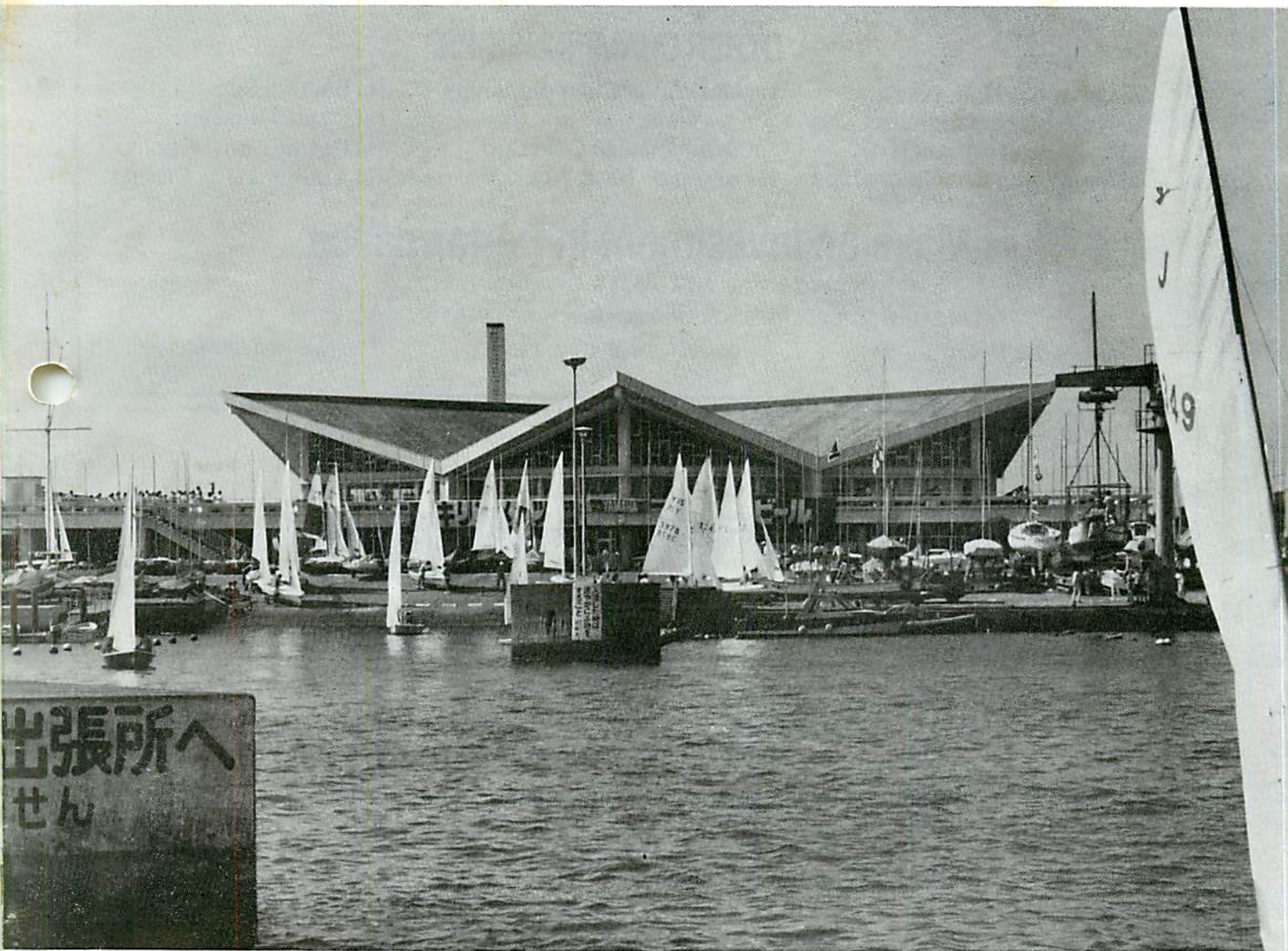


SNIPE

BULLETIN



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MARCH 1987



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Steve Sherman

From Steve Sherman . . .

One-Design Sailor/Builders — “A Unique Relationship”

Unlike the normal buyer/seller relationship where the manufacturer advertises his product to a particular market, the one-design community is unique. The manufacturer cannot afford to mass market the boats he builds. You the sailor therefore, become the salesman. With this system certain responsibilities fall on the builders and the class participants.

The builder must provide a quality product that is innovative, keeps pace with modern technology, is rigged well and meets class rules. The builder must use procedures and methods that keep the cost in the ball park with similar classes. The boats must be competitive, built to last, and must be safe.

The Snipe Class has been fortunate over the years to have had many such builders. There are classes in desperate need of good builders. Without a good builder the class will die. Can you imagine what would happen if you talked a prospect into buying a Snipe and then couldn't buy one? Or if you broke a rudder and couldn't get replacement parts? This is happening more

frequently than you imagine. Some classes have no builders at all.

With the down swing in one-design activity the marginal builders have had to shut down. This leads to the other side of the relationship; the participant. Your love of sailing, the water, and the outdoors is what excites others to pursue sailing for the first time. You are the point of contact as they say in marketing. You catalyze the involvement by teaching the art of sailing. If you stand by when a newcomer shows and instead of extending a hand, turn a cold shoulder, the prospect either ends up in another class or pursuing some of the million other activities which compete with sailing: fishing, tennis, golf, back packing . . . (you fill in the list; it's endless). Your builders want to see the Snipe Class grow as much as you do, but it's a joint effort.

Recently there have been inquiries from yacht clubs which are concerned that they no longer have one-design fleets and are considering the Snipe. The builders and the SCIRA office can only do so much. Our efforts and voice do not come across nearly

as effectively as class members who offer to assist the new fleets. Buzz will continue to inform you of prospective fleets. If you can make an effort, contact those clubs and perhaps offer to have a demonstration day where your fleet brings Snipes to the club for a mini regatta. This effort would go a long way toward class growth and the rebuilding of one-design sailing with the Snipe being the tall kid in the front row. The builders can supply the product but only you can create the strength of the class.

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SNIPE BULLETIN

(USPS 611-500)

SNIPE CLASS
INTERNATIONAL RACING
ASSOCIATION

MARCH 1987

Volume XXXVI No. 3

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Katsumi Hirata

Introducing SCIRA's New Board Members

What do the U.S. Midwest and Yokohama, Japan, have in common? Besides building cars, there is big time Snipe sailing. Terry Timm and Katsumi Hirata, SCIRA's newest board members represent those two areas.

