

SNIPE
BULLETIN



OCTOBER 1986



Ullman Sails Winning World Wide

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1st Bahamian Nationals
1st Spanish Championships
1st Norwegian Championships
1st Scandanavian
Championships
1,2,3,4 Masters Championships
1st Junior Nationals

2nd US Nationals
3,4,5 World Championships
1st Wells Nationals
1,2,3,4 Pacific Coast
Championships
1st Southern
1st Van Wesley Trophy

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

1, 3 Junior Nationals

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1,2,3,5 Atlantic Coast champs

3 Pacific Coast champs

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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

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SNIPE BULLETIN

(USPS 611-500)

SNIPE CLASS
INTERNATIONAL RACING
ASSOCIATION

OCTOBER 1986
Volume XXXV No. 10

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

U.S. Board Approves Testing Of Mylar Sails

The question of whether the Snipe Class should approve the use of Mylar sailcloth has been around for some time, but recent developments have caused the U.S. Board to look into the matter in more detail.

1. Some sailmakers are having trouble getting the lighter weight cloths used in Snipe jibs, and they think that soon it may not be available at all.

2. The cost of Mylar sails is now, in some cases, as low as conventional sails.

3. The durability of Mylar sails is comparable to that of conventional sails according to some sailmakers.

Therefore, at the U.S. National Board meeting this year, the U.S. Board approved a program for a year's testing of Mylar Snipe jibs. Four U.S. sailmakers: Shore, Ullman, Sobstad and North will furnish a Mylar jib to skippers Sam Mollet, Jim Grubbs, Means Davis, and Larry White, respectively, for them to sail in the U.S. without restriction until the 1987 U.S. Nationals. They can be used in boat-for-boat tuning, point score races, sanctioned regattas, districts, etc.

The Board is particularly interested in:

1. Cost
2. Durability
3. Relative speed vs. present sailcloth
4. Availability of material to all sailmakers

The four skippers were selected because of their extensive activity in the sport and because it was felt that they would work hard to develop valid information for the program.

The same program has been offered to Europe, South America and Japan to broaden the information base. It must be emphasized that this is a controlled program to gather information and the use of Mylar jibs is limited to the four selected skippers. It is not a general endorsement of Mylar jibs which, in any case, could not come before the January 1, 1988 rules are approved, if then.

*Dan N. Williams, Chairman
SCIRA Rules Committee*

Rudder Dimensions Subject To Review

At our recent U.S. National Championship, for the first time, we decided to check all the rudder dimensions, rather than just the blade thickness, width of blade and point of keel intersection. It was quite an educational experience.

We found that all of the U.S. builders,

save one, and one European builder had various discrepancies in their rudders. Some were too narrow or too wide in the blade while others were too short. Most of the variances were minor.

The Rules Committee thought that the 1976 rule would make it easier to mold a rudder because it was designed around a 10" constant chord blade. Therefore, only one cross-sectional template was required for the full length of the blade. It did not seem to work out that way.

So the Rules Committee is going to come up with a better way of defining a Snipe rudder for the 1988 rules. For now, we are telling the builders to continue using their present molds, but be prepared to change them for the 1988 rules. We have asked the builders for their suggestions on the matter.

*Dan N. Williams, Chairman
SCIRA Rules Committee*

Thanks For Travel Funds

A note of appreciation is due the following members of SCIRA who responded to the request for contributions to the Junior Travel Fund at the U.S. Nationals:

Ed Adams
Bud and Ellen Booth
Gonzalo and Carmen Diaz
Ron and Karen Fox
Red Garfield
Fritz Gram
Harold Griffith
John Lally
Chuck Loomis
Sam Mollet
Art and Jennifer Rousmaniere
Fred Schenck
Ralph and Berta Swanson
Dan Williams
Eddie Williams
Paul and Kathleen Woods



THE COVER

The sun sets over empty docks after the U.S. Nationals at Chautauqua Lake, New York. Ed Adams won. Buzz Lamb photo.

THE SCORE

Numbers issued for the month were 18 with 13 going to the U.S.A. and 5 going to Portugal. No new fleets were chartered.

Numbered SNIPES — 26678
Chartered Fleets — 800

U.S. Board of Governors Meeting

PRESENT: Ralph Swanson, U.S. National Secretary; Dan Williams, Rules Committee Chairman; Paul Festersen, Counsel; Members-at-large Sam Mollet, Means Davis, Pete Fenner, Fritz Gram, Jimmy Grubbs, and Larry White; Ted Wells, Rules Committee Emeritus; Chuck Loomis, Rules Committee Vice Chairman; Buzz Lamb, Executive Secretary; District Governors Frank Pontious, Jeff Lenhart and Jack Pierotti; Vice Governors Dave Rogers and Jan Rozelle; Former Governor Patti Burton; Past Commodore Gonzalo Diaz, and Id Crook, Canadian National Secretary.

MINUTES: Swanson called the meeting to order and the minutes of the previous meeting were accepted as published in the October 1985 Snipe *BULLETIN*.

NATIONALS REGISTRATION: Acceptance of regatta registrations for Henry Filter and Mike Fortenbaugh discussed. Both entries arrived in the same envelope with late postmark. Registration for Filter, a member of the Detroit Fleet who changed to membership of the Indianapolis fleet, was accepted on the basis that the late entry was due to the action of the Fleet Captain, and that he had met the other requirements for entry. Fortenbaugh's entry was discussed at length before it was rejected because of lack of proper qualification of owning a boat, joining SCIRA, and sailing qualifying races.

FINANCIAL REPORTS: Lamb distributed copies of the U.S. and SCIRA International financial statements. There is a slight decline in membership dues collections and interest income. Travel expenses, a heavy drain on U.S. treasury have been cut out. White inquired about receivables from boat transportation back from Portugal. Lenhart said "Don't give up hope" on recouping some boat transportation

money.

Grubbs, a professional fund raiser, said the class should expand, not cut back. White suggested this sort of fund raising should not be a responsibility of the office staff, but should be done by volunteers. Discussion for implementing fund raising delayed until later in the meeting.

Lamb discussed delinquent accounts. Pete Fenner will follow up on the T-shirt account. Other delinquent accounts to be put on 30 day basis, and refused advertising, numbers, or other services until accounts are brought up to date.

REGATTAS, DATES, AND VENUES: JUNIOR WORLD CHAMPIONSHIP:

Swanson discussed the U.S. entries. The USISA has contributed \$2,400 for transportation of the two U.S. teams who are to leave New York for the championship in Italy on Wednesday. The total transportation cost will be about \$4,000. Discussion followed with White strongly advocating the principal that the competitors should contribute something themselves. White also stated that this money must be regarded as a grant, and not as a prize for performance. Because of this the money must be divided equally between the two teams.

Contributions will be solicited for the two junior teams under the 501(c)3 tax provision. Moved, seconded and passed that the USISA grant and money collected to assist transportation expenses be divided equally between the two teams.

PAN AM GAMES TRIALS: The Games are to be held August 7-23, 1987, Michigan City, IN, located on Lake Michigan. The trials should be held in the spring of 1987, preferably at Michigan City. Patti Burton contacted the person in charge of the regatta regarding a qualifying series there and was told there is no schedule opening. Gonzalo Diaz offered the Don-Q regatta as a qualifying series. Some classes will hold qualifying races at Alamos Bay in April. The other option discussed was to have the U.S. Nationals be the qualifying series for both the world championship and the Pan Am Games.

Lamb was directed to contact the Michigan City Chairman regarding any possibility of having a trial series there. Second choice is to have the U.S. Nationals be the qualifying series on the basis of central location.

