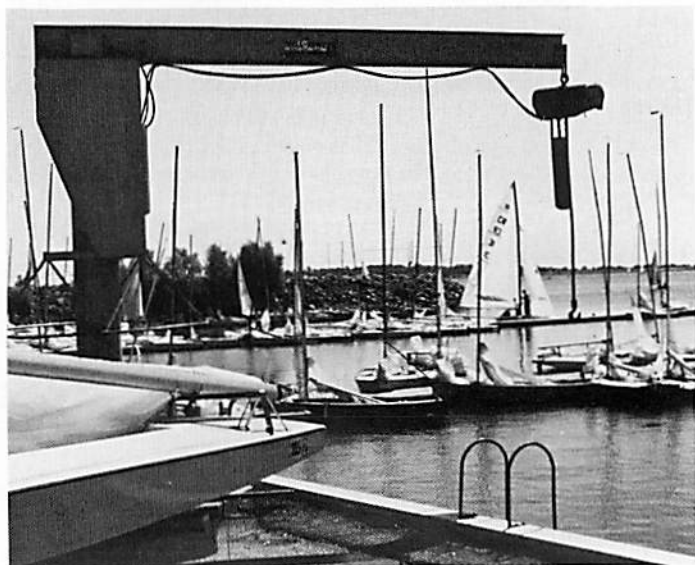
C.S.A. RULES: The primary rule is that visitors be treated with the utmost hospitality. In return we ask that you abide by our club rules. Pets are prohibited on CSA grounds. This rule is rigidly enforced. We require that all boats be taken out of the water at the end of a sailing day.

Those of you who double deck: It's a very long way from the hoists to the nearest grass. Do bring some sort of wheeled carrier for your boat. You'll save yourself and your friends a lot of strenuous exercise. You can, if you like, use our so-called beach. It resembles day-old gravy with lumps; a mixture of clay, sand, and hidden rocks. It clings to your hull, feet, and just about anything else, like creamy peanut butter. Kids love it; sailors hate it. Wheels are a better way to go.

Please pardon my bragging, but CSA has been accused of having paid professionals running our regattas. If a professional is one who works for box lunches, dinners, and tee shirts, and takes considerable pride and satisfaction in running a good race program, then we do have professional race management. A lot of people are working hard to make this U.S. Nationals the best ever. We are looking forward to seeing you at Carlyle in August.

*Ray Szczepanski,
Regatta Chairman*

Right: Docks and jib crane at Carlyle Sailing Association.



**FAST
SNIPES
FROM**



PHOENIX BOAT CO.

1556 W. 11th Street Long Beach, Ca. 90813
(213) 432-2093



1980 U.S. NATIONAL CHAMPIONSHIPS

Carlyle Sailing Association, Carlyle Lake, Illinois

August 1-8, 1980

Schedule outline:

August 1	Junior Measuring
2 & 3	Jr. Nationals & Sr. Measuring
3	Practice Race
Measurement closes 6:00 p.m. C.D.T. August 3, 1980	
4 & 5	Crosby Series
6, 7 & 8	Wells & Heinzerling Series

Regatta Chairman:
 Ray Szczepanski
 (314) 524-1069
 7781 Woodale Lane
 Normandy, Mo.

REGISTRATION FORM

1980 U.S. NATIONAL CHAMPIONSHIP

Must be received by July 18, 1980

- U.S. JUNIOR CHAMPIONSHIP. No entry fee. Birth date: Skipper _____ Crew _____
 Skipper and crew must not yet be 19 years old on December 31, 1980.
- U.S. NATIONAL CHAMPIONSHIP. \$35 entry fee. Send Registration and Fee to SCIRA, Privateer Road,
 Hixson, Tennessee 37343. MUST BE RECEIVED BY JULY 18, 1980.

Please print:

Skipper _____ Crew _____

Address _____

Yacht Club _____ Fleet Number _____

Sail Number _____ You must sail with your own sail number. If you will sail a chartered or borrowed boat, give the following information:

Owner _____ Boat Number _____

The boat I will sail has a: Class Certificate Green Card Fleet Certificate Moment of Inertia Measurement

The Builder of the boat is _____ Year Built _____ Color Hull _____ Color Deck _____

IF HULL MEASUREMENTS ARE NEEDED, PLAN TO ARRIVE BY FRIDAY, AUGUST 1.

I hereby agree to abide by all Snipe Class and USYRU rules, and release Carlyle Sailing Association, its 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.

Signature of Skipper _____ Date _____

I certify that this entrant is a member in good standing with SCIRA, and that he has sailed in at least 5 point score races or 5 sanctioned regatta races this year and that he comes within the limit of one skipper for each 5 active Snipes or major fraction thereof in the fleet.