Katsumi Hirata has been a driving force behind Snipe racing in Japan since its inception. He became president of the Japan Snipe Association in 1963, and has worked to have Japan represented in international championships since that time. He was instrumental in planning the 1986 Western Hemisphere Championship held at Enoshima in October 1986, and in inviting the world championship to Karatsu in 1989.

Hirata-san has been active in the Japan Yachting Association where he was director from 1950-1977, and served as secretary in 1977-1978. As an international Judge for the IYRU, he served on the Snipe World Championship Jury in Alamos Bay in 1981, and was chairman of the Jury for the 1986 Western Hemispheres. He was secretary of the International Jury at the Tokyo Olympic Games and served on the jury at the Olympic Games in Acapulco.

His racing career began in Yokohama in the 5 meter class. Hirata-san was All Japan Snipe Champion in 1952 and 1953. He has won honors in several local and international classes, and currently is skipper of the yacht Martha, which is named for Mrs. Hirata.

Terry Timm describes his sailing career as follows:

"Sailing has been an important part of my life since crewing on a 110 at Lake Michigan during the summer of 1958. My first sailboat was a Star that we raced for two summers at Gull Lake, MI. College



Terry Timm

meant selling the Star but intercollegiate competition filled in the void. College also provided the chance to participate in organized sailing as commodore of both the Midwest Intercollegiate Sailing Association and the National Intercollegiate Yacht Racing Association.

"Because the Snipe was affordable it was the boat of choice during dental school. Sailing with the Memphis fleet on the mighty Mississippi was a great beginning to many satisfying years of Snipe sailing. The boat handled like a Star, but several regional regattas and finally the 1968 Snipe Nationals in Jacksonville, Florida, made it impossible to leave the Class. Friendships were established at these regattas that will last forever.

The Snipe Nationals, the Western Hemisphere, the Midwinter Circuit, the Bermuda Race Week, and the many regional

THE COVER

Enoshima Yacht Club, Japan, was headquarters for the 1986 Western Hemisphere Championship Regatta. Built for the 1964 Olympic Regatta, sailed in Sagami Bay, the yacht club is the center for the most active sailing classes in Japan. The club has been host to many international championships, and sponsors an active racing program for junior and collegiate sailors as well as for adults. Buzz Lamb photo.

THE SCORE

Ten numbers were issued in the first month of the year with all going to the U.S.A. St. Petersburg (FL) is our newest fleet; Bill Welch is fleet captain.

Numbered SNIPES — 26761
Chartered Fleets — 801

and local regattas have resulted in a few wins, some good finishes and some not so good, but the results are seldom remembered as much as the fun of competing, the thrill of sailing, and the people.

"Serving on the Board is an honor. If you have some good ideas to help with our financial problems, or to increase regatta attendance, or to bring new sailors into the class, or to make our sport more enjoyable, please let me know before the nationals. Best of luck and good sailing in '87."

Snipe Masters World Championship

The 1987 Masters world championship will be held May 4 to 10, 1987, at Guarapiranga Lake, Sao Paulo, Brazil, sponsored by Yacht Club Santo Amaro, Snipe Fleets 434, 311, 448, and Volkswagen do Brazil S.A.

The regatta is open to Snipe sailors of all the world who will be 45 years old or more in 1987. Crew age must add up to 80 years or more.

Program: May 1-3, registration; May 4, Opening race; May 5, 1st and 2nd races; May 6, 3rd; May 7, 4th; May 8, 5th; and May 9, 6th.

Registration should be made preferably in advance to: Snipe Masters, Av. Parapanema 833, 09930-SIADEMA SP Brazil. Phone: (011) 445-1988. Telex 1144714 CJTI.

Registration fee is US \$50 paid in Sao Paulo. Boats to be chartered to sailors from outside South America will be available in limited numbers. Boat reservation will be on a first come, first served basis, and should be made until April 10. The charter plus insurance will be \$150.

Housing: Simple accommodations will be available in limited numbers at the club at no charge. Hotel reservations can be handled by us. List of hotels with prices, distances from club and downtown Sao Paulo will be available. Bus shuttle to club/hotel/major-sports, will be available to participants. Car rental reservations can be handled locally.

An effort will be made to provide crews to sailors who come alone. (No guarantee).

Info for advance registration should include: Name, address, phone no (tlx no.), age, Snipe fleet no., if boat is needed, if crew is needed (weight of crew), day of arrival, type of accommodations.

Eduardo Bomeisel is chairman of the event.

Marblehead Fleet To Host '87 NAs, Sept. 10-12

What could be better than sailing the 1986 Snipe Atlantic Coast Championship

in Marblehead? Sailing the 1987 Snipe North Americans there.

The Eastern Yacht Club and the newly revitalized Marblehead Snipe fleet are pleased to be hosting the 1987 NAs September 10-12. Last year's ACs, with an outstanding turnout of 57 boats, was a huge success. The EYC promises an even better regatta this year.

September can be one of the most pleasant times to sail in Marblehead. Stronger-than-summer southeasterly seabreezes, with occasional crisp, clear northwesterlies are the norm. And after Labor Day the busy pleasure boat traffic quiets down, to dinghy sailors' relief.

The Eastern Yacht Club has ample dry-sailing facilities, with launching either by hoist or ramp. Sailors are invited to take advantage of the club's onshore facilities, including a snack bar and comfortable porch overlooking the busy harbor. Hous-

ing is available in local Snipe sailors' homes, and there are several hotels and bed and breakfasts in the area. Van parking/camping is also available.

Marblehead's reputation as one of the great yachting centers of New England is well deserved. The large, deep-water harbor is home to more than 3,000 boats. The waterfront and surrounding historic town abound with marine stores, shops, excellent restaurants, and quaint homes. The city of Boston, with all its attractions, is only 15 miles away.

Regatta organizers plan three days of racing, Thursday through Saturday, with Sunday as a travel day. Watch future *SNIPES BULLETINS* for more details, including registration information. Or contact regatta chairman Rob Gorman at 80 Jersey St., Marblehead, MA 01945 (phone 617-631-1512 [R]/617-899-4948 [B]).

AROUND THE SNIPES WORLD

NEW SECRETARY FOR COLOMBIA

Rafael Tamayo is the new Colombian National Secretary. His address is: Calle 116 No. 9B-95 Apt. 501, Bogota, Colombia, S.A.

In 1986 Colombia was represented in the Jeugos Centro-Americanos Y Del Carribe held in Santiago de los Caballeros, Dominican Republic, by Carlos Ortiz and Antonio Tamayo, who finished fourth.

A three championship series was held for the Nationals, with races held in Tomine, Cartagena, and Medellin in order to promote Snipe sailing in cities throughout Colombia. The results will be printed in a later *BULLETIN*.