U.S. NATIONALS 1987: Pete Fenner presented the bid for District II Governor Doug Day to hold the regatta at Clinton Lake, KS, near Lawrence, KS. If the regatta is held in either June or July good winds are expected. The winds would be heavier in June. Maps of the area and information on details of the site were discussed. A second bid from Lake Ray Hubbard was also presented.

After discussion of merits of the sites, Davis moved the bid from Doug Day to hold the regatta at Clinton Lake be accepted. Seconded and passed. Lamb will contact Day about dates which will be either June or July.

NORTH AMERICANS 1987: Bids were

(Continued on page 6)

New National Secretary For Uruguay

Eduardo Thode was elected National Secretary for Uruguay on June 30. His address is: Eduardo Thode, Av. Dr. Louis A. de Herrera 1249, Montevideo, Uruguay.

Eduardo succeeds Felix Leborgne who has taken off on an extended vacation to sail the Mediterranean with his family. SCIRA wishes both Eduardo and Felix good luck and happy sailing.



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Board of Governors . . .

(Continued from page 5)

presented from: Eastern Y.C., Marblehead, MA, Buffalo Canoe Club, Buffalo, N.Y. (located in Canada), and Crescent Sail Y.C., Detroit, MI, all dates to be in mid to late September. After discussion of the various bids it was voted that the bid from Marblehead be accepted for 1987.

A bid for the 1988 North Americans was entered from North Cape Y.C. in Michigan. A second bid for the Buffalo Canoe Club for the 1988 championship, with Canada as host country was entered. After discussion the bid of Canada was accepted for 1988.

These bids must be presented by the U.S. National Secretary to other North American National Secretaries for ratification.

U.S. NATIONALS 1988: Mission Bay, CA, fleet has withdrawn a bid for this championship, and the bid of Richmond Y.C., San Francisco, CA, will be accepted. This is the location for the 1986 North Americans.

1986 U.S. MASTERS: Davis reported problems of a water shortage at Lake Allatoona. It may be necessary to change the venue. The decision will be made in August, a month before the regatta date.

1987 U.S. MASTERS: Indianapolis presented a bid to hold the 1986 Masters, at that time the decision was made to accept the bid from Atlanta for 1986 and ask Indianapolis to hold the 1987 regatta.

1987 WESTERN HEMISPHERES: Japan will be host for this championship to be sailed at Enoshima. New boats, all identical, will be provided for this event in which all competitors use borrowed equipment. Grubbs moved, and Williams seconded that U.S. competitors qualified at this championship pay their own transportation to Japan, unless money becomes available through fund raising before the championship. Passed. Accommodations will be provided for competitors.

1987 WORLD CHAMPIONSHIP: Louis-Paul Lamarque has requested that the dates for the Worlds be changed to Ju-

ly 25-31, approximately 6 weeks earlier than the original proposed dates. Since this would cause extreme inconvenience to the District championships as well as the U.S. Nationals would have to be scheduled much earlier than usual, Lamb was directed to request that this be reconsidered, and that the original dates be reinstated, by unanimous vote of those present.

ROTATION OF U.S. NATIONALS: Past Commodore Doug De Souza requested this item for discussion. Currently the championship is sailed in a 5 year rotation plan with Districts 6 and 7 sharing one turn, as do Districts 1 and 5. Districts 6 and 7 have requested that each have a turn rather than sharing a turn. There has been a request that if 6 and 7 each have a separate turn, Districts 1 and 5 also want the same rotation. Ted Wells discussed the background of the original decision, which was based on the fact that at that time the districts in question wanted it that way. After discussion it was decided that all districts should discuss this change at their regular meetings, and decide if they support this change.

Other items submitted for discussion by De Souza included a two-year term for the SCIRA Commodore and tax deductible donations to SCIRA are already possible under current rules, so no action was needed on these items.

RULES COMMITTEE PROPOSALS: Dan Williams needs all rules change proposals to be submitted for consideration before next year's board meeting at the world championship. (Proposed rules changes must be submitted to the SCIRA office before June 1, 1987.)

Rudders: Preponderance of rudders which failed to meet measurement requirements at this championship will necessitate redefinition of the rudder.

Carbon Fiber: Japan has 76 hulls which have incorporated carbon fibers in their construction contrary to the rules. These boats, all built before December 31, 1985, are all from one builder. They can't be identified separately from other boats by this builder from the same period. They will be allowed to sail in Japan, but not outside Japan. They may be sailed up to the level of the Japanese National Championship. No more may be built.

Mylar in Sails: Mylar is no longer considered an exotic material. The lightweight material currently used in Snipe sails is becoming scarce, and therefore more expensive. Current methods of handling Mylar in sail construction has resulted in a more durable product. Williams proposes to have several experimental jibs built by sailmakers for distribution to "trial horse" sailors to test this as an allowable sail

material.

Measurement of Imported Boats: Scandinavian Yachts has had a problem with importing boats not yet measured. The owners can't get decals until measurement is complete. Chuck Loomis discussed the problem. Larry White, who lives in Annapolis will discuss the problems with Scandinavian Yachts.

Other Rules Changes: Gram and Mollet requested consideration of the removal of jib luff wire.

Gram wants to outlaw systems for remote control of spreaders.

Gram wants rule prohibiting use of electronics on Snipes.

Mollet and Gram proposed an arrangement for incorporating floatation in the headboard of the mainsail to prevent turtling of a capsized Snipe. E Scows, F.J.s., and Albacores have used such systems. A diagram of the proposed E Scow headboard pocket was shown.

Grubbs discussed the continuing problem of kinetics, which he said is not improving. Discussion followed, including the use of on-the-water referees. No conclusions. Agreement that problem needs to be addressed.

BOATS FOR PAN AM GAMES: Fritz Gram and Jan Rozelle will be responsible for borrowing boats for the 1987 Pan Am Games.

REPORT OF PROCEDURAL RULES COMMITTEE: Davis distributed copies of the committee report. Discussion followed on various points including the day-to-day responsibility of financial disbursements. The SCIRA office will continue to handle the checkbook. A 3-person finance committee is under consideration.

Swanson commended the committee for a good report. He asked that everyone make comments on the report and proposals. Festersen said that everyone should "chew it up and make suggestions. Then the U.S. National Secretary makes the decision (on the proposed procedural rules) and they become the rules."

Discussion was invited. Points of question were: II Management, size and makeup of the U.S. Board, III (c) Nominating Committee, III (d) Executive Secretary. All opinions and suggestions were invited by Swanson.

DUES AND FINANCES: No dues changes were voted. Swanson appointed Sam Mollet, Larry White and Jimmy Grubbs to serve as finance committee. Mollet will be the chairman. Grubbs will contribute fund raising expertise.

There being no further business the meeting was adjourned.



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MIKE
McLAUGHLIN

U.S. General Membership Meeting

U.S. National Secretary, Ralph Swanson, called the meeting to order at 10:15.

Swanson reported on the U.S. Board of Governors meeting, and announced that the minutes of that meeting will appear in the Snipe *BULLETIN*. He also announced the formation of the finance committee: Mollet, White and Grubbs.

Two U.S. Junior teams will leave New York on this date for the World Snipe Junior Championship in Italy. Swanson requested donations from those present. He announced dates for future championships decided at the Board meeting. These dates will be listed in the minutes of the meeting published in the *BULLETIN*.

The dates for the 1987 U.S. Nationals will be set early enough to allow travel to the World Championship in France.

District Governors will be asked to poll their fleet regarding a change in rotation of the U.S. Nationals. There has been a request to have a 7 year rotation with each district taking a turn rather than the 5 year rotation with Districts 1 and 5 and Districts 6 and 7 sharing turns.

Rules changes under consideration for 1988 were reviewed.

Swanson gave a brief review of the procedural rules under consideration, before opening the meeting for questions.