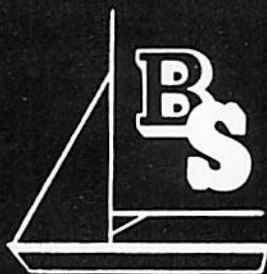
Signature of Fleet Captain _____ Date _____

Your estimated time of arrival at C.S.A.

Day _____ Date _____ Approx. Time _____ A.M. P.M.

We need an estimate so as to have enough for everyone. Sunday, Aug. 3rd, we'll have a steak roast (10 oz. prime with trimmings) about \$6.50 per person.

_____ Number of dinners for your group.
 Thank you.



BRYANT SPARS

222 Central Avenue
Buffalo, New York 14206
(716) 893-1100

Look for this in your new spar

"THE DIFFERENCE"

Dear Snipe Sailors,

During the past five years Bryant Spars has taken on many large challenges. We've entered two large one-design classes with our spar with a limited amount of research. In those two classes we achieved the status of a high-quality spar builder that is depended on.

In the fall of 1978 we decided to take on our largest challenge and start a Snipe spar from scratch. We looked at many Snipe spars on the market. With all the information we accumulated, the Bryant Spars staff discussed what to do. The results of those conversations is the CAB No. 1. This spar is a combination with a section of 2.49" x 1.94", a constant wall thickness of 0.96 with a side to side taper of 81" from the top.

We gathered together an assortment of mainsails and looked at how they fit our spar. What a surprise we had, that little or no adjustments had to be made to the sail. To you that means your sail should easily adapt to the CAB No. 1. The Bryant Spars staff has available upon request deflections of the CAB No. 1 compared to two spars currently on the market. We've also taken the courtesy of having these deflections available to a variety of Snipe sailmakers for your convenience.

If you have any questions, please call or write Mark Bryant or Andy Fox for more information about the CAB No. 1.

LOOK IN THE BULLETIN FOR MORE INFORMATION TO COME
"THINK SPEED"

Sincerely yours,

Mark Bryant

Kinetics

(Continued from page 3)

by shifting the crew weight so as to snake the boat in the following manner: the boat is heeled to leeward, which steers the boat to windward. Then the boat is heeled to weather, which makes the boat lay off. This, coupled with proper wave action and no rudder action, is quite effective.

It is a revelation watching the modern sailor simultaneously sculling, rocking, pumping, unweighting his boat, upwind and downwind. To the uneducated, they would immediately suggest that the sailor be committed to an institute for nervous disorders.

The Union is now at a crossroads with regard to this issue, and they have two choices: 1) to agree that sailing has changed, and body energy is part of the game. The rule on propulsion should therefore be changed to allow everything but oars and motors. 2) To immediately stop these actions and reinforce the intent that propelling a sailboat can only be accomplished by wind upon sails. This means that the following type rules should be instituted:

- a) Rudders must be fixed in the vertical plane with a minimum angle of tilt.
- b) Roll tacking is illegal. The mast must not change attitude more than what would be normal when sailing.
- c) There must be at least four purchases in the mainsheet and controlled by the tail except when jibing.
- d) Any form of rocking is illegal, and sailors must do everything possible to dampen rolling action.
- e) Pumping is illegal at all times except in the case of that which is done through the mainsheet to promote planing.

Once the terms of reference are defined, the Union should appoint a special jury of 20 active and current sailors who would, for a period of two years, police the sport at major championships with the expressed intention of setting a standard for fair sailing.

An Interview With Paul Henderson

YR/C: You're suggesting some rather radical changes in IYRU policy through what has come to be referred to as "The Henderson Papers." Some of the trends you're protesting have

been practically commonplace for a number of years. Why have you waited this long to submit your proposals?

HENDERSON: Well, actually, the ideas have been brewing in my mind for some time now. But only recently have I really come face-to-face with the problem — on the race course. What immediately comes to mind is when I went to the Ontario Sailing Center this past summer to give a lecture. Understand, the Center is on the edge of a little lake where waves in a hurricane probably wouldn't get much over six inches. I had a chance to sail against some of the instructors and program participants in Lasers. In one race, I started right at the windward end, and I had this younger sailor tucked away — he was about a boat length behind and half a length to leeward. I mean, I really had him hammered. Anyway, the wind's blowing 10 to 12 at that point, and everything's looking good for me. All of a sudden, I see this guy start to bang and shove — you know, the whole body energy deal. Before I know it, he's sailed right through me — to leeward! I know that without that extra movement, there's just no way he could have broken through like that.

After that incident, I decided to do a little more active research. I've got a small outboard powerboat, one that allows me to get in close enough to racers without getting in the way. I took it to CORK and paid a visit to the 420, 470 and FD courses.