ICICLE RACE

"Snipe has always been represented in Royal Corinthian Yacht Club's end of year Icicle Race handicap regatta. John Sewell/Ian Sinclair, Maldon Snipe Fleet, and Alexander Lewin/Peter Northfield, Stone Fleet, were chosen for 1986 . . . The traditional snow and ice did not arrive — the wind did! On Saturday a capsized placed Alexander and Peter in the icy water . . . the following morning John and Ian had to retire with a broken mast . . . so ended 1986."

" . . . On Junior interest U.K. closes 1986 with the highest number we've had since the end of the 1970s," from U.K. National Secretary John Broughton.

PARIS BOAT SHOW

Sylvie and Gilles are organizing the Snipe stand, and John Broughton will try to get a UK Martin Marine or Bryland Snipe across the channel for the show.

IN THE U.S.:

SAN FRANCISCO FLEET PARTICIPATES IN JUNIOR PROGRAM

In a letter to Junior sailors Snipe Fleet 12 invited participation in Richmond Yacht Club's Junior Program. The Saturday afternoon program will involve assigning a junior to a boat and its owner. They will sail together, both as skipper and crew, and participate in series of three short races.

A unique feature will be to get the parents out on the boats as well, depending on the time and weather. Since the Snipe is truly a family boat, this would be a great opportunity for the families to sail together. (Thanks to S.F. Fleet Captain Dick Loomis for this fleet building idea.)

MORE FLORIDA FLEETS

Marc Duvoisin hopes to form a Snipe Fleet at Indian River Y.C. on Florida's East Coast in the Cape Canaveral area. Marc's address is: 3510 Dairy Road, Titusville, FL 32796. He would like to have the cooperation of all South and Central Florida Snipers in introducing Snipes to this beautiful sailing area.

ANOTHER FLEET IDEA

Dallas Fleet Number 1 is working on a plan to advertise locally for new Snipe sailors. The idea is to have a telephone number which will be manned by an answering device which gives a recorded message and records names and addresses of prospects who will be contacted later by fleet members.



Shore Sails Dominate

the 1986 Nationals!

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

2 Wells

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

1, 3 Junior Nationals

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1,2,4 Gulf Coast champs

1,2,3,5 Atlantic Coast champs

3 Pacific Coast champs

1 (8 out of top 10) Southern champs

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

1,5 District IV

1,2 Birdbath

2,3,4 Indiana Open

3,4 Midwinter champs

1,2,3,4,5 Colonial Cup

1,2,3,5 Call of Fall

1,2,3,5,8 District I

2 District V

1,2,3 Wolverine

3 Central American Games

1 Redneck

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HEAVY WEATHER SAILING

Keeping it flat and fast upwind.

by Craig Leweck

Craig Leweck combines his own ideas on sailing fast in heavy weather with those of Mark Reynolds and Mike Segerblom. Mike finished first, Craig second, and Mark third in the North American Championship. This article is a result of their conversations after that regatta. This month Craig concentrates on taking the boat to weather.

For every bedroom window there should be a tree planted in close proximity. The branches of this tree, swaying in the breeze against the morning sky, gives a first impression of what the day of sailing will be like. 1984 North American Champ Keith Dodson felt he could forecast the afternoon marine conditions by using his tree with a greater degree of accuracy than the local weather service.

However, the sight of leaves getting knocked off the tree branches wakes up the butterflies in our stomachs. Few people truly relish sailing in a lot of wind. The people who do are usually quite big. But, heavy weather is a fact of yacht racing which must be conquered, since sailing to weather in a good breeze is certainly part of the sport.

In two of the most important (and fun) events in 1986, the Snipe Winter Circuit and the North American Championships, winds averaged more than 15 knots (much more at times) and many people are coming to realize that they need to improve their skills in the upper wind range.

After the 1986 NAs in San Francisco, I got together with winner Mike Segerblom and third place finisher Mark Reynolds on how they kept their boats up to speed in the challenging conditions. I found that the three of us have similar thoughts on the questions most often asked. The general theme is simplicity, with few changes being made throughout the wind range.

At the Don Q, as my crew Hal Gilreath and I washed our boat after a hard day of sailing in the steep chop and 18 knot wind on Biscayne Bay a fellow competitor asked: "How do you keep your boat so flat and going so fast?" We avoided the reply

that we simply hike hard, recalling the racing.

In the morning race we got a good jump off the start line near the leeward end. As Hal and I worked hard to break away from the pack, we noticed a boat to leeward as they moved across our jib window. This was not a pleasant sight, as we were exerting all our energy to keep the boat on its feet. We eventually tacked to port. When we tacked back, this boat tacked to

Most puffs are visible on the water and can be timed with a fair degree of accuracy as to when they will reach the boat. The skipper should have the crew call out each puff and then count down its arrival at the boat.

leeward, but about 80 feet ahead. It was then that we saw their secret.

It was John Dunkley of Nassau. He also sails Star boats, and had his Star crew aboard. Between them they tipped the scales at around 400 lbs.

They had their traveller centered, their sails sheeted in tight, and the two of them were just barely straining their hiking straps. I even think Dunks was chewing on one of his famous cigars.

As we rounded the weather mark a little behind them in second, it became obvious that their crew weight was not ideal. It did not take long for us, and a number of other boats, to go blazing by them on the first reach. While their crew weight was fast upwind, they were simply too heavy for sailing downwind. However, this does not negate the effectiveness of crew weight in keeping the boat going in a blow.

The area in which we all need to do the most work is in physical conditioning. We must use the weight on the boat (a good crew weight is between 290-310) as effectively as possible. It is most important to be in good shape to hike hard.

Another point is to anticipate any in-

creases in wind velocity. It is easier to keep the boat flat in a puff if you are already hiking hard before the puff hits, than it is to try to get the boat flat after the puff hits and the boat is heeling. It is also a lot faster since you are now taking advantage of the puff, rather than trying to survive it.

Most puffs are visible on the water and can be timed with a fair degree of accuracy as to when they will reach the boat. The skipper should have the crew call out each puff and then count down its arrival at the boat: "Puff in 15 seconds, now 10, now five and it looks like it will hold for awhile (or it looks brief and pretty steady beyond it.)"

This might be too much talking for some people, but it is still o.k. to talk about each puff to some degree. If the skipper is registering the puffs, a brief "Let's go" to the crew will be enough to motivate your mate to a full hike.

