

SNIPE BULLETIN



OCTOBER 1987



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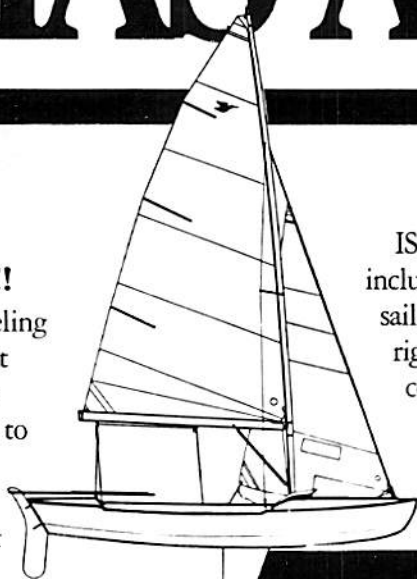
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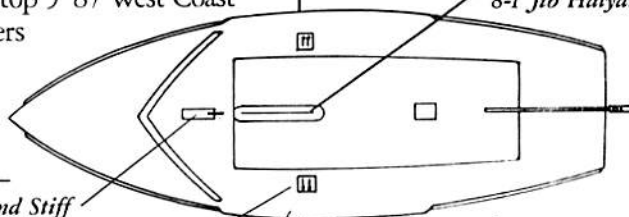
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SNIPER BULLETIN

(USPS 611-500)

SNIPER CLASS
INTERNATIONAL RACING
ASSOCIATION

OCTOBER 1987

Volume XXXVI 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.

AROUND THE SNIPER WORLD

HELP WANTED — HELP FOUND:

Response to the Help Wanted announcement in the July BULLETIN was gratifying. A highly qualified field of candidates expressed interest in assuming the responsibilities of Executive Secretary of SCIRA. By the time you read this the Board will have elected a new Secretary to take office on January 1, 1988. Thanks to all those who expressed such a belief in the future of the class and a willingness to serve its needs.

QUASSY HELPS BANTAM:

Dave Rogers, Commodore of Quassapaug Yacht Club, home of Fleet 231 has some immediate plans to help Carmine Gugliotti rebuild the Bantam Lake, CT, fleet: "I talked to them (members of the Quassapaug fleet) about bringing our boats up to your lake or inviting you people down to Quassy. Everyone is quite excited about the possibilities. Some possibilities we have discussed are: Reinstating the annual Bantam-Quassapaug Challenge . . . I am in possession of the trophy . . . It is collecting dust right now. We would be more than willing to help Bantam hold a sanctioned regatta in 1988. Get the two clubs together for a social gathering to discuss different alternatives. One of the dates we were considering was Saturday, September

Bids Sought For U.S. Masters '88

We do not yet have a bid to hold the 1988 U.S. Masters Championship. Any interested fleets should submit their bids to the office as soon as possible. This is one of the most "fun" regattas for hosts and guests, as socializing is as important as the fierce competition on the water.

Dates chosen are usually in the fall, and racing may either be week-day or weekend depending on the schedule of the host club.

Sailors Grants — Don't Leave Home Without Them

The U.S. Snipe Class has received a grant of \$2,000 from the U.S.I.S.A. to be used for travel to the world championship by the top U.S. Snipe sailors. This is Snipe's share of a \$100,000 gift from American Express.

We express our thanks on behalf of the U.S. Champions for the generosity of American Express and U.S.I.S.A.

12 . . . In any event, I hope some of you will attend the Board of Governor's Regatta."

Dave's offer is an outstanding example of concrete help, with suggested dates. It should help build both fleets. Just saying "let us know if we can help" is almost no help. He also said "happy to report that Quassapaug is doing well. Averaging over 10 boats a Sunday — 28 registered . . . traveling to regattas as a group as it did years ago . . . recently sent five boats to Winchester." Thanks Dave.

HELPS BUILD BOATS:

From Bill Carpenter, Dexter, MI: "Check enclosed covers the cost of building plans . . . It seems like some of our excitement has rubbed off on some of our younger friends (teens) around here — so while Linda and I are looking for a competitive boat for next season, we will also be building two or three boats as winter projects."

WELCOME JANNICKE:

Jannicke Haug, Norwegian Junior Snipe sailor, is in Framingham, MA, as an exchange student. She and her cousin Anita make up the only female Junior Snipe team in Norway, and have participated in the Norwegian nationals and the Scandinavian Championships. Norwegian National Secretary Birger Jansen writes: "If you know some active fleets in this area who might want a 17-year old keen crew from Norway, Jannicke would be pleased if you contacted her at: Jannicke Haug, c/o Gilbert and Nancy Nunes, 147 Fay Road, Framingham, MA 01701. Phone: (617) 872-9254."

HELP FOR LEAKY BAILERS:

Steve Sherman's hint for a never fail bailer seal: Apply petroleum jelly around

THE COVER

Drift, drift, drift — Griff Hall and Nadine Franzky had the fastest Snipe in the slowest race at the 1987 U.S. Nationals. Here they drift toward a first place finish in the third race of the Crosby series, sailed July 28 on Clinton Lake, Lawrence, Kansas. Griff and Nadine finished well enough in the championship to represent the U.S. at the World Championship in France. Buzz Lamb photo.