On the 420 course, where the wind was blowing about five, I saw a 420 skipper on an offwind leg sitting to leeward, pumping the main by actually moving the boom in and out with his hand. And all the time, his crew is sitting to windward, bouncing up and down, pumping the spinnaker and basically propelling the boat with his weight. I watched this team approach the windward mark, about two boat lengths behind another 420 in the same, light wind. So the guys behind threw in four quick roll tacks and just edged out the other boat at the mark.

YR/C: How about the other classes? Did the same thing happen there?

HENDERSON: The 470s proved to be a real shocker. Everyone gets in position at the line, then, just before the gun goes off, they let their rudders float up. At the gun, they start sculling like mad — directly upwind! In the one

race I watched, the fleet was sculling so hard that seven guys broke their rudders at the start and had to drop out. These same sorts of things — rocking, pumping, roll tacking and sculling — were all common on the FD course as well.

YR/C: Did you attempt to do anything at the time you saw these things going on? Did you say anything to these competitors?

HENDERSON: Yeah. When I saw the guys rocking and pumping their 420 offwind, I yelled at them. And they stopped, which indicates to me that maybe they think that sort of thing is wrong, too. After the race, I talked to them about roll tacking their way ahead of the other boat at the weather mark. I asked the skipper why he did that, and he said that he couldn't get around the mark ahead of the other boat any other way. He said, "It's a tactical maneuver."

I also talked with some of the upwind rockers and pumpers. I said, "Look, you're pumping upwind. That's illegal." But one person replied, "No, I'm not pumping; I'm just quickly trimming." As for the rocking, the same person justified his actions by saying that the rocking was due to the change in apparent wind caused by going over a wave. But when I think back to the conditions in that race, I get more waves in my bathtub.

YR/C: So what you're saying is that these "illegal" movements are common in practically all classes, and that most of the sailors who utilize movement think they have a reasonable justification for it?

HENDERSON: That's basically it. My point is that there has not been an active sailor who has legally sailed a race in the past couple of years. And it's at all levels. We had an Optimist Pram North American Championship in Toronto a while back, and I see this 11-year-old kid walking down the dock with two rudders. I said to myself, "My God, things *have* become sophisticated around here." So I said to the kid, "Why do you have two rudders?" And he replies, "One's for light air and one's for heavy air." Then I asked, "What's the difference between the two?" And he answered, in the truth of youth, "The light-air rudder's designed so that I can scull better."

(Continued on page 12)

Kinetics

(Continued from page 11)

YR/C: And by your proposal you intend to see that all of this is outlawed?

HENDERSON: Not necessarily. We've got to do one of two things, as I wrote in my proposal. We've got to either let it all go, or we can't allow any of it. As it is right now, we've got some sailors who are sailing by the rules and not doing any of this body movement stuff, and they're being taken advantage of by guys who'll do practically anything — all of it illegal. They sail by the "anything goes to win" rule, and if they get caught, they can usually come up with a defense to baffle the race committee, as many of the sailors I talked to did. But the problem is that this sort of attitude is starting to become more widespread — it even permeates the building of boats.

YR/C: But isn't there a problem enforcing such rules, especially in large fleets?

HENDERSON: We're the only sport that doesn't have referees. If that's what it would take to reverse this trend, then that's what we have to go to. They'd go out on the course, close to the competitors, they'd be paid and they'd blow their whistles when they had to.

YR/C: Some of the young dinghy sailors have said that an "older" keelboat sailor couldn't possibly understand the "aesthetic" relationship between body movements and modern dinghy racing.

HENDERSON: I think that originally the younger sailors, particularly, said, "Oh, he's out of touch, etc., etc." But as they got to know more about me, I've sensed a bit of a change. Now they say "Look, he's very abrasive, and he's very outspoken, but he really does know what he's talking about, and you should talk to him." As far as the relationship between movement and racing goes, none of this is really very new. Marchaj listed them all in his book [*Sailing Theory and Practice*] over 20 years ago, and I learned a lot of them in junior sailing when I was about nine years old.

YR/C: What about some of the arguments sailors use to justify kinetics?

HENDERSON: I've had a lot of good discussions with a lot of these guys, and I've given solid consideration to what they've said. But there seems to be a lot of changes in their stories, and I get the definite feeling that, as I initially suspected, they're simply trying to justify something they know will make them fast, even though the rules specifically outlaw it. For instance, some of the justifications for pumping were interesting. I spoke to one of the leading "pumpers" early on, and he said that he was allowed to pump once on every wave pattern to promote planing. And I said, "even upwind?" "Oh yes," he said, "I'm allowed to do that. We plane upwind, you know." But I think I caught him there. "Read the rules," I said. "The rules say you can pump to take advantage of the energy of the wave. And there's no way you can take advantage of the energy of a wave by pumping when sailing upwind." So later on I talked with the same guy. He had changed his thoughts a bit. "What's happening," he said, "is that the wind direction is changing, and I'm really just sheeting quickly for the wind." It's kind of like them saying, "okay, pumping upwind won't work to take advantage of the wave energy, so we've got to think of something new." The answer, of course, was the apparent wind change. And I still don't buy that. In a six-inch chop, how much is the apparent wind changing one foot off the water? It's not changing at all. And the speed of your boat isn't changing, so your apparent wind isn't changing.