Once beyond the point where simple hiking works, make sure all the preliminary adjustments have been made. They include the outhaul, main cunningham and jib cunningham. The outhaul should be tight with the clew out to the band. If you can't get the clew to the band, the tack line (line keeping tack grommet near mast; normally passed through grommet, and wrapped around the mast and tied) may be too tight. I generally tie it a hair looser in heavy air as it helps to eliminate the hard wrinkle that comes out from the tack. We just want to make sure the shelf foot is closed, and the main is flat and strapped as it comes off the boom.

We want the main and jib cunningham just tight enough to remove almost all of the little horizontal wrinkles that come off the main and jib luff. Segerblom pulls on his jib cunningham a little more than this to keep the entry round and powerful. It is, however, important that the jib cunningham is eased as the wind velocity decreases or else the draft of the sail will get stuck way too far forward. This is also an important point for the main cunningham, especially since the luff rope does not slide

(Continued on page 8)

Heavy Weather Sailing . . .

(Continued from page 7)

too easily in the groove when the mast is bending.

Once preliminary adjustments are correctly adjusted, we need to focus on the secondary adjustments which will ultimately have the greatest effect on our ability to keep the boat flat and fast.

Before going into this section it is necessary to discuss the dynamics of what occurs as we try to depower the sails. As the boat is sailed in more wind its tendency is to heel as the sails begin to dominate the forces of lateral resistance (board and rudder). This is because the hull can go only so fast, so the rest of the wind's force will heel the boat. In order to combat this, the sails need to be flatter as the wind velocity rises. Due to the bendy mast, the rig tune and the design of the sails, the sails do a fairly good job of depowering themselves.

As the wind picks up we need to trim the mainsheet harder to keep the top battens in line with the boom. The load of the wind and the mainsheet tension will stretch the main leech somewhat to flatten the sail. The mainsheet also acts much like a backstay in the way it bends the mast as you increase the tension. These two points will result in a flatter mainsail, but there is more. As you pull on the mainsheet, the mast will bend, but it also reacts like a lever in maintaining jib luff tension.

Generally, as the wind increases you want less jib luff sag. This is because the jib has a specific shape with the jib luff drum tight, and it becomes fuller as the jib luff sags off (because cloth is getting pushed back into the sail, giving it more

The best way to get the boom to leeward of centerline is with the traveller. It lowers the boom by allowing the bridle to slide down, but does not alter mainsheet tension.

fullness). Also, as the wind picks up, the leech of the jib will stretch more under the increased load (wind), further flattening the sail.

Ultimately everything that you want to have happen will happen. It will go much like this: The wind increases, you hike to handle the new wind, you trim in the mainsheet to keep the leech tight, the mast bends more and the main gets flatter, the jib luff gets tighter (due to the increase in mainsheet tension) and the sail gets flatter. Due to the need to tighten the mainsheet in higher wind, the whole sail plan gets depowered. Great, huh? Well, it is

pretty great until you realize the wind will get too powerful and you won't be able to keep your mainsheet in real tight.

Eventually you will need to depower further by getting your boom to leeward of centerline. And how do you do this? One way is to just ease out the mainsheet. Guess what happens next? The boom is moved to leeward and the goal of releasing the power that we can't handle (by luffing the sail) is attained. However, if we just dump the mainsheet when a puff hits, the mast gets straighter (making the main fuller), the leech opens up too much (making steering tougher and hurting pointing ability), and the jib luff sags off (making the jib fuller). This is exactly opposite of what we want, since power is being put into the sails instead of being taken out. How can we improve this scenario? We need to utilize a number of adjustments to help out.

Before we go on we must accept a couple of facts. Every alternative is a compromise, and nothing will overcome the need to hike hard and anticipate the puffs.

The best way to get the boom to leeward of centerline is with the traveller. It lowers the boom by allowing the bridle to slide down, but does not alter mainsheet tension. This is an important point, since the mainsheet affects so many other things.

The problem with the traveller is that it has either a 2-1 or a 4-1 purchase on it, which slows its effectiveness in reacting to puffs. Also the traveller is not in your hand; you have to reach for it. This slows its ability to help keep the boat flat.

Since the mainsheet is in your hand, and can immediately deal with the problem (too much wind), it must be used to a certain degree to help keep the boat flat. Mark is less active with the mainsheet. This is partly due to his large size (6'3", 190 lbs) compared to Mike and me (6', 155 lbs) and his ability to respond more with his body to the increases in wind. Mike and I need to rely on the mainsheet more to help keep the boat on its feet. With proper use of sail controls we can play the game just fine.

We all keep the traveller centered until we can't hold the boat down any more. After that, it is gradually eased to help keep the boat flat. It is important to pull the traveller back in as soon as the wind lightens. With the wind lighter, we can now take advantage of the power in the sail that we were trying to get rid of before.

Also, with the traveller out too far, pointing will suffer. Easing out the traveller is helpful when you want to foot, but when you want to point (which is most of the time) you will need the traveller as close to center as possible.

Because of some of the problems discussed above, the mainsheet must be used in conjunction with the traveller to over-

come the increase in wind. From zero to gale force winds, we are always adjusting the main to handle our needs. The difference between the two extremes is that at the low end, the adjustments are used to keep going fast and powered up. When the boat feels slow, ease the sheet an inch or so to make the sails more powerful. As soon as the boat feels fast, sheet everything back in so the boat points and sails to weather more effectively. As the upper end of the wind range, the mainsheet adjustments are related to the desire to keep dry and have the boat stay upright. A tight mainsheet in a big puff is the way to find out with your mast if the bay is deep or shallow.

At some point in the wind range (different for everyone) the mainsheet is

At some point in the wind range the mainsheet is changed from gas pedal to parachute. There is an overlap, and that is where it can get tricky.

changed from gas pedal to parachute. There is an overlap, and that is where it can get tricky.

We want to carry as much power (keep the sails sheeted in tight) as we can, but we need to keep the boat flat and fast. To use our mainsheet for both extremes we need sail control adjustments. For the low end of the wind range we really do not need to mess with the secondary adjustments. In the upper wind range, at approximately 14 knots, the mast will stop bending at the deck partners. It will continue to bend above that, but will stop at the partners. This point should be marked on the deck with an indelible marker.

To use the boomvang to control the leech twist when I dump the mainsheet, I lock off my aft puller to keep the mast from going forward of this deck mark. Without the aft puller, the pressure that the boomvang distributes once the mainsheet is eased (full leech force is essentially on vang when mainsheet is out) is dished out in too many directions. Since the vang does not pull straight down, but pulls down at a forward angle, the vang is pulling down on the boom and thrusting the boom forward along its axis. This forward thrust of the boom will both overbend the mast down low, and sag the jib luff. Tension on the aft puller avoids these two speed robbing actions and helps control the mainsail leech while depowering. Since Mark does not play his main much when sailing upwind, he does not bother with the vang and aft puller, and instead just "grunts" out the puffs.