Gonzo Diaz asked about questions raised last year on financing, and Ron Fox asked about the budget.

Swanson replied that the breakeven in U.S. finances depends on no funding of travel from the operating budget, and said the finance committee will consider travel funding, as well as other aspects of budgeting. Currently the U.S. budget is in the "black" by about \$4,000. After a question about problems with money for a wealthy country such as the U.S., Swanson reviewed some finances including cost of the '81 Worlds and the decrease in interest income due to lower rates.

Among the things Diaz wants is financing of travel and financing of a coach for the world juniors.

Question by Meredith Adams about number of entries in Worlds. Numbers of entries per country based on number of dues decals paid for was reviewed. This change takes effect after the new rule book comes out in 1988. All U.S. entries qualify at the U.S. Nationals.

There followed a long discussion of funding of travel for contestants and coaches, and of appropriate fund raising for these expenses. Gonzo Diaz proposed raising the dues to \$40. Objections included the statement that this funding

would be for the elite rather than for the grass roots members. Bill Worster, fleet captain of the Cowan Lake Fleet, said that almost doubling the dues would hurt at the fleet level. The question of a dues rate of \$40 was put to a show-of-hands vote and did not pass.

Other methods proposed for fund raising included a user fee for sanctioned regattas which would be used to fund travel, thus shifting the burden to those who would benefit. No action taken.

Ed Adams suggested that crew dues could be charged as is done in some classes. No action taken.

A second suggestion of raising the dues by \$5 per year was approved by a show-of-hands vote. Dues may only be set by the Board, but this question will be included in the poll of fleets by the District Governors.

Bill Simons suggested that the class needs to increase its base as a means of building the class as well as the finances. Having a Snipe as a collegiate boat would be helpful. Other suggestions included promotion of junior sailing were discussed.

Other Announcements: Swanson announced that Jan Rozelle and Fritz Gram will be in charge of borrowing Snipes for use in the Pam Am Games next year.

Bill Buckles asked about allowable advertising signs. Comments included Craig Leweck's announcement that his sign was displayed with intent to be helpful.

Sam Mollet expressed the good wishes of the Snipe Class to Mike McLaughlin in all his future plans.

Proposed Measurement Rules Discussion: A short discussion of proposed

measurement rules followed. Safety was given as the reason for consideration of including flotation in the headboard of the mainsail.

There being no further questions the meeting was adjourned.

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Ed and Meredith Adams Are 1986 U.S. National Champions

Newport, RI, couple defeats Art and Jennifer Rousmaniere by one point.

Ed and Meredith Adams won the 1986 U.S. National Championship, Chautauqua Lake Yacht Club, Lakewood, NY, July 21-25, by one point over Art and Jennifer Rousmaniere in a classic come-from-behind finish in the last race.

In his five previous tries for the title Adams, representing the Narragansett Bay Fleet, Newport, RI, has been plagued by misfortune, but after winning the qualifying series, his consistency in the finals proved to be the key to success. The Rousmanieres, co-captains of the Winchester, MA, fleet, sailing their second nationals, were leading going into the last race. They went the wrong way on the first beat of that race finishing one boat short of Adams for the regatta.

Steve Callison and Jane Faust, Rochester, NY, repeated their 1985 third place finish. Jack Franco and Rob Lindley, Alamitos Bay, CA, were fourth, and Jeff Lenhart and Melissa Elloit, Mission Bay, CA, were fifth.

Others in the top 10 were: in 6th place, Fred and Jan Rozelle, Crescent Sail, MI; Jens Hookanson, Newport, RI, with John Pope as crew, 7th; Matt and Lisa Fisher, Columbus, OH, 8th; Craig Leweck and Kenyon Martin, Mission Bay, CA, 9th; and rounding out the top 10, Fritz and Jane Gram, representing the home fleet.

Chautauqua Lake Fleet 124 and District V have a long history as hosts for SCIRA championships. The clubhouse and grounds are attractive and comfortable, and the lake is long and wide enough to provide plenty of room for two courses within a couple of miles of the club. Sailing conditions included the usual summertime mix of light and variable lake conditions which were occasionally augmented by a strong late afternoon sea breeze from Lake Erie which is only 15 miles away.

Jane Gram, top-10 crew in the Heinzerling, was co-chairman for the regatta with CLYC Commodore Charlie Hodges. Don Cutler was race committee chairman for the Juniors, Crosbys, and Heinzerlings. Geoff Turner was Wells Committee R.C. Chairman.

A record turn-out of past SCIRA Commodores helped insure the success of this regatta. Nine were present, all working: Dan Williams, measuring; Fred Schenck, and Ted Wells, Protest Committee; Harold Griffith, regatta publicity; Red Garfield and Eddie Williams SCIRA representatives; Ralph Swanson, U.S. National Secretary; Paul Festersen, SCIRA Counsel; and Gonzalo Diaz, 17th in the Heinzerling, with whom any of the others would have traded places.

Paul Henderson, IYRU Vice-President

and Snipe sailor from Canada, served as Judge for this event. In remarks at the skippers meeting he explained that he would patrol the course in a small boat to observe the sailing in the interest of controlling kinetic actions not allowed in the rules. He expressed the hope that the rules governing kinetics will be clarified when rewritten in the next rule book. Warnings were issued, but no protests were filed for kinetic rules violations.

Id Crook who serves as both Canadian National Secretary and Vice-Secretary for the Western Hemisphere was chairman of the protest committee.

Most of the social schedule revolved around the yacht club, with special dinners almost every night. Special events included the awards presentation and barbecue dinner for the juniors on Sunday night. Wednesday night's beautifully planned lake cruise with dinner party at the Hare 'n Hounds fell on hard times when sailing was delayed into late evening by lack of winds earlier in the day. The same problem was encountered for Buffalo Night at the club on Thursday. The final night's trophy dinner at the Red Coach Inn featured a great meal and good fellowship along with congratulations to the winners.

PERPETUAL TROPHIES...

Ed Adams is the winner of the 1986 Heinzerling Trophy, emblematic of the U.S. National Championship of the Snipe Class. In addition he and Meredith won the Crosby Trophy for the best score in the qualifying series. As winner of both trophies, he also received the Harold Griffith Trophy for the best combined scores for the regatta. Meredith Adams is the winner of the Portage Lakes U.S. National Championship Crew Trophy. She also received the Eleanor Williams Trophy for the highest finishing woman in the regatta. The Carolyn Nute Trophy for the highest finishing married couple in the regatta also went to Ed and Meredith.

The Slauson Memorial Trophies, consisting of identical skipper and crew trophies for the runner-up position, went to Art and Jennifer Rousmaniere.

Dave Lence and Michael Bowers, Winchester, MA, won the Wells Trophy. Dick Edwards who sails at Cuba Lake, NY, in the summer, and Clearwater, FL, in the



Harold "Griff" Griffith presents the Harold Griffith Trophy for best combined score in the championship to new U.S. National Champions Ed and Meredith Adams. Buzz Lamb photo

winter, won the Jane Schenck Masters Endurance Trophy. The Macklenburg-Duncan Race Committee Trophy went to Don Cutler of the Lake Chautauqua Yacht Club.

James Bowers, Winchester, MA, was awarded the Commodore Duffy U.S. Junior National Championship Trophy, and his brother Michael Bowers received the Harold Gilreath Junior Crew Trophy.

SNIPER JUNIOR CHAMPIONSHIP...

James and Michael Bowers, Winchester, MA, won the U.S. Junior Championship in their first attempt. Jimmy and Mike come from a two-Snipe family. Jimmy is the current District I Junior Champion, and Mike won the title in 1985. Defending champion Scott Lindley, and crew Daren Rosenberg, Mission Bay, CA, finished second. Rob Frechette and Chris Howlett, Portage Lakes, OH, were third. Scott Rowland and Brent Ruhkamp, Cowan Lake, OH, fourth, and Russ Fox and Jim Weber, Alamitos Bay, CA, were 5th, in the 10-boat fleet.