YR/C: Some of these same sailors are also asking why kinetics should be banned when the sailors are in favor of it.

HENDERSON: Actually, not all sailors, not even all top sailors, are in favor of kinetics. One top single-handed sailor told me he hadn't sailed for a year because he didn't have the time to prepare. He said that to win he would have to practice every day for six weeks to get his body in tune with the boat. Another time, a Windsurfer World Champion asked if there wasn't something that could be done about kinetics. He said that he had a job and could only sail on weekends, and to be at all competitive, with all the body energy being used, he would have to give up everything just to get ready to compete.

YR/C: Is it really possible to outlaw all movement?

HENDERSON: I agree that saying you're going to outlaw movement is extreme. Maybe the problem lies in definitions. It's not so much the individual movement that bothers me — hiking out hard for a gust, moving aft for waves. What does bother me is the blatant repetitiveness. It's simple harmonic motions — you know, like when you are pushing a kid on a swing. If you hit the swing at the right time, each time, the energy built up in that kid's swing will be incredible. So any motion in a boat that's repetitive and harmonic has got to go, whether it's unweighting or something else. Unweighting, for instance, is not truly unweighting; it's an absolutely straight harmonic motion. The same with pumping. That has nothing to do with the apparent wind or the waves; it's just harmonic — building on energy. And rocking doesn't even work right unless you do it in an absolutely harmonic, repetitive situation. If you rock out of harmony with the wind or the waves, you'll do more harm than good.

YR/C: Do you think that some of the current definitions and interpretations of the rules might be at fault?

HENDERSON: In a lot of cases, the rule is so wide you can't enforce it. Nobody wants to enforce it. Who wants to sit around in a protest room for three hours? What it all boils down to is that the IYRU has to specifically state that this is legal or illegal. If the decision is to make it legal, then fine. Let everyone know, and let the races go on, whether there is wind or not. If the IYRU decides it's illegal, then they simply have to do everything within their power to eliminate it. But either way, something's got to be done.

YR/C: Well, where do we go from here?

HENDERSON: I think that what's happened is that the gauntlets have been thrown down. Basically, since they passed my proposal through the Class Policy Committee, everything is illegal right now — pumping, ooching, rocking, torquing, roll tacking, the works. Now they've referred it back to a technical committee, and who knows what will happen. I think we may come to the conclusion that there's 10 methods of propelling your boat by kinetic energy and then define, say, six methods as illegal and the other four as legal. Personally, I think it would be sad

to stop athletic energy from being put into a boat on one of those absolutely beautiful downwind planing days. I love to get out there and kick and shove and fly down the waves just as much as anybody. What I'm absolutely against is the attitude of "Aw, the hell with it, let's let everything go." In the end, everyone wants the same thing — to clearly understand the rules so that they know exactly what they can and can't do on the race course. •

Henderson's proposal will be studied by a three-man committee consisting of Canadian Lynn Waters, Chairman of the Racing Rules Committee; Mike Jackson, from England, who is Chairman of the Centerboard Committee; and U.S. representative Andy Kostanekki, who is Vice Chairman of the Centerboard Committee and Chairman of the Boardsailing Committee. These three will present their recommendations to their respective committees, along with presenting it to the Technical Committee and the Class Policy Committee. After receiving feedback from those committees, the proposal will ultimately be presented to the 21-member Permanent Committee at the 1980 IYRU Fall Meeting, and its fate will be decided. •

Kinetics Questionnaire

(Answer sheet on next page →)

1. What type of boat do you race most?
 - a) high performance, lightweight, planing dinghy

- b) 2-man centerboarder
 - c) 3-man centerboarder
 - d) keelboat
 - e) singlehander
 - f) multihull
2. What is your level of racing ability?
 - a) local b) regional c) national d) international
 3. Age: a) 19 and under b) 20-29 c) 30-39 d) 40-49 e) 50 and over
 4. Is your boat easily propelled by pumping, ooching or rocking?
 - a) Yes b) No
 5. Can it be roll tacked? a) Yes b) No
 6. How much do you utilize the different kinetic techniques when racing?
 - a) never
 - b) only in surfing or planing conditions
 - c) only when other competitors are doing it
 - d) most of the time
 - e) always
 7. How much do your competitors utilize these techniques?
 - a) never b) sometimes c) most of the time d) always
 8. Have you ever been protested for using any of these techniques?
 - a) Yes b) No
 9. If so, was such a protest ever upheld?
 - a) Yes b) No
 10. Do you regard any of these techniques as illegal? a) Yes b) No
 11. Have you ever protested another competitor for using any of these techniques? a) Yes b) No
 12. If so, was such a protest ever upheld?
 - a) Yes b) No

(Continued on page 14)

First Annual CLINTON OPEN!