I recommend the following steps: Ease

the traveller as much as you must to keep the boat level through the lulls in the wind; Lock off aft puller at deck mark; With mainsheet trimmed properly, take slack out of boomvang and cleat it; Ease mainsheet out in puffs to keep boat flat. When depowering is done in this manner, the mainsheet can be eased out in the puffs with the minimum number of negative results.

The important point to work on is anticipating the puffs. Once you see a puff that is four seconds away, you should ease your traveller out enough, recheck your vang, and get ready to hike your tail off. As the puff hits you should "kind of pump" the mainsheet, dumping the main out and pulling it back in right away. Your goal is to have the main out only as far as you need it. To reach this goal, you are constantly pulling it in and out until you can keep it in and keep your boat flat. The leech of the sail should still be kept hard when having to luff the main. Only when it is really howling would you luff the WHOLE sail.

It is really critical that as soon as the wind lightens we readjust the rig. First, get the traveller back in as much as you can, and then check your vang to be sure it is not too tight. Remember that you just want the slack out of the vang and no real tension on it. If you don't ease your vang, your leech will get tight and stall out just when you don't want it to. It is nice to have the ability to alter your twist a bit with your mainsheet without having to change the vang. This will allow you to have a few gears to switch to by just using your mainsheet.

There is a school of thought on depowering that emphasizes the aft puller and vang a lot more than I have discussed. The logic is that with more aft puller one can keep the jib luff tight, and that with a lot of vang the mast can be bent to flatten the sail and control the leech.

This system is quite effective, and is used by many top sailors. The problem is

that it requires a lot of skill and work to maintain it through the puffs and lulls. As the wind lightens you need both less aft puller (to sag off the luff to make the jib fuller) and less vang, but need a lot of marks and the knowledge of what you are looking for in sail shapes to pull it off.

The other factor is that different brands of sails will react differently to some of these changes. Some may need them before others, or some may not need them at all. Your goal is to get the sails that make the transition into the upper wind range the easiest for you and your sailing style.

One area that is not usually thought of when talking about sailing flat and fast is steering. When the wind is honking and the

To judge his steering, Mike counts to himself how many waves he sails through before he hits one. When he averages one for every six he feels pretty good.

seas are steep, a good helmsman will be able to sail his boat flatter than a lesser one (with the same sails and settings) for the same reason that crew weight helps in a choppy sea. The more the boat hits the waves, the more it will heel. Since a better helmsman will steer a better path through the waves, his boat will heel less. And go faster!

This point was emphatically made by Segerblom who puts it at the top of his list of improvements people can make. To judge his steering, Mike counts to himself how many waves he sails through before he hits one. When he averages one for every six he feels pretty good.

The art of steering through waves starts before you get to them. The water is never consistent as it has highs and lows, and you need to find the path of least resistance. Aim for the lows and not the highs. The

problems arise when chop develops either alone, or in addition to swells.

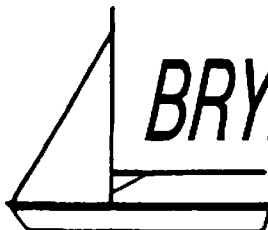
Chop is an abrupt wave, while a swell has a more defined and gradual motion. The boat can be easily steered through a swell, but it takes practice to get around the chop. With a swell, you steer up the face of the wave and then bear off once you start going down the back. This steering motion will keep the boat from slamming, while also keeping in touch with the wind, which veers on the face, and backs on the backside of the wave.

The problem with chop is that the crests are too close together to steer around them all. The boat is just too long to squirm around all of them, so there will inevitably be some bow banging. To steer effectively through a choppy sea, make a couple of assessments. Because the boat will hit some of the waves, we must be able to power up the boat in a hurry after we hit one. This means preparing for the collision by easing sheets a little before the wave, and heeling the boat slightly at the wave, so the bow does not do a complete slam.

Once you get through, you need to get back to sailing flat and fast to get speed back up, so you can sheet again. Then you need to gauge the wave. Will the boat slam into it? If its size and steepness will allow the boat to go over it without any loss of speed, then go over it. A steep chop may not be followed (or preceded) by another one, so there could be enough room to steer around it and avoid a costly slam.

The most important thing is to see if a lane exists in front of the boat that will allow smoother sailing. A small degree of course angle variance does exist and can be used if it means more consistent speed. Each wave does need to be delt with individually, but if you can see it before you are on top of it, you will have a chance to aim for the low spot, and avoid a potential slam.

(Continued on page 10)



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Heavy Weather Sailing . . .

(Continued from page 9)

Incorrect crew placement can be a problem on a washing machine-like race course. Skipper and crew should be as close to each other as possible to ease the pitch in the boat. All the weight in the boat should be as concentrated as possible, as any unnecessary weight in the stem or stern will increase the boat's motion (pitch) through the waves, thus increasing the chance to slam. The skipper and crew weight should be slid back a couple of inches to get the bow up a little more.

The use of body weight to steer and balance the boat is more and more regulated as the sailing rules mature. A technique called "torqueing" can help the boat steer around the waves. If at the top of the wave you throw your upper torso forward, the bow will fall off and the stern will kick up which will allow the boat to get around the wave with hardly any steering. The problem with this rests in the rules. Body movement must be limited to any motion that is not repetitive or rhythmic.

At the U.S. Nationals, Paul Henderson was an on-course judge to keep the body language to a minimum. Since there was no real chop to contend with, he was calling people for pump hiking. This is where the crew or skipper is working his body up and down in the fully hiked position to flatten the boat. This is more effective than a stationary hiking position because each time you hike down you are bending the mast tip off to leeward, which is twisting the sail off and flattening it.

However, since this motion is usually of a rhythmic nature (unless you just do it once at the start of a puff), it is seen as illegal, and must be avoided. Body movement tends to get excessive in heavy air, so it is important to realize what we can do legally, and what we are actually doing.

With heavy winds comes plenty of water inside the boat, which must be dealt with. To get rid of the water you have to open the bailer, which can cause some drag.

It is hard to say where the trade off is in how much water you can carry before

Opening and closing the bailer while going to weather can be done quickly without any noticeable loss in speed, but it is a move that should be practiced to perform well.

it outweighs the significance of the open bailer. I always make sure the boat is dry before the start, and then I will only keep the bailer open if water is regularly coming over the bow. I will open the bailer on the weather leg if it is necessary. If the amount of water in the boat can make it to the weather mark, then I will be sure to open the bailer after the mark, and then close it as soon as the boat is dry. If I had to have the bailer open for the preceding weather leg, I will be sure to pop it open just before the leeward mark, so I won't have to hassle with it once I am going to weather. Opening and closing the bailer while going to weather can be done quickly without any noticeable loss in speed, but it is a move that should be practiced to perform well.