A heavy thunderstorm the evening before had dumped several inches of rain on the area, and the lake was littered with driftwood, as the fleet drifted out onto the lake for the first race on Saturday morning. Not enough wind appeared, and the boats returned to the dock to wait. At 11:30 a breeze sprang up, and a race was started in winds of 8 to 10 which featured close racing and several changes in the lead. At the finish Bowers was first, followed by Lindley, and Frechette.

The second race was started in light winds which diminished to drifting conditions before the finish. Bowers was first with a huge lead. Lindley and Frechette again finished second and third. There was no more wind, and racing was abandoned for the day.

Before race time on Sunday another huge thunderstorm rumbled through the area. As the storm passed, the fleet again drifted onto the lake to await wind. Drifting conditions prevailed as the third race was started. Again Bowers lead the fleet, this time by a margin of 20 minutes. Scott Rowland gained the second place for this race, and Dan Irvine, Cowan Lake, OH, was third.

Although chances for more racing appeared dim, the fleet stayed out and was rewarded with a seabreeze off Lake Erie — the best wind of the championship. Lindley won this race, with Bowers second, and Chad Coberley, Decatur, IL, third. The scheduled fifth race was cancelled for lack of time.

(Continued on page 10)

HEINZERLING TROPHY

| Boat | Skipper/Crew | Fleet | Places | Points | Finish |
|-------|----------------------------------|-------------------|-----------------|--------|--------|
| 26099 | Ed Adams/Meredith Adams | Narragansett Bay | 5-1-9-4-8 | 47 | 1 |
| 25412 | Art Rousmaniere/J. Rousmaniere | Winchester | 1-2-14-2-16 | 48 | 2 |
| 24608 | Steve Callison/Jane Faust | Newport, NY | 3-19-1-7-11 | 60.7 | 3 |
| 25992 | Jack Franco/Rob Lindley | Alamitos Bay | 2-9-16-19-1 | 65 | 4 |
| 20560 | Jeff Lenhart/Melissa Elloit | Mission Bay | 21-7-10-3-6 | 73.4 | 5 |
| 25489 | Fred Rozelle/Jan Rozelle | Crescent Sail | 13-10-12-5-13-3 | 78.2 | 6 |
| 26289 | Jens Hookanson/John Pope | Narragansett Bay | 12-5-5-6-26 | 81.7 | 7 |
| 23621 | Matt Fisher/Lisa Fisher | Hoover Lake | 6-3-31-15-5 | 85.4 | 8 |
| 25848 | Craig Leweck/Kenyon Martin | Mission Bay | 27-4-3-20-10 | 88.7 | 9 |
| 26699 | Fritz Gram/Jane Gram | Chautauqua Lake | 29-14-6-11-7 | 96.7 | 10 |
| 26161 | Bill Denhart/Ryan Perry | San Francisco Bay | 20-8-2-22-23 | 100 | 11 |
| 26110 | Rick Wood/Neil Gerren | Portage Lakes | 28-21-4-8-12 | 101 | 12 |
| 25871 | Henry Filter/Patty Burton | Indianapolis | 8-27-19-9-14 | 107 | 13 |
| 26300 | Bill Buckles/Lynn Bethell | Decatur | 10-24-30-12-4 | 108 | 14 |
| 25888 | James Evans/Annetta Driscoll | Hoover Lake | 11-20-25-1-28 | 108 | 15 |
| 25676 | Dick Mitchell/Maureen Hays | North Cove | 18-18-17-30-2 | 110 | 16 |
| 26395 | Gonzalo E. Diaz/Nadine Franczyk | Miami | 23-13-12-5-23-9 | 110.5 | 17 |
| 22285 | Harry Levinson/Sarah Levinson | Medford | 15-16-27-10-13 | 111 | 18 |
| 25764 | Susan Dierdorff/Scott Taylor | Annapolis | 26-6-7-26-30 | 124.7 | 19 |
| 26384 | Terry Timm/Sherry Goldsmith | Grand Rapids | 31-15-8-14-27 | 125 | 20 |
| 24087 | Sam Mollet/Roger Ream | Chippewa | 9-17-26-25-18 | 125 | 21 |
| 26026 | Matt Gregory/Holly Gregory | Privateer | 4-22-23-29-19 | 125 | 22 |
| 24605 | Tarasa Davis/Scott Myers | Atlanta | 17-12-28-18-25 | 130 | 23 |
| 26461 | Kirk Donaldson/Phyllis Donaldson | Barton | 16-25-21-17-24 | 133 | 24 |
| 25127 | Chris Klotz/Diane Klotz | Cowan Lake | 14-29-24-16-22 | 135 | 25 |
| 25781 | Eric Eiffert/Alan Beckwith | Newport, NY | 32-32-22-5-15 | 135 | 26 |
| 25231 | Bill Simons/Sherry Simons | Privateer | 7-31-11-27-31 | 137 | 27 |
| 26455 | Griff Hall/Dina Kowalshyn | Annapolis | 19-30-20-21-21 | 141 | 28 |
| 25949 | Chris Snow/Andy Hughes | Annapolis | 24-11-15-32-32 | 144 | 29 |
| 26004 | Lee Griffith/Sara Adducci | Pine Beach | 30-28-18-28-20 | 154 | 30 |
| 25708 | Ron Sandstrom/Anne Sandstrom | Winchester | 22-23-28-24-29 | 156 | 31 |
| 25735 | Rob Frechette/John Frechette | Portage Lakes | 25-26-32-31-17 | 161 | 32 |

DUFFY MEMORIAL SERIES

| Boat | Skipper/Crew | Fleet | Places | Points | Finish |
|-------|--------------------------------|---------------|-----------|--------|--------|
| 25710 | James A. Bowers/Michael Bowers | Winchester | 1-1-1-2 | 3 | 1 |
| 25992 | Scott Lindley/Daren Rosenberg | Mission Bay | 2-2-4-1 | 14 | 2 |
| 25735 | Rob Frechette/Chris Howlett | Portage Lakes | 3-3-6-6 | 34.8 | 3 |
| 24272 | Scott Rowland/Brent Ruhkamp | Cowan Lake | 5-6-2-7 | 37.7 | 4 |
| 25844 | Russ Fox/Jim Weber | Alamitos Bay | 4-4-9-4 | 39 | 5 |
| 21790 | Chad Coberly/Paul Berner | Decatur | 6-8-5-3 | 41.4 | 6 |
| 26398 | Dan Irvine/Mike More | Cowan Lake | 7-5-3-8 | 42.7 | 7 |
| 25678 | Andrerw Moeller/Sara Fleming | Portage Lakes | 10-7-8-5 | 53 | 8 |
| 25988 | Ted Johnson/Jon Kukuk | Portage Lakes | 9-9-7-10 | 59 | 9 |
| 25727 | Kim Worster/Pam Emerick | Cowan Lake | 8-10-10-9 | 61 | 10 |