Aug. 23-24, 1980

5000 acre lake!
Mile-long legs!

20 miles S. of Bloomington IL

For Information: Larry Colter
1203 Fell, Bloomington IL 61701
(309) 828-8150



IT AIN'T EASY, BUT —

THE SAIL BROKERS,
BACON & ASSOC.
WILL BE MOVED
TO LARGER
QUARTERS

by Sept. 1, 1979. Brokerage continued on all sizes and types of sails both new and used. Specify sail sizes wanted for listings. Visit or ship to Bacon & Associates, Inc., 112 West St., Annapolis, Md. 21401. Or write as before to Bacon & Associates, Inc., P.O. Box 3150-S, Annapolis, Md 21403. Same phone: (301) 263-4880.



SUPPORT YOUR
SNIPE CLASS



3 COVERS IN 1

IN STOCK FOR
IMMEDIATE DELIVERY!



FULL DECK TRAILING & MOORING COVER

(3 photos above)

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

Coated NYLON or 13 oz. CANVAS \$127.00 ppd.
Bainbridge YACHTCIRLLIC \$139.00 ppd.

FOOTBALL SHAPE COCKPIT BAG \$7.00 ppd.

- Hangs tied into cockpit, zips closed, clear see-through panel

Satisfaction
Guaranteed
Send check to:

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

OR see us in
Snipe #24272

BOTTOM COVER \$123.00 ppd.

- Flannel lined waterproof grey canvas with drainhole
- Fits with shock cord in hem that clings to deck

DAGGERBOARD COVER \$21.00 ppd.

- Flannel lined canvas
- Specify size & shape

RUDDER COVER \$15.50 ppd.

- Flannel lined canvas
- No zippers or snaps to scratch rudder



Snipe Building Plans

BLUEPRINTS — \$10.00

Revised January 1976

SCIRA

Privateer Road, Hixson, TN 37343

ROCKY MOUNTAIN SNIPE CHAMPIONSHIP

SCIRA & R.M.S.F. 210 — July 26 & 27

Bill Eichelberger
570 S. Franklin, Denver, CO
(303) 777-0437

Belgium's De Bock Leads Snipes A Paris Fleet

27 Snipes from France, England, and Belgium's De Bock beating out fleet mate Belgium contested the 22nd Snipes A La Chapelle for the championship. Paris Regatta October 6 and 7th with

SNIPES A PARIS REGATTA (Top 15 of 27 entries)

Sail No.	Skipper/Crew	Club	Places	Points	Finish
B20214	DeBock D./Stefens L.	Anvers	1-2-4-1-6	11	1
B20634	LaChapelle G./LaChapelle J.	Anvers	2-1-2-3-AB	11.7	2
F22446	Beaudouin M./Hauzeur M.	Lorient	6-10-1-2-2	17.7	3
F22443	Celerier M./Celerier M.	Beaulieu	4-4-8-7-1	29	4
B22380	Meyvis L./Snyers W.	Anvers	3-3-6-8-7	36.1	5
K20247	George L./Harvey K.	Blue Circle	7-5-5-4-6	41	6
B20872	Janssen F./Desmul P.	Hofstade	5-8-3-8-7	43.7	7
F23570	LeBour Y./LeBour A.	Audierne	9-14-9-3-8	47.4	8
F23283	Gautier R./Gautier A.	Creteil	12-6-7-9-9	47.7	9
F20933	Romain P./Romain A.	Le Havre	10-7-14-15-11	57	10
K20641	Parkinson T./Powell T.	Blue Circle	8-13-11-11-10	64	11
B22878	Falise E./Litkey J.	Hofstade	11-9-15-18-8	67	12
F22382	LeBour R./Lucas F.	Audierne	13-11-10-17-17	75	13
F21049	Lachuer Y./Roffi L.	Creteil	NP-15-13-15-11	78	14
F17175	Colluche G./Colluche O.	Le Havre	15-18-NP-12-13	82	15

Kinetics

(Continued from page 13)

13. Which of the following courses of action do you think should be taken?
- Henderson proposal — all kinetics should be banned.
 - Rule 60.3 (the Black Flag Rule) — all kinetics should be banned except when the race committee deems the conditions suitable for surfing and planing.
 - The rules should stand as is, with referees enforcing them on the race course.
 - The rules should stand as is, with the competitors continuing to enforce them.
 - Any and all kinetics should be allowed at all times on the race course. ●

SUPPORT YOUR SNIPE CLASS

Be proud to own and sail a Snipe! Wear an official Pocket Patch, pay your dues promptly, talk "Snipe" to sailors everywhere . . . do your part to see that the Snipe Class grows and prospers.