LETTERS

Dave Rogers has grown up in the Snipe Class, and is now an officer on the District level, and Commodore of his club. Notice in Around the Snipe World that he and his fleet are putting some of these ideas into

Snipe World . . .

(Continued from page 4)

the gasket once or twice a year. Keeps it leak free and working smoothly forever.

PAN-AMS:

As we go to press unofficial results are: Gold — U.S. Chapin; Silver — Argentina Lange; Bronze — Brazil Pimentel. Congratulations Dave, Santi, and Ivan. Complete results will be published when available.

QUASSA PAUG'S 40TH ANNIVERSARY:

October 10, 1987 Quassapaug Yacht Club will celebrate 40 years of sailing fellowship. If any ex members out there would like to get together to meet old friends, talk over old sailing battles, or look over the scrap books dating back to 1947, they can call Dave Rogers at (208) 879-5530.

practice in working with the Bantam Lake Fleet.

Dear Buzz,

I read, with great interest, the findings of Craig Leweck's survey published in the August *BULLETIN*. Naturally, I agreed with some points made, and disagreed with others.

I think it is a good idea to promote the Snipe nationally. I agreed most strongly with District VII Governor Warren Wheaton, that we "concentrate at the grass-roots level. . . ." However, I am not sure how much the class itself can do at this level. I am of the opinion that this work must be done by the individuals in each fleet.

"What can I as one individual do?" you may ask. There is a lot. I feel every *concerned* member of SCIRA has a responsibility to the class. The list below contains some procedures each fleet, and each member thereof, can incorporate in their attempts to promote Snipes. While there are many good ideas out there, I feel compelled to share the ideas that have worked at my club.

✓ When someone inquires about Snipes

at your club, don't just say, "it's a great little boat." Show them! Take them for a sail, introduce them to other members of your club, explain the organizational nature of the class, tell them about the regatta schedule in your area. These, as I see it, are the Snipe's four greatest assets. A great boat, a great group of people, a great organization, and a great sailing schedule.

✓ Once someone shows enough interest to start looking for a boat, help them locate one in their price range. Give them the classifieds in the *BULLETIN*, put them in touch with other fleet captains who may be aware of available boats, and tell them how to get in touch with the various builders. Then, it is very critical that they get some advice on specific boats, the pros and cons of boats they are considering. I find that many people are afraid of getting "ripped-off," so a little advice helps make them feel a lot more comfortable in making their decision.

✓ Holding seminars with sailors of national championship caliber is obviously a great idea. However, it is a bit intimidating to newer sailors. Therefore it is very important to hold fleet seminars. The "hot-shots" of each fleet should be willing to teach the newer sailors some of the secrets

(Continued on page 6)

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LETTERS . . .

(Continued from page 5)

they have learned over the years. A casual conversation on the subject of going fast is great. But the best way to help the new sailors is to hold scheduled seminars with both dry-land training and on the water sessions.

It is also critical that the "hot-shots" go for a sail with the beginners periodically, even crew in some races. This will take some skippering time away, but in the long run it will make everyone, including the fleet champion, a little faster. Also, the only way to eventually get the children of new sailors into boats is to get the parents excited about the boats. They are the ones with the ability to buy boats.

✓ Encourage the juniors. Have junior races on weekday evenings, Saturdays, Sundays before or after normal racing, or anytime seniors are not racing. By scheduling races for them at times other than normal racing, the seniors could be their crews. Even if it is just one race after the regular races, the point is to have scheduled racing. It might only be two boats at first, but with a little work it should turn into a small fleet.

✓ If there is another class doing poorly in your club, don't let those sailors just disappear. Go through the whole procedure you would with an inquiring outsider. Take them for a sail, introduce them to the other Snipers, explain the organization, review the regatta schedule, help them find a boat, and then help them go fast.

✓ Hold club regattas at which "all" club members invite friends who have "only" interest in sailing. Then, depending on the guests' ability, either let them crew for you or you crew for them. Most importantly, follow up. If someone shows interest, go through the whole procedure mentioned above.

✓ If you read in the *BULLETIN* of some skippers in your area interested in starting a fleet, contact them *immediately*. Offer assistance. Show interest and concern. Offer to bring some of your boats to sail with them at their club. Invite them to your club. Do whatever you can to keep them motivated.

✓ Getting the fleet together for social affairs after sailing is also important. This should be handled carefully to make sure the social events do not become more important than the racing, but as long as everyone keeps their priorities straight, it can be very helpful.

✓ Find out when the local boat shows are and make sure you get at least one Snipe displayed. Get some fleet members

there to talk to those who show interest. And again, most importantly, follow up. Invite them to your club for a sail, etc.