CROSBY SERIES (Top 32 of 41 Boats)

| Boat | Skipper/Crew | Club | Places | Points | Finish |
|--------|----------------------------------|---------------|----------|--------|--------|
| 26099 | Ed Adams/Meredith Adams | Narragansett | 1-1-2 | 3 | 1 |
| 25871 | Henry Filter/Patty Burton | Crescent Sail | 5-1-1 | 10 | 2 |
| 25848 | Craig Leweck/Kenyon Martin | Mission Bay | 1-4-4 | 16 | 3 |
| 23621 | Matt Fisher/Lisa Fisher | Hoover | 2-3-7 | 21.7 | 4 |
| 20560* | Jeff Lenhart/Melissa Elloit | Mission Bay | 8-3-3 | 25.4 | 5 |
| 25781* | Eric Eiffert/Alan Beckwith | Newport YC | 3-9-3 | 26.4 | 6 |
| 24608 | Steve Callison/Jane Faust | Newport YC | 9-2-5 | 28 | 7 |
| 26289 | Jens Hookanson/John Pope | Narragansett | 6-2-8 | 28.7 | 8 |
| 25992 | Jack Franco/Rob Lindley | Alamitos Bay | 15-5-1 | 31 | 9 |
| 25676 | Dick Mitchell/Maureen Hays | North Cove | 3-7-8 | 32.7 | 10 |
| 25949 | Chris Snow/Andy Hughes | Annapolis | 14-5-2 | 33 | 11 |
| 25489 | Fred Rozelle/Jan Rozelle | Detroit River | 4-7-9 | 36 | 12 |
| 26395 | Gonzalo E. Diaz/Nadine Franczyk | Miami | 2-12-11 | 38 | 13 |
| 26384 | Terry Timm/Sherry Goldsmith | Grand Rapids | 10-8-5 | 40 | 14 |
| 26455 | Griff Hall/Dina Kowalshyn | Annapolis | 11-4-9 | 40 | 15 |
| 25412 | Art Rousmaniere/J. Rousmaniere | Winchester | 6-6-12 | 41.4 | 16 |
| 26110 | Rick Wood/Neil Gerren | Portage Lakes | 7-12-7 | 44 | 17 |
| 25888 | James Evans/Annetta Driscoll | Hoover | 4-14-13 | 47 | 18 |
| 25708 | Ron Sandstrom/Anne Sandstrom | Winchester | 16-6-10 | 49.7 | 19 |
| 26026 | Matt Gregory/Holly Gregory | Privateer | 16-14-4 | 50 | 20 |
| 26699 | Fritz Gram/Jane Gram | Cuba Lake | 7-15-11 | 51 | 21 |
| 25764 | Susan Dierdorff/Scott Taylor | Annapolis | 18-9-10 | 55 | 22 |
| 24087 | Sam Mollet/Roger Ream | Chippewa | 12-10-17 | 57 | 23 |
| 26004 | Lee Griffith/Sara Adducci | Pine Beach | 8-13-23 | 62 | 24 |
| 24605 | Tarasa Davis/Scott Myers | Atlanta | 12-10-22 | 62 | 25 |
| 22285 | Harry Levinson/Sarah Levinson | Medford | 13-17-15 | 63 | 26 |
| 25735 | Rob Frechette/John Frechette | Portage Lakes | 11-18-16 | 63 | 27 |
| 26161 | Bill Denhart/Ryan Perry | San Francisco | 5-36-6 | 63.7 | 28 |
| 26461 | Kirk Donaldson/Phyllis Donaldson | Barton BC | 13-8-27 | 66 | 29 |
| 25127 | Chris Klotz/Diane Klotz | Cowan Lake | 9-20-19 | 66 | 30 |
| 26300 | Bill Buckles/Lynn Bethell | Decatur | 21-15-12 | 66 | 31 |
| 25231* | Bill Simons/Sherry Simons | Privateer | ns-ns-29 | 119 | 32 |

* Prequalified District Champions

U.S. Nationals . . .

(Continued from page 9)

CROSBYS . . .

On Monday an ideal northwesterly breeze was blowing straight down the length of the lake 12-15 knots for the two scheduled races. Craig Leweck and Matt Fisher took advantage of a couple of shifts on the first weather leg to spring clear of the fleet. Leweck stretched his margin on Fisher to take the race in the building breeze, with Fisher in second, Eric Eiffert in third and Fred Rozelle in fourth. Ed Adams won the second division after a good battle with Gonzalo Diaz, Dick Mitchell, and James Evans who finished in that order.

After a short recess, the Race Committee got the second race underway. With a steady afternoon breeze blowing, Henry Filter jumped out to control this contest. Filter sailed a good race with Jens Hookanson and Jeff Lenhart, who got second and third. After a disastrous start, Leweck moved up to fourth. For the second fleet, the Adams family took the race with a nice lead. Steve Callison kept Fisher and Griff Hall under wraps to maintain that order of finish.

On Tuesday the harbor gun was re-

placed with the postponement flag, as the wind failed to break the glassy calm on the lake. The RC posted a deadline after which they would not begin a race. As if the wind came on cue, the RC hit the harbor gun with just enough time to get a race off before their late afternoon deadline. A northwesterly breeze of around 15 knots got the first fleet off to a good start. Jack Franco committed himself to the leeward end of the square starting line to bounce off the left side of the course in the lead. This race saw some exciting tight reaches to keep the fleet flying. Adams and Leweck used these reaches to improve their finishes to second and fourth, with Jeff Lenhart squeezing in for third. For the second fleet, Henry Filter kept his winning streak alive by taking this race over Chris Snow, Eric Eiffert, and Matt Gregory.

The Race Committee had hopes of getting in the fourth Crosby race before the Heinzerling and Wells, and Wednesday morning all the sailors wandered down to CLYC for the 10:00 a.m. harbor gun. Again, the breeze failed to materialize, and the Crosby Series results stood with only three races completed.

Craig Leweck
Mission Bay Fleet 495

HEINZERLING . . .

As opposed to the fairly steady north-

easterly that the fleet found favorable in the beginning of the week, the wind showed up from just the opposite direction on Wednesday. The first race got off to a clean start, but was soon tossed around by several dramatic shifts in the light breeze.

After the first triangle, it was Rousmaniere, Lenhart and Leweck who found their way to the front of the fleet. However, the next slow beat set the fleet up for the downwind leg, which brought the whole pack together. With little air on the lake, many got dropped by the wayside as the wind filled from behind. At the finish it was still Art Rousmaniere in first, but Lenhart and Leweck (21 and 27) were replaced by Jack Franco, Steve Callison, Matt Gregory and Ed Adams. It was amazing that the RC got the results at all since the first dozen boats were overlapped at the finish.

As the wind did severe oscillations, the RC did its best to keep the course in line with the wind in preparation for the next contest. Finally a start was attempted, but the racers did not get far before the abandonment flag went up after the course was deemed unsuitable.

The large windshifts of the first race prompted a protest of the fairness of the contest. After deliberation, the protest committee agreed with the substance of the protest, and decided to throw the race out. The following morning an appeal was filed. After the committee took a close look at the SCIRA Rule Book, they realized the race could only have been abandoned while in progress. Since the RC did not exercise this option, the race and its results stood.

On Thursday the RC had a tentative plan to get in three races. As a light westerly trickled across the lake, the tow lines were organized to get the fleet to the race area, and the RC got the start off in fickle air. An oscillating breeze brought Ed Adams and Art Rousmaniere off the left side, with Craig Leweck escaping disaster in the middle, to round the first weather mark in that order. After the first triangle, a huge right side shift with a big increase in velocity greeted those who hit that side the hardest. This mixed the fleet up, but Adams and Rousmaniere held their positions while Leweck slipped into the twenties. The two legs to the finish held opportunities to both gain and lose, but in the end it was still Adams and Rousmaniere, with Matt Fisher, Leweck (big comeback) and Jens Hookanson just behind.

With the wind holding, the RC wasted no time in getting race three into gear. The indecisive breeze decided to favor the left side for this weather leg, and that suited Ed Adams and Steve Callison as they led around the top mark. A light spot on the second reach stacked the leaders together



CLYC Commodore and co-chairman of the regatta Charlie Hodges, left, shown with new U.S. Junior Champions Mike Bowers, crew, center, and Jim Bowers, skipper, right. Buzz Lamb photo

just before the leeward mark, setting up some close action on the weather leg. The right veer rolled in again for this leg, with Callison forecasting it perfectly. Bill Denhart was also over to the right which brought him into second place, a spot forfeited by Adams as he dropped to ninth in this race by favoring the left side. At the finish it was Callison and Denhart with Leweck gaining third. Rick Wood and Jens Hookanson filled out the top five.