Scientific Sailboat Racing

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

From any book store or direct from SCIRA — \$10.95

DODD, MEAD & CO
79 Madison Avenue
New York, N.Y. 10016

READER FEEDBACK



Please fill out this sheet and return it to
YACHT RACING/CRUISING, 23 Leroy
Ave., Darien, CT 06820, U.S.A.

KINETICS ANSWER SHEET

(Circle corresponding response from questionnaire)

- a b c d e f
- a b c d
- a b c d e
- a b
- a b
- | | | | | | |
|---------------------------|---|---|---|---|---|
| pumping downwind | a | b | c | d | e |
| pumping upwind | a | b | c | d | e |
| rocking downwind | a | b | c | d | e |
| rocking upwind | a | b | c | d | e |
| ooching downwind | a | b | c | d | e |
| unweighting upwind | a | b | c | d | e |
| steering with your weight | a | b | c | d | e |
| roll tacking | a | b | c | d | e |
| sculling | a | b | c | d | e |
- a b c d
- a b
- a b
- a b
- a b
- a b
- a b c d e



REPRINTED FROM YACHT RACING/CRUISING MAGAZINE
Yacht Racing/Cruising magazine is published by North American
Publishing Co., 401 N. Broad St., Philadelphia, PA. 19108.
U.S.A. One-year subscriptions (10 issues), U.S. and Canada, \$18
annually, all other countries, \$24.



Sanctioned Snipe Regattas

JUNE 6 - 8, NORTHEASTERN / COLONIAL CUP, Annapolis Fleet 532, Ivan (Ike) Lawton, 2347 Maytime Dr, Gambrills, MD 21054.

JUNE 7-8, RIFF-RAFF, Cowan Lake Fleet 433, John Danks, 1024 Ligorio Ave, Cincinnati, OH 45218.

JUNE 7-8, HEART OF AMERICA REGATTA, Lake Quivira Fleet 121, Jack G. Bottaron, 140 Terrace Trail East, Lake Quivira, KS 66106.

JUNE 7-8, BROADSTAIRS, Broadstairs S.C., Kent, England.

JUNE 7-8, STAVSNAS CUP, Stockholm, Sweden.

JUNE 14-15, DISTRICT VII CHAMPIONSHIP, at Clear Lake, San Francisco Fleet 12 and Lake Merced Fleet 157, Larry Murphy, 129 Escolta Way, San Francisco CA 94116.

JUNE 14-15, DISTRICT II CHAMPIONSHIP, Lake Lotawana Fleet 49, Doug Goppert, 705 North 19th, Blue Springs, MO 64015.

JUNE 14-15, DISTRICT IV CHAMPIONSHIP, Privateer Fleet 142, Dean Hearn, 4712 Privateer Rd, Hixson, TN 37343.

JUNE 14-15, GOVERNOR'S CUP, Island Bay Fleet 91, Lou Dixon, 12 Bay Ridge, Springfield IL 62707.

JUNE 14-15, BLUE-GRAY REGATTA, Pine Beach Fleet 256, Charlie Eshleman, 514 Rively Ave, Glenolden, PA 19036.

JUNE 21-22, NEW YORK STATE OPEN, Chautauqua Fleet 124, Les Larson, 10 Winding Way, Lakewood NY 14750.

JUNE 21-22, WOLVERINE REGATTA, Barton B.C. Fleet 520, John Johns, 1220 W Washington, Ann Arbor, MI 48103.

JUNE 21-22, HANSA CUP, Bergen YC, Bergen, Norway.

JUNE 28-29, SILVER SNIPE, Motala, Sweden.

JUNE 28-29, BRIODY (LAKE ONTARIO OPEN), Cuba Lake Fleet 442, Leo Murphy, 107 Clinton St, Olean, NY 14760.

JUNE 28-29, MICHIGAN STATE OPEN, Grand Rapids Fleet 137, H. Skip Baxter, 111-G Waters Bldg., Grand Rapids, MI 49503.

JULY 4-6, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Glenn Ruff, 7405 Rogers Rd, Omaha NE 68124.

JULY 11-13, SENIOR DISTRICT III CHAMPIONSHIPS, Green Lake Fleet 129, Andy Zeratsky, Lac Verde Court, Green Lake WI 54941.