Sailing well to weather in a lot of wind is one of the greatest challenges that Snipe racing presents to us. The ability to go out in a blow and be confident that I can handle the boat and drive it to its maximum potential is one of the biggest highs I have experienced. It's important that we are fit both mentally and physically to handle the high winds. When these two areas are handled, heavy air sailing really becomes more fun than anything else.

Next month I will cover the ins and outs of keeping the Snipe going fast and upright for heavy air downwind sailing.

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Doug Day with crew Mark Frashier concentrate while beating.

Doug Day Repeats As Sunflower Champion

The Sunflower Snipe Regatta was hosted by Fleet 597 of Shawnee Yacht Club, Topeka, Kansas, August 2-3. Snipes from five states converged on beautiful Lake Shawnee for some hot competition and lots of fun.

Saturday brought a welcome break from the summer heat with partly cloudy skies and temperatures in the mid 80s. The first race began after lunch with a shifty breeze out of the north at 8-10 mph. Ken Rix capitalized on a good start and led early followed by Glenn Roth and Doug Day. Doug Day eventually worked his way into the lead and held on to win.

Race two followed under similar conditions with Doug Day taking an early lead and breezing to victory. Mike O'Brien was second pursued by Martin Bebb in third.

Although the end of race two saw diminishing winds, the start of the third race saw the best wind of the day. Doug Day was again the victor followed by Martin Bebb who edged Ken Rix for second. The day's events were capped by a delicious seafood dinner served on the clubhouse patio.

Sunday awoke with everyone anticipating a strong finish only to be disappointed by lack of any detectable breeze. The previous day's results stood and for the third year in a row, Doug Day was crowned champion.



Skippers L to R, top: Doug Day, Martin Bebb, Ken Rix, Mike O'Brien, Delmar Tucking; Crews: Mark Frashier, Anna Randal, James Rix, Anne Bedinghaus, Pam Waugh.

SUNFLOWER REGATTA (Top 6 of 11 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
25950	Doug Day/Mark Frashier	MYC	1-1-1	2.25	1
25517	Martin Bebb/Anna Randal		4-3-2	9	2
25285	Kenneth Rix/James Rix	WVSC	2-6-3	11	3
24170	Mike O'Brien/Anne Bedinghaus	SYC	5-2-4	11	4
25850	Delmar Tucking/Pam Waugh	SYC	6-5-5	16	5
23275	Glenn Roth/Meredith Wilson	SYC	3-7-7	17	6

"B" FLEET

21097	Robert Fox/Susan Fox	SYC	2-1-2	4.75	1
21603	Larry McElwaine/Jerry Thompson	Tulsa	3-2-1	5.75	2
20624	Bill Hamm/Sam Clark	SYC	1-3-3	6.75	3

The B-fleet was hotly contested with every boat winning a race. Bob Fox proved that consistency pays off by finishing on top.

Glen Roth
Shawnee Fleet 597

Bustamante Cops Florida State Title At Tampa

The Florida State Championship was held November 29-30 at Davis Island Yacht Club on Tampa Bay.

Charlie and Michele Bustamante of Miami won the championship decisively followed by Buzzy and Gail Heausler of Clearwater in second and Mark Duvoisin

now of Titusville in third.

Saturday's three race schedule was reduced to one race as a seven knot wind dropped to near zero after a heavy rain. Three races were held Sunday morning in winds of 15-20 knots with some waves developing to create some modest surfing downwind and one capsized.

Charlie led for most of Saturday's race only to be passed in the dying wind on the last beat by Mark. However on Sunday

Charlie got out in front to stay in all three races with Buzzy, Mark, and Gonzalo Diaz each taking a second place.

Saturday night all Snipers were welcomed at the Heausler's Davis Island home for a great pasta dinner with champagne by Dick Edwards. All in all the regatta was a fine success with even some sunshine and 80 degrees on Sunday for northerners Paul and M.J. Gillis from Atlanta and Francis Seavy's crew, Mori Whitney from Alaska.

Bob Foster
Clearwater Fleet 46



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FLORIDA STATE CHAMPIONSHIP (Top 10 of 14 Boats)

Boat	Skipper	Places	Points	Finish
25172	Charlie Bustamante	2-1-1-1	4.25	1
25045	Buzzy Heausler	3-3-4-2	12	2
24686	Mark Duvoisin	1-2-6-4	12.75	3
26395	Gonzalo Diaz	4-4-2-3	13	4
25872	Paul Gillis	5-6-5-7	23	5
26397	Bob Foster	10-7-7-5	29	6
26995	Francis Seavy	8-5-8-8	29	7
21512	Douglas Jones	11-10-3-9	33	8
24044	Ted Huntley	12-8-9-6	35	9
19795	Dick Edwards	7-9-11-11	38	10

Fred Rozelle Wins Michigan State Championship



Fred Rozelle, center, is the 1986 Michigan State Snipe champion. He and other winners pose with their trophies after the championship at Grand Rapids Yacht Club. Rear L to R: Jr. winner Jeff Lawrence, Dan Orr, Rozelle, Kirk Donaldson and Ken Woodworth. Front: Todd Cooper, Stasia Orr, Kathy Heywood, Jan Rozelle, Phyllis Donaldson, and Joy Spahn. Absent: Terry Timm.

MICHIGAN STATE CHAMPIONSHIP June 28-29 at Grand Rapids Yacht Club (Top 15 of 25 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
25489	Fred Rozelle/Jan Rozelle	Detroit	3-1-2	8.7	1
26461	Kirk Donaldson/Phyllis Donaldson	Barton	4-4-1	16	2
25731	Terry Timm/Katy Heywood	Grand Rapids	1-3-8	19.7	3
24692	Ken Woodworth/Joy Spahn	Corey Lake	2-5-10	29	4
26113	Dan Orr/Stasia Orr	Detroit	5-9-4	33	5
19618	Rich Grant/Carla Grant	Grand Rapids	6-2-14	34.7	6
24802	Bill Wilmarth/Nancy Wilmarth	Barton	13-10-3	40.7	7
24088	Jeff Musson/Jenny Musson	Grand Rapids	7-7-13	45	8
25863	John Crookston/Geri Crookston	Gull Lake	8-8-11	45	9
24440	John Corbett/Nick Giguere	Grand Rapids	11-12-7	48	10
25452	Dan Conway/Brad Conway	Grand Rapids	16-6-9	48.7	11
13200	Tim Oberle/Donna Oberle	Grand Rapids	12-15-5	49	12
24332	Jerry Lahmeyer/Mark Chatterton	Detroit	21-11-6	55.7	13
23800*	Jeff Lawrence/Todd Cooper	Gull Lake	9-13-19	59	14
13871	Lee Kramer/Andi Kramer	Grand Rapids	15-16-15	64	15