All of these suggestions require some sacrifice on the part of current members. Some sailing time and free time must be given up. You have to ask yourself, "is it worth it?" If the answer is yes, then get to it. If the answer is no, then you have no one to blame but yourself if and when your fleet falls apart.

As I stated earlier, I agree that the class should promote nationally. It will help attract sailors throughout the country, especially the top-notch sailors. But one question I have is, why do some fleets do so much better than others? Is it because of national promotion by the class? Obviously not. There are many factors that go into a strong fleet, and I think a good group of dedicated people, willing to help others, is the most important factor.

Some people feel that the "fleet" is not an important concept within the class. I used to feel that way myself when I was younger. Then something very scary happened. My fleet almost died. We went from a club with an A and B fleet, to one where no one knew if we would have enough boats to hold a race on any given Sunday. This made me realize just how important the fleet is. This is where we develop new sailors and cultivate junior sailors. After all, what novice sailor is going to take his family and join a ghost class that shows up at regattas only. It is much better if they can spend a year or two getting their feet wet at home before throwing the trailer on the car and towing it all over the countryside.

The same people probably feel that it is not important for the class to recruit novice sailors and their families. Their only concern is to get national championship caliber sailors. I know this is not the prevailing attitude right now, but if it ever becomes that way, I think it would be the beginning of the end for the Snipe Class. At least it would be for the class as we know it today. The class that has been in existence over the last 55+ years. The novice sailors allow us to expand by getting their whole family involved.

The point of this letter is to try to communicate to each and every member of SCIRA that they have a responsibility to the class, just as District Governors and Class Officers do.

Regarding the timeliness of regatta results being published in the *BULLETIN*, articles I have sent in have always appeared on schedule.

Happy sailing.

Dave Rogers, Jr.
Treasurer/Secretary, District I
Commodore, Quassapaug YC

SCIRA/US Board of Governors Meeting

PRESENT: U.S. National Secretary Ralph Swanson, presiding; Vice-Commodore Jerry Thompson; Rules Chairman Dan Williams; Counselor Paul Festersen; Executive Secretary Buzz Lamb; Members-at-large Jim Grubbs, Pete Fenner, and Terry Timm; Chief Measurer Chuck Loomis; District Governors Rob Gorman, Ray Sepanski, and Jeff Lenhart; also present for part of the meeting were builders Steve Sherman and Mike Segerblom.

MINUTES: Moved and seconded and passed that minutes be accepted as printed in the October 1986 issue of the Snipe *BULLETIN*.

FINANCIAL STATEMENTS: Lamb presented the financial statements for the first six months of 1987 and the International statements. Dues collection at June 15 is exactly the same number as at June 15, 1986. Most dues are collected in the first 6 months of the year. SCIRA international numbers are expected to be up when two outstanding countries have paid.

Question by Grubbs: "How many sail without paying?" Answer: "No way to know for sure." Question: "Is there a follow-up on reports which contain names of non-paid people sailing?" Answer: "Yes, with mixed results."

WORLD CHAMPIONSHIP: The USISA has received a grant from American Express to be used for travel by top U.S. sailors. The Snipe Class share of this grant is \$2,000. The U.S. is allowed 4 entries in the World Championship to be held at La Rochelle, France. Swanson asked for an expression of opinion on allocation of this funding among the U.S. representatives. After discussion the decision was made that the funding should be divided equally among those representing the U.S. at the championship. Those authorized would have to be among the top 10 finishers in this regatta.

There was a long discussion of problems and expense of boat transportation to World Championships. Swanson has a potential arrangement for shipping boats out of Baltimore. Segerblom and others have also made inquiries. Charter boats at the championship were not reserved since this required the \$600 fee to be paid and reservations made in May, and most competitors prefer to take their own boats when possible.

Top notch boats were provided by Japan for the 1986 Western Hemisphere Championship. Japan would probably be able to provide boats for the 1989 Worlds if re-

quested. Swanson believes that continued escalation of boat transportation costs may force the class to use borrowed boats exclusively in further world championships.

Jim Grubbs expressed the need for fund raising to fund travel for future championships. To be discussed later in the meeting.

Swanson will announce the grant and its distribution at the U.S. General meeting.

WORLD JUNIORS: Swanson reported on problems arising in the execution of the World Juniors in Italy, particularly in the boat distribution.

It was moved and seconded that the Vieri Lasino Di Castelvetro Trophy deed-of-gift should be amended at the world meeting in France. The sentence "A skipper may not use his own boat." would be deleted and replaced by "A skipper shall not use his own boat."

Of the \$10,000 grant authorized for the championship \$199 was returned. Thompson suggested that future grants should be made after the completion of the championship.

PAN-AM GAMES: Terry Timm, Board representative to the games, reported boats being loaned by U.S. SCIRA members for use in the games. Chuck Loomis is in charge of measuring. Organization for the games is good.

ROTATION OF THE U.S. NATIONALS AMONG DISTRICTS: A proposal has been made to rotate the regatta in turn

to all districts over a 7 year cycle rather than combining the turns of Districts 6 and 7 and 1 and 5 over a 5 year cycle as in