JULY 11-13, DISTRICT V JUNIOR and SENIOR CHAMPIONSHIPS, Newport Fleet 103, Charles W. Webster, 10 Whippletree Rd, Fairport NY 14450.

JULY 12-13, WINCHESTER INVITATIONAL, Winchester Fleet 77, David Lence, 3 Terri Rd, Peabody, MA 01960.

JULY 19-20, NEW ENGLAND CHAMPIONSHIP, Spofford Lake Fleet 751, Glenn Younie, 16 Edwards St, Keene NH 03431.

JULY 19-20, JUNIOR DISTRICT III CHAMPIONSHIP, Diamond Lake Fleet 158, Frank Pontious, 1407 Pontiac Rd SE, Grand Rapids, MI 49506.

JULY 24-26, SWEDISH CHAMPIONSHIP (open to foreign crews), Gotenburg, Sweden.

JULY 26-27, PACIFIC COAST CHAMPIONSHIP, San Francisco Bay Fleet 12, Spencer Allen, P.O. Box 5827, San Francisco CA 94101.

JULY 26-27, ROCKY MOUNTAIN SNIPE CHAMPIONSHIP, Rocky Mountain Fleet 210, Bill Eichelberger, 570 Franklin, Denver, CO 80209.

JULY 26-27, NORTH CAPE OPEN, (At North Cape YC, Monroe, MI). Barton BC Fleet 520, John Johns, 2457 S. Industrial Hwy, Ann Arbor MI 48104.

AUGUST 1-3, OAKVILLE/BERMUDA TEAM RACE, Oakville Fleet 321, Chris Hains, 231 Westdale Rd, Oakville, Ontario, Canada.

AUGUST 2-3, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

AUGUST 4-8, U.S. NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

AUGUST 16-17, ONTARIO OPEN SNIPE CHAMPIONSHIP, Oakville Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

AUGUST 16-23, EUROPEAN CHAMPIONSHIP, Espergaerde Fleet 585, Espergaerde Sejlklub, Strandvejen 167, Postbox 59, 3060 Espergaerde, Denmark.

AUGUST 18-22, CANADIAN NATIONAL CHAMPIONSHIP, Oakville Fleet 321, Chris Hains, 231 Westdale Rd, Oakville, Ontario, Canada.

AUGUST 23-24, SUNFLOWER REGATTA, Shawnee Fleet 597, Robert James, 1101 W 15th, Topeka KS 66604.

AUGUST 23-24, CLINTON OPEN, Evergreen Fleet 740, Larry Colter, 1203 N. Fell, Bloomington IL 61701.

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.

WANTED - Competitive used Snipe at minimum weight, preferably Chubasco, McLaughlin, or Mueller/Eichenlaub. Write giving ALL details or call: John McShane, 17 Nanset Rd, Weymouth MA 02191. (617) 337-7730.

LEMKE 16954, Mahogany deck, white fiberglass hull, Proctor mast, North sails, trailer, excellent condition, extras. \$1,500. Tom Opiela, 292 St. Mary's, Buffalo Grove IL 60090. (312) 541-2219.

SCIRA POSTERS Only a few left! 34"x40" on heavy material, these posters are the SCIRA emblem in 5 colors. Every fleet should have one. \$4.75 plus 25 cents handling. SCIRA, Privateer Rd., Hixson, TN 37343.

Excellent **SUMMER OPPORTUNITY**. Chicago Yacht Club seeks **RACE MANAGER**, to run one-design races and train committee, \$50.00/day, possible bonus, May-September, - **AND/OR SAILING SCHOOL SUPERVISOR**, paid staff, \$300/wk., must have experience. Send resume for both or either position(s) to Don Glasell, 331 Kedzie St., Evanston, IL 60202.

AUGUST 30-31, ROMSLO'S 30 YEAR JUBILEE, Celebrating 30 years of Snipe sailing for Brynjulf Romslo, SCIRA Norway, Gunnar Kjendlie, Wm. Thranes g. 66 D, Oslo 1, Norway.

AUGUST 30-31, XXV CAMPANATO ADRIATICO, Chioggia, Italy.

SEPTEMBER 6-7, INDIANA OPEN, Indianapolis Fleet 409, John Brannan, 6627 Hampstead Ct, Indianapolis, IN 46256.

SEPTEMBER 8-14, JUNIOR WORLD CHAMPIONSHIP, Spanish Snipe Fleets, Organizing Committee, Club Nautico de Cuidadela, Menorca, Spain.

SEPTEMBER 13-14, MASS BAY OPEN/CALL OF FALL, Mass Bay Fleet 244, Sue Tabor, 92 Johnson Ave, Winthrop MA 02152.

SEPTEMBER 13-14, MIDWESTERN CHAMPIONSHIP/CENTENNIAL SERIES, Wichita Fleet 93, Ted Wells, 5 Huntington Ave, Wichita KS 67206.