*Junior Winner

Dan Conway, Grand Rapids Fleet 137

Light Air Frustrates Snipers In Long Island Open

Sailing in the ultimate frustration of light to no wind conditions, Sea Cliff Yacht Club's Bryan Dougherty bested a fleet of 20 Snipes to win the Long Island Open regatta. The weekend of September 6-7 could have been a race committee's nightmare, but for chairman Pete Bethage, George Christman, John Hendrickson and Jim Freebody, it was a breeze! This race committee has the patience to get three races off in conditions that at best were fitfully light.

Sea Cliff Snipe Fleet 4, under the leadership of Steve Shepstone, did a super job in providing the right atmosphere both on and off the water. Attracting such great sailors as Art and Jennifer Rousmaniere, and Steve Callison was an unexpected pleasure. Art and Jennifer are originally from Long Island.

Dougherty with his great crew Eleanor Sherban won the regatta with 3-5-2 finishes. Never taking a bullet, but always in contention, Bryan was able to nip Jennifer Rousmaniere with her sister Debby Ward crewing, by .75 of a point. Steve Callison and his crew Andrea Tomaselli were third with a victory in the last race, which was the dynamic drifter of the regatta.

Lee Griffith, last year's winner, was in good shape as we drank beer and sat down to a fantastic steak dinner Saturday night. Lee and his crew Nadine Franczyk had a second and first in the first two races. It was the fitful breeze on Sunday that did Lee in with a 10th in the final race.

Having such legends as Billy Lawson from Annapolis, Fred Abels from Locust Valley, Steve Sprole from Boston was a

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LONG ISLAND OPEN (Top 15 of 20 Boats)

Boat	Skipper/Crew	Places	Points	Finish
26092	Bryan Dougherty/Eleanor Sherban	3-5-2	10	1
25412	Jennifer Rousmaniere/Debby Ward	1-7-3	10.75	2
24608	Steve Callison/Andrea Tomaselli	8-3-1	11.75	3
26004	Lee Griffith/Nadine Franczyk	2-1-10	12.75	4
24596	Bill Lawson/Scott Taylor	9-2-6	17	5
21440	Steve Sprole/Kathy Sprole	4-13-4	21	6
20996	Steve Shepstone/Melissa Shepstone	12-4-5	21	7
25480	James Barnes/Andrew Ivey	7-10-9	26	8
25737	Lindsay Hewitt/Paul Hamilton	13-6-8	27	9
25779	Lorie Jones/Jennifer Lawson	10-11-7	28	10
26337	Lisa Foulke/Ken Campbell	5-15-11	31	11
25460	Fred Abel/Dennis Finn	6-8-nf	33	12
26091	Dana Schnipper/Judy Saren	16-9-12	37	13
26487	Ben Howe/Daren Schnipper	14-12-nf	45	14
18634	David Lawson/Christopher Lawson	11-ns-nf	50	15

pleasure. The competition was keen and it was the first time a Sea Cliff skipper has won the Call-of-Fall in his home port, and we are proud of Bryan and Ellie. Wedding bells are in the wind for this happy couple. May they continue to be winners in their relationship on and off the water.

Thanks to Melissa Shepstone and Eleanor Sherban and all the wives of the fleet, the Saturday night party was sensational. Many of the sailors also enjoyed the after

hours bash at the Freebody abode.

We members of the Sea Cliff fleet want to thank all those sailors and their crews who attended our regatta. The traveling sailors such as Steve and Melissa Shepstone, Bryan Dougherty, Ellie Sherban, Doug Wefer and Kris Meyer were responsible for the good turn out this year.

*Jack Williams
Sea Cliff Fleet 4*

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Lots of sunshine and wind in the Blue-Grey Regatta at Pine Beach; that's Dave Rodgers (24110) and Eric Purdon (26165) in tight quarters. Bottom photo: Dock start (square line) and shifty winds for Call of Fall Regatta.

Griff Hall Dominates Pine Beach Regattas

Griff Hall from Annapolis, Maryland, took home the first place duffle in both of the Pine Beach regattas held in 1986. Sporting a new boat, Griff displayed good boat speed and consistently good tactics to win June's Blue-Grey Regatta and the Call-of-Fall in September.

A description of the Blue-Grey Regatta held 14-15 would just sound like a rerun, so please pull out past Snipe *Bulletins* and advance the dates. Typically beautiful Barnegat Bay conditions were on hand: 12-16 knot sea breezes, sunshine, five Olympic courses, volley ball on the beach, grill-your-own steak for dinner, go-carts, and the infamous "Zipper" at Seaside Park. A turnout of 18 boats enjoyed Pine Beach and the Jersey shore at its best.

For the Call-of-Fall Regatta held September 27-28, the boats stayed on the trailer a few extra minutes Saturday morning as the race committee waited for a cold front with 30-40 knot gusts to pass



Rowlands Notch Indiana Open Win

The Indiana Open was sailed in light air. The winner Bob Rowland announced that he had sailed in 20 Indiana Opens without success until this year, and he was very happy to win. He and his wife Sandy are a great team and they deserved to win. Scotty Cline, our perennial visitor from way down south, improved every race and finished third behind Jim Richter.

The Szczepanskis tore up the Call Fleet with son John beating his father Ray. Us elders don't 'get no respect.'

As usual we had a live band on Saturday night after dinner at the club. We want to rebuild our regatta to its once 94-boat attendance. Next year, everybody come, enjoy the party and the sailing.