Going into the final day Rousmaniere had 23 points, Adams 25, and Callison 30.7. Hookanson, Franco, Denhart and Leweck were all close, and it was not going to take much to mix life up a bit.

The wind conditions were similar to Thursday's as the fleet got off the starting line. It was, however, grim for those who went left on the first leg as the leaders rolled off the right and toward the horizon. Again Rousmaniere led the fleet around the triangle. The tail of the fleet got broken off on the first reaching leg as two fighting breezes glassed the leg off around 19th place, giving the fleet ahead a two minute edge at the jibe mark. Jack Franco, who got 19th remarked, "At least we won the B fleet." Jim Evans ground down Rousmaniere to win the race with Lenhart in third, Adams in fourth and Eric Eiffert in fifth.

WELLS TROPHY (Top 20 of 40 Boats)

| Boat | Skipper/Crew | Places | Points | Finish |
|-------|--------------------------------|-----------------|--------|--------|
| 26174 | Dave Lence/Michael Bowers | 2-2-5-1-4 | 24 | 1 |
| 25233 | Gonzalo A. Diaz/Frank Gonzalez | 5-1-9-9-2 | 43 | 2 |
| 26286 | Mark Swanson/Debi Lee | 4-8-6-6-11 | 62.4 | 3 |
| 24998 | John Lally/Laura Kelley | 13-7-16-4-3 | 67.7 | 4 |
| 26113 | Dan Orr/Stasia Orr | 9-14-1-13-8 | 68 | 5 |
| 26303 | Bob Rowland/Sandy Rowland | 8-11-7-10-5 | 70 | 6 |
| 25784 | William R. Pagels/Jean Pagels | 10-3-3-5-dsq | 82.4 | 7 |
| 24272 | Scott Rowland/Brent Ruhkamp | 20-15-2-12-9 | 83 | 8 |
| 24596 | Bill Lawson/Colette Preis | 11-6-8-16-14 | 84.7 | 9 |
| 25003 | Susan Tabor/Dene Kouletsis | 7-4-17-20-10 | 86 | 10 |
| 25840 | Brent McKenzie/Sharon McKenzie | 1-13-10-3-dns | 86.7 | 11 |
| 25460 | Fred Abels/Tom Yates | 25-5-12-7-18 | 96 | 12 |
| 26299 | John Johns/Cathy Johns | 3-dns-13-8-13 | 103.7 | 13 |
| 24680 | Bob Dean/Liane Dean | 21-20-18-29-1 | 112 | 14 |
| 24265 | Andy Pontious/Stewart Klipsch | 26-12-14-21-20 | 123 | 15 |
| 24110 | Dave Rogers/Laurie Rogers | 14-dns-11-11-17 | 123 | 16 |
| 24741 | Marc Turner/Susan Westover | 6-25-30-28-7 | 125.7 | 17 |
| 24683 | Lucius H. Bugbee/Alvin Bugbee | 34-9-21-31-12 | 137 | 18 |
| 26398 | Dan Irvine/Mike More | 12-19-dns-15-21 | 137 | 19 |
| 24994 | Frank Pontious/Bruce Cameron | 15-17-22-24-30 | 138 | 20 |

With a seven point edge on Adams, Rousmaniere was looking good. It was the last race, however, that would be a real tumbler for a number of people. At the weather mark Jack Franco came in from the right to lead, and eventually win the race. Adams was up front and looking good for the series, as Rousmaniere was way back in the pack. However, in an attempt to stay on the left side with Rousmaniere for the last leg to prevent his making a big gainer, Adams slipped to eighth. Rousmaniere could get back only as far as

16th, which gave the crown to Adams by a point.

Craig Leweck
Mission Bay Fleet 495

WELLS SERIES...

Dave Lence and Michael Bowers, Winchester, MA, won the 1986 Wells with a 19 point margin over Gonzo Diaz and Frank Gonzalez of Miami. Consistency was the secret in the Wells as well as in the Heinzerling. Dave won only one race but had no finishes lower than fifth. Third

(Continued on page 12)

TERMINAL VELOCITY

velocity: 1. quickness of motion 2. time rate of linear motion in a given direction

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Sanctioned Snipe Regattas

OCTOBER 4-5, MIDWEST CHAMPIONSHIP, Wichita Fleet 93, Robert B. Peugh, 1440 East English, Wichita, KS 67211.

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

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

OCTOBER 11-12, CRACKER BARREL (TEAM RACE), Atlanta Fleet 330 at Chattahoochee Sailing Club, Ham Clark, Rt. 1, Box 79, Hamilton, GA 31811. Ph. 323-9876.

OCTOBER 11-12, LAKE MOHAWK CALL-OF-FALL, Lake Mohawk Fleet 10, Jeff Urbanski, 63 Woodlawn Rd., Sparta, NJ 07871.

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

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

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.

* Rescheduled from May

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.

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U.S. Nationals . . .

(Continued from page 11)

place for the series went to Mark Swanson and Debi Lee, Annapolis, MD, making up for being the cut-off boat for the Heinzerling Series. John Lally and Laura Kelley, of the Mass Bay Fleet, were fourth, and Danny and Stasia Orr, Crescent Sail Fleet, were fifth.

The Wells fleet, racing on the far course, was towed out for the first race. The light and shifty winds resulted in a general recall followed by a resetting of the course. The wind wouldn't settle down, and soon after the start boats were reaching or putting up whisker poles. The boats on the right side drifted faster, and rounded the mark before the afternoon seabreeze filled in 180 degrees from the original course resulting in a run to the finish. This race was later protested and thrown out.

Although it was after six o'clock, the committee elected to start a second race after resetting the course. The winds continued to shift, making the committee boat end heavily favored at the start. Brent McKenzie won the race, Dave Lence was second, and John Johns was third.

Three back-to-back races were scheduled for Thursday, but problems with wind, and equipment resulted in the completion of only one race, which Gonzo Diaz won. Lence was second again, with

Bill and Jane Pagels third.

Because the Wells fleet needed to complete three races on the last day, the Heinzerling fleet took the far course, and the Wells raced nearer the club. The day was overcast with a light and shifty westerly wind, which still troubled the committee, but it lasted through two races, and picked up to an almost planing breeze for the end of the third.

Dan and Stacia Orr won the first race, Scott Rowland was second, and Pagels got another third place. Lence had a fifth and Diaz a ninth.

The second race on Friday was similar to the first. Lence won this one, giving him a 25 point lead over Gonzo Diaz who finished ninth. David Laidlaw was second, and Brent McKenzie third. McKenzie, in third place .7 points behind Diaz dropped out of the last race. His crew had to catch a plane.

The wind picked up by the end of the last race, providing an exciting battle to the wire in this race between two Florida boats; Gonzo Diaz, leading at the last mark, and Bob and Liane Dean of the Clearwater Fleet, who rounded second. Dean took the right side, while Diaz covered the left. Dean finished first, and Diaz clinched second place for the Wells Trophy with his second place. John Lally finished third, and Lence's fourth place finish was enough to maintain a comfortable lead for first place overall.

Bottagiso/Lise Score Italian National Victory

Circolo Canottieri Solvay was host to 52 Snipes competing for the 45th Snipe National Championship July 14-19. Bottagiso

and Lise were the winning team in the six race, one drop series.