SEPTEMBER 13-14, OAKVILLE ONTARIO - DISTRICT V CHALLENGE TEAM RACE, Keuka Fleet 381, Graham Hoffman, 5738 Co Rd 33, RD 3, Canandaigua NY 14424.

SEPTEMBER 20-21, FINGER LAKES CHAMPAGNE REGATTA, Keuka Fleet 381, Graham Hoffman 5738 Co Rd 33, RD 3, Canandaigua NY 14424.

SEPTEMBER 27-28, PINE BEACH/CALL OF FALL, Pine Beach Fleet 256, Charlie Eshleman, 514 Rivley Ave., Glenolden, PA 19036.

OCTOBER 4-5, LAKE MOHAWK/CALL OF FALL, Lake Mohawk Fleet 10, Harvey Freeman, 675 West Shore Trail, Sparta NJ 07871.

OCTOBER 4-5, OHIO OPEN/OXFORD INCIDENT-ACCIDENT, Acton Fleet 515, Tran Alfrey, 2258 Shenandoah Dr, Fairfield OH 45014.

DECEMBER 7-14, WESTERN HEMISPHERE CHAMPIONSHIP, Yacht Club Uruguayo Fleet 506, Jose Luis Murguia, Buxareo 1116-301, Montevideo, Uruguay.

SOUTHERN 21762, lime green w/gray deck, ball-bearing main & jib sheet blocks, full race rigged, 2+ suits North sails, trailer, Bob Fugit (316) 733-2689 (h), (316) 321-2690 (w).

NEW 11' BOARD, built for Pan Am boats. Owned by SCIRA. Ralph Swanson days (617) 933-4200. Nights (617) 729-2423.

SKIPPER 20653, blue, white deck, all go fasts, hard anodized centerboard, new cover, full keel-stepped mast, all aluminum and stainless steel trailer, always stored in garage or under cover, excellent condition. \$2,500 or \$2,000 without trailer. (915) 692-3398. 2132 Sylvan, Abilene TX 79605.

PHOENIX 24012, Ullman sails, Proctor mast, custom rigged. White hull & deck. Only raced 4 times. Owner moving. \$3,000. Griff Hall, Annapolis (301) 268-8881.

ACRYLIC SNIPE DRYSAIL COVERS. Yachtacrylic 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. \$99 white, \$103.50 blue. No. 2 Same as No. 1 but has custom looking tapered full skirt for ultimate protection. Zipper at bow for glove like fit. \$139 white, \$144 blue. Shipped UPS ppd. for orders with payment in full. Orders with 50% deposit are shipped balance COD including UPS charge. Contact Chris Rooke @ ROOKE SAILS, 3000 Vantage Dr., Memphis, TN 38131. Phone 901/345-0647.

**NORTH SAILS are
CONSISTENTLY
the FASTEST!**



**FIRST (Gold Medal)
1979 PAN AMERICAN GAMES**

- European Championship – 1
- Spanish Championship – 1, 2, 3
- Mid-Winter Championship – 1, 4
- U.S. Championship – 2
- World Championship – 2, 4, 6
- Don Q, Miami – 1, 4
- Bacardi Cup, Nassau – 1, 4
- Dudley Gamblin, Nassau – 1, 3
- North American Championship – 2, 5

Every year more and more skippers choose North Sails to improve their racing performance in fleet, state, and national competition.

NAME _____ TELEPHONE _____

ADDRESS _____
Street City, State, Zip

SHIPPING INSTRUCTIONS _____
Address

Parcel Post _____ Air Freight _____ United Parcel _____ Pick Up _____

Sail Number _____ Red _____ Blue _____ Black _____ Green _____

Main – Light (0-12 mph) 4.2 oz. \$244.00 _____
Medium (0-20 mph) 4.2 oz. _____ *Best All Purpose Sail

Heavy (18-up mph) 4.2 oz. _____

Jib – Lt/Med. (0-20 mph) 3.3 oz. \$156.00 _____ *Best All Purpose Sail

Heavy (12-30 mph) 3.8 oz. _____

Jib Adj. Tack _____ Fixed Tack _____

Mast Type _____ Boom Type _____

Price Includes Numbers, Insignia, Battens, Bag & Jib Window. On orders going to Europe, prices are approximately 10% higher.

CALL COLLECT OR WRITE

1111 Anchorage Lane
San Diego, CA 92106
(714) 224-2424 (USA)

Mercury Yacht Harbour
Hamble
Southampton SO35HR, Hants.
Hamble (042122) 3855
(England)

12-9, Nagai
Yokosuka, Kanagawa-Ken
0468-87-1262 (Japan)

We make more sails that win more races than any other sailmaker in the world.