Buzz Levinson
Indianapolis Fleet 409

INDIANA OPEN (Top 20 of 35 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26303	Bob/Sandy Rowland	Cowan	6-1-1	7.5	1
24500	Jim/Julie Richter	ISC	4-3-8	15	2
24093	Scott Cline/M. Tool	Privateer	12-7-2	21	3
23621	Matt/Lisa Fisher	Hoover	2-15-5	22	4
26462	Paul Levinson/Sally Walker	ISC	8-6-9	23	5
26398	Jeff/Dan Irvine	Cowan	1-13-10	23.75	6
24272	Scott Rowland/Chris Maddocks	Cowan	5-8-12	25	7
26335	Buzz Levinson/Philip St. John	ISC	19-2-6	27	8
26461	Kirk/Phyllis Donaldson	Barton	7-12-11	30	9
24692	Ken Woodworth/John Sill	Corey	14-5-17	36	10
25780	Frank/Patsy Hiatt	ISC	3-31-4	38	11
23292	Todd/Julie Merrill	ABYC	17-4-23	44	12
21790	Bill/Marg Coberly	Decatur	28-14-3	45	13
23187	Jim Menzies/Tod Morton	Cowan	13-22-13	48	14
25825	Berkley/Emily Duck	ISC	16-29-7	52	15
25420	Paul/Lisa Dovey	ISC	9-24-20	53	16
20932	Paul/Mary Ann Zent	ISC	11-27-15	53	17
25232	Tom/Nancy Gougeon	Cowan	18-10-25	53	18
24001	Michael/Megan O'Toole	Cowan	23-16-16	55	19
25193	Gary/Lynn Woodworth	ISC	22-19-18	59	20

CALL SERIES — B Fleet (Top 5 of 10 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
19267	John Szczepanski/J.R. Stevers	Carlyle	2-3-2	7	1
19266	Ray Szczepanski/A. Szczepanski	Carlyle	6-2-1	8.75	2
20197	Mike Sullivan/Joeann Sullivan	Carlyle	5-1-4	9.75	3
24269	Rex Phillips/Bill Smith	ISC	4-5-3	12	4
20988	Antonya Pickard/Mike Bluel	ISC	1-6-6	12.75	5

through. It remained windy and chilly enough to force racing to be held in protected Tom's River. Still, five competitive races were held and everyone agreed that the light to moderate, shifty conditions made for exciting racing with constant position changes. The "Pine Beach dock start" (see photo) added a different twist to the racing as well.

For 1987, Pine Beach Fleet 256 encourages you to come enjoy the most consistently good sailing in District I. The Blue-Grey will be held early in June and the New Jersey Open/Call-of-Fall Regatta will be held in late August. We have wind in August!

*Lee Griffith
Pine Beach Fleet 256*

BLUE/GREY REGATTA (Top 10 of 17 Entries)

Boat	Skipper	Club	Places	Points	Finish
26455	Griff Hall	SSA	1-2-1-1-4	8.25	1
25460	Fred Abels	PBYC	2-1-2-5-1	10.5	2
24596	Bill Lawson	SSA	4-6-5-2-3	20	3
25779	Lorie Jones	SSA	3-7-3-8-6	27	4
26286	Mark Swanson	SSA	6-4-7-6-2	25	5
22285	Harry Levinson	Medford	8-3-8-4-7	30	6
26004	Lee Griffith	PBYC	7-11-6-7-8	39	7
25782	Dina Kowalshyn	SSA	10-5-9-13-10	47	8
26337	Lisa Foulke	SSA	12-9-10-11-5	47	9
24110	Dave Rodgers	QYC	5-8-4-nf-nf	51	10

PINE BEACH CALL-OF-FALL (Top 5 of 9 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
26455	Griff Hall/Ramsey Murray	SSA	3-1-1-1-1	6	1
24596	Bill Lawson/Colette Preis	SSA	1-2-3-3-2	10.75	2
26004	Lee Griffith/Carol Saunders	PBYC	4-4-2-2-3	15	3
26337	Lisa Foulke/Ken Campbell	SSA	2-3-4-4-5	18	4
23968	Paul Wood/Kathy Wood	PLYC	6-5-5-5-4	25	5



Winners in the Blue Grey Regatta, with duffle bag awards.



A Call of Fall Regatta, winners pose with duffle bag "hats."



Sanctioned Snipe Regattas

MARCH 7-8, GEORGIA STATE CHAMPIONSHIP, Valdosta Fleet 580, Wilby C. Coleman, P.O. Box 1448, Valdosta, GA 31603.

MARCH 15-17, SCIRA MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, Bob Foster, 2990 Mayfair Ct., Clearwater, FL 33519.

MARCH 20-22, DON Q RUM KEG, Miami Fleet 7, Gonzalo E. Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155.

MARCH 25-28, BACARDI and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas.

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

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

MAY 4-10, WORLD MASTERS CHAMPIONSHIP, SCIRA Brazil, Henrique Motta, Av. Franklin Roosevelt 194/8, Rio de Janeiro, RS 20000 Brazil.

MAY 16-17, U.K. JUNIOR NATIONALS & BLUE CIRCLE ANNIVERSARY, Cliffe, Kent, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

JUNE 13-14, STONE INTERNATIONAL, St. Lawrence Bay, Essex, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

JULY 2-5, FINNISH NATIONAL CHAMPIONSHIP, SCIRA Finland, Roger Nylund, P.O. Box 169, SF - 20101, Turku, Finland.

JULY 25-26, U.S. JUNIOR NATIONAL CHAMPIONSHIP, District II, Clinton Lake, Lawrence, KS. Doug Day, 7519 N.W. 79th St., Kansas City, MO 64152.

JULY 25-26, UK SOUTH EASTERN CHAMPIONSHIP, Maldon, Essex, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

JULY 27-31, U.S. NATIONAL CHAMPIONSHIP, District II, Clinton Lake, Lawrence, KS. Doug Day, 7519 N.W. 79th St., Kansas City, MO 64152.

JULY 30-AUGUST 2, NATIONAL CHAMPIONSHIP PORTUGAL, Nazare, Domingo Borralho, c/o Promec, Av Duque de Loule 75-6 ESQ, Lisbon 1000, Portugal.

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

AUGUST 3-8, JUNIOR EUROPEAN CHAMPIONSHIP, Rimini, Italy, Enzo Perini, c/o Circolo Nautico Chioggia, Calle S. Croce, 1221/A, 30015 Chioggia, Italy.

AUGUST 8-9, BROADSTAIRS OPEN, Broadstairs, Kent, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

AUGUST 29-SEPTEMBER 5, WORLD CHAMPIONSHIP, La Rochelle, France, Louis-Paul Lamarque, 35, Domaine de Hontane, Le Taillan-Medoc, 33320 Eysines, France.

SEPTEMBER 10-12, NORTH AMERICAN CHAMPIONSHIP, Marblehead Fleet 797, Rob Gorman, 80 Jersey St., Marblehead, MA 01945.

SEPTEMBER 16-18, U.S. MASTERS CHAMPIONSHIP, Indianapolis Fleet 409, Buzz Levinson, 7634 B Sand Point, Indianapolis, IN 46240.

SEPTEMBER 19-20, UK NORTH WEST CHAMPIONSHIP, Budworth, Cheshire, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

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