45TH ITALIAN NATIONAL CHAMPIONSHIP (Top 26 of 52 Entries)

| Boat | Skipper/Crew | Fleet | Places | Points | Finish |
|-------|----------------------|-------|-------------------|--------|--------|
| 26145 | Bottagiso/Lise | VYC | 34-8-2-1-1-2 | 20 | 1 |
| 26143 | Bari/Di Girolaho | CVST | rt-1-1-3-12-1 | 23.7 | 2 |
| 26349 | Dematte/Tamanini | AVT | 1-10-6-2-4-5 | 32.7 | 3 |
| 26499 | Brezich/Pensa | STV | 6-3-3-11-5-3 | 38.8 | 4 |
| 26497 | Vividomini/Vestri | CCS | 33-5-7-12-2-7 | 57 | 5 |
| 26148 | Donggio/Seriso | CNC | 10-2-8-14-19-4 | 61 | 6 |
| 26501 | Anzellotti/Schaffer | YCAT | 4-7-5-13-8-27 | 64 | 7 |
| 25154 | Zaoli/Zaoli | YCS | 5-15-13-4-9-rt | 73 | 8 |
| 26139 | Casciaro/Longo | AVLC | 14-4-11-15-7-12 | 76 | 9 |
| 25565 | Montanariello/Catoni | LNIG | 7-17-9-5-15-13 | 78 | 10 |
| 26141 | Conelli/Parchini | CVBV | 30-18-14-6-10-6 | 83.4 | 11 |
| 23454 | Begali/Murari | CVTV | 22-13-15-8-3-19 | 84.7 | 12 |
| 26495 | Orlando/Baravalle | YCS | 12-21-4-7-22-pms | 94 | 13 |
| 26138 | Pellicini/Presinoni | RVAV | 9-12-18-17-11-15 | 94 | 14 |
| 26342 | Bernardia/Piazza | RVT | 16-19-19-21-6-9 | 98.7 | 15 |
| 26345 | Torielli/Lorossa | CVMO | 11-16-10-25-13-rt | 105 | 16 |
| 25788 | Dematte/Dematte | AVT | 24-22-17-9-20-17 | 115 | 17 |
| 21939 | Marancon/Sambo | CNC | 20-6-12-37-21-28 | 116.7 | 18 |
| 25562 | Bernardis/Angeli | AVT | 15-11-21-27-16-24 | 117 | 19 |
| 26343 | Zerbato/Cracco | VCV | 13-24-24-30-31-8 | 129 | 20 |
| 26146 | Bruni/Bruni | CVC | 18-9-16-44-35-22 | 130 | 21 |
| 24628 | Bensa/Bensa | AVLC | 23-23-22-18-22-14 | 130 | 22 |
| 18617 | Rossi/Arrighi | CCS | 17-28-20-24-37-16 | 135 | 23 |
| 25143 | Morin/Michele | SVOC | 8-29-rt-10-14-pms | 136 | 24 |
| 26340 | Penzo/Doria | CNC | 26-20-28-31-18-18 | 140 | 25 |
| 22770 | Tua/Bonsignore | YCS | 19-rt-27-28-17-20 | 141 | 26 |

Argentine Snipes Active

Argentina Nationals...

Raced in Monte Hermoso, a beautiful lake 450 miles from Buenos Aires, on Feb. 26-Mar. 2. Six races were finished, two of them with strong winds, one very calm, the others medium wind of 10-17 knots. Shifty conditions made the races very fun. People came from all over Argentina.

South American Championship...

Raced Mar. 25-30 in Villa Carlos Paz, Cordoba, a beautiful lake in the center of the country that allows a lot of Argentina and Uruguay crews to easily attend. Only three from Paraguay and less than 10 from Brazil made the championship very interesting. The weather conditions, shifty winds, calm and many changes made the championship very competitive. The many junior sailors assure a great future to the Snipe Class in South America.

Junior World Champ Trials...

Raced in Buenos Aires, May 8-11, predominant wind from the west made the races very interesting with basically four boats fighting every time. At the end, Miguel Saubidet/Santiago Arrondo got a great difference, but the last race determined who can go to Italy with them.

Western Hemisphere Trials...

Raced in Buenos Aires, June 6-10, on

the Rio de la Plata waters. First and fifth races with strong winds (20-25 knots), and the sixth with calm, the other with medium winds were the weather conditions. Luckily it was not very cold and all the crews raced a beautiful regatta. Club Nautico Olivos was the host and conducted really

nice races. Santiago Lange/Miguel Saubidet showed why they are the World Champions, winning four races.

What a half year! Don't you think so?

*Julio Labandeira
Western Hemisphere and
Orient Secretary*

ARGENTINA NATIONALS (Top 3 of 40 Boats)

| Boat | Skipper/Crew | Boatbuilder | Sails | Mast |
|-------|--------------------------------|----------------|-------------|-------------|
| 10883 | Santiago Lange/Miguel Saubidet | Lineburger (W) | North (Arg) | Cobra (Arg) |
| 21671 | Julio Labandeira/Adrian Pis | Burgstrom (W) | Hood (Arg) | Cobra (Arg) |
| 12733 | Pedro Sisti/Santiago Villalba | Lineburger (W) | North (Arg) | Cobra (USA) |

SOUTH AMERICAN CHAMPIONSHIP (Top 5 of 48 Boats)

| | | | | |
|-------|---------------------------------|----------------|------------------|-------------|
| 21671 | Julio Labandeira/Adrian Pis | Brgstrom (W) | Hood (Arg) | Cobra (Arg) |
| 12733 | Pedro Sisti/Santiago Villalba | Lineburger (W) | North (Arg) | Cobra (USA) |
| 25995 | Juan MacCall/Sergio Ripoll | Alax (F) | North (Arg) | Cobra (USA) |
| 13041 | Ezequiel Despontin/P. Despontin | Lineburger (W) | Hood (Arg) | Cobra (Arg) |
| 10771 | Hector Longarella/H. Longarella | Bordolani (W) | Hood/North (Arg) | Cobra (Arg) |

JUNIOR SOUTH AMERICAN CHAMPIONSHIP (Top 2 of 15 Boats)

| | | | | |
|-------|------------------------------|----------------|-------------|-------------|
| 13041 | E. Despontin/Pablo Despontin | Lineburger (W) | Hood (Arg) | Cobra (Arg) |
| 10863 | Guillermo Parada/Pablo Weber | Lineburger (W) | North (Arg) | Cobra (USA) |

ARGENTINA JUNIOR TRIALS (Top 3 of 14 Boats)

| | | | | |
|-------|----------------------------------|----------------|-------------|-------------|
| 10883 | Miguel Saubidet/Santiago Arrondo | Lineburger (W) | North (Arg) | Cobra (Arg) |
| 10863 | Guillermo Parada/Pablo Weber | Alax (USA) | North (Arg) | Cobra (USA) |
| 13041 | Ezequiel Despontin/P. Despontin | Lineburger (W) | Hood (Arg) | Cobra (Arg) |

WESTERN HEMISPHERE TRIALS (Top 3 of 20 Boats)

| | | | | |
|-------|--------------------------------|----------------|-------------|-------------|
| 10883 | Santiago Lange/Miguel Saubidet | Lineburger (W) | North (Arg) | Cobra (Arg) |
| 21671 | Julio Labandeira/Raul Revora | Burgstrom (W) | Hood (Arg) | Cobra (Arg) |
| 25725 | Torkel Borgstrom/Juan Grande | Navaltec (F) | North (Arg) | Cobra (USA) |

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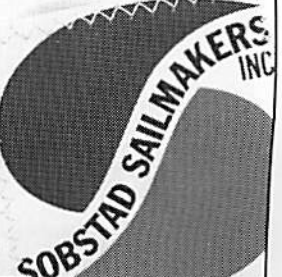
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Dave Pritchard Wins Snipe Hunt at Lake Lanier

Barefoot Sailing Club Snipe Fleet was the host to the Snipe Hunt Regatta on June 7-8 at Aqualand on Lake Lanier. There were 27 boats from Georgia and one boat from Jackson, Mississippi.

Saturday morning dawned hot and still and we all decided it was going to be a hot summertime drifter. As race time neared the clouds built up and the storm passed around us but left us a 10-12 mph breeze which lasted until the last windward leg of the race

Race 2 was sailed in perfect conditions with a breeze blowing 5-7 mph. The race on Sunday was also perfect with a breeze of 6-9 mph

Competition was stiff for the top positions of the regatta and Lake Lanier Sailing Club went home with four of the five trophies! In fact, Martin Zonnenberg told

me that in the race on Sunday the top four positions changed constantly and that it had been a fun race to sail!

Saturday night dinner was catered by Sonny's Barbecue and beer and cokes were provided by Barefoot Snipe Fleet. After the regatta was over everybody I heard talking said what a nice regatta it had been! Thank you to all who helped make this regatta a success. We hope to see all of you back next year, and those who could not make it this year — put Snipe Hunt on your calendar for next year!

*Kathy Bronaugh
Fleet Captain*

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SNIPE HUNT (Top 15 of 27 Boats)

| Boat | Skipper/Crew | Club | Places | Points | Finish |
|-------|----------------------------------|------|----------|--------|--------|
| 25951 | David Pritchard/Jim Harmond | LLSC | 1-4-1 | 5.5 | 1 |
| 26309 | Martin Zonnenberg/Linda Leeds | LLSC | 4-1-2 | 6.75 | 2 |
| 26105 | Shawn Burke/Robb Ostrom | LLSC | 2-2-4 | 8 | 3 |
| 25070 | Bill Lynn/Joe Smith | AYC | 9-5-3 | 17 | 4 |
| 25840 | Steve Burke/Rebecca Gilmer | LLSC | 7-6-5 | 18 | 5 |
| 24605 | Tarasa Davis/Tony Milligan | AYC | 6-8-8 | 22 | 6 |
| 23663 | Skip Remter/Scott McCormick | AYC | 5-7-17 | 29 | 7 |
| 25872 | Paul Gillis/Alec Gillis | AYC | 8-11-10 | 29 | 8 |
| 24264 | Means Davis/Peggy Davis | AYC | 3-3-dnf | 30 | 9 |
| 24944 | Frank Pontious/Kitza Muhlhausen | AYC | 14-10-6 | 30 | 10 |
| 23751 | Thomas Payne/Tom Schroder | LLSC | 13-14-7 | 34 | 11 |
| 24265 | Andy Pontious/Bruce Cameron | AYC | 10-13-13 | 36 | 12 |
| 16104 | John Muhlhausen/David Mulhlausen | AYC | 12-9-15 | 36 | 13 |
| 25750 | Don Pettigrew/Jay Pettigrew | AYC | 16-12-9 | 37 | 14 |
| 24142 | Don Hackbarth/Mike Hackbarth | AYC | 11-18-11 | 40 | 15 |

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Callison, Nugent Split Titles In Canada

Intense but friendly competition is one of the best characteristics of the Snipe Class. This was amply demonstrated at the combined Ontario Canadian Open held at the Oakville Harbour Yacht Club, July 12-13. There were 16 boats despite a poor weather forecast and the District III Championship being the same dates.

The weather Saturday morning did not look very inviting. Rain and a strong easterly wind made it appear as though a rugged heavy weather series was in prospect. About mid-morning the rain stopped but so did the wind although not as quickly.

The first race was sailed in a dying easterly and there were plenty of position changes before it was over. Eric Eiffert and Alan Beckwith from Rochester won followed by Steve Callison and Jane Faust and former Canadian Olympic Yachting Team member and IYRU Vice President, Paul Henderson with daughter Martha.

The wind continued to die in the second race which in combination with the swell from the earlier strong easterly made upwind work miserable. After a poor start, Chris Hains and Sheila Darbyshire picked up a light breeze on the right which was a lift as well to round first. Never seriously threatened and taking advantage of a progressive shift to the southeast, your reporter won the race handily. Steve Callison and Jane Faust were second with Eric Eiffert and Alan Beckwith third.

The third race Saturday was more of the same light lumpy stuff as the other two. Avoiding a committee boat end pile-up and taking full advantage of a wind shift back to the east, Steve Callison and Jane Faust won handily. George and Andrea Hock were second. Third were Eric Gesner and Andrea Tomaselli.

Ashore the sailors partook of a particularly deadly "Green Can," but although valiantly trying to make up for this year's somewhat reduced ranks, they were unable to drain the can. As of the third race only Steve Callison or Eric Eiffert could win the regatta; however, only eight points separated third from tenth place. Some good races on Sunday by anyone could make a tremendous difference.

It appeared that there might not be any races Sunday. Thick fog persisted until noon. The fog did clear off enough to race and there was a little more wind than Saturday but with the same swells and slop.

John Johns and Cathy Johns came from behind to take the fourth race from Jeff Mitchell and Doug Folsetter. Doug Nugent and Howie Sutton also moved up well to take third.

The fog returned during the fifth race.

ONTARIO OPEN/CANADIAN OPEN (Top 10 of 16 Boats)

| Boat | Skipper/Crew | Fleet | Places | Points | Finish |
|-------|---------------------------------|-----------|---------------|--------|--------|
| 24608 | Steve Callison/Jane Faust | Newport | 2-2-1-6-1 | 11.5 | 1 |
| 25781 | Eric Eiffert/Alan Beckwith | Newport | 1-3-6-5-8 | 22.75 | 2 |
| 24116 | Doug Nugent/Howie Sutton | Oakville | 5-10-10-3-4 | 32 | 3 |
| 26468 | Eric Gesner/Andrea Tomaselli | Newport | 10-4-3-14-2 | 33 | 4 |
| 24806 | Jack Mitchell/Ken Mitchell | Oakville | 9-8-5-7-7 | 33 | 5 |
| 26106 | Chris Hains/Sheila Darbyshire | Oakville | 12-1-9-10-3 | 34.75 | 6 |
| 16160 | George Hock/Andrea Hock | Newport | 7-9-2-11-6 | 35 | 7 |
| 26641 | Paul Henderson/Martha Henderson | Oakville | 3-11-8-4-9 | 35 | 8 |
| 24683 | Tersh Bugbee/Kevin Haller | Cuba Lake | 4-6-7-8-11 | 36 | 9 |
| 26299 | John Johns/Cathy Johns | Barton | 6-dnf-dnf-1-5 | 42.75 | 10 |

Rolling over the fleet during the first reach the fog and the ability to navigate in it became critical. The lead changed hands several times but in the end Steve Callison and Jane Faust won the race and the series. Eric Gesner and Andrea Tomaselli were second. Chris Hains and Sheila Darbyshire moved up on the last leg to finish third.

The competition for third place and for the top two Canadian boats was intense. Doug Nugent and Howie Sutton finished third in the series and received the Cana-

dian National Championship trophy. There were only three points separating the top four Canadian boats.

Particular attention must be given to the race committee under the collective leadership of Frank Penauer, Id Crook and Bent Poulsen. The race committee did a very good job under difficult conditions. Five good races were completed in conditions where having none would not have been a surprise.

*Chris Hains
Oakville Harbour Y.C. Fleet 321*

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McLAUGHLIN 25371. Red hull, white deck, Cobra II, Ullmans, stock and custom rudders, Harken blocks/magic boxes, compass, full-skirt cover, Tennessee trailer, excellent condition. \$3,600. John Adams, Atlanta, home (404) 296-4238, work (404) 239-2000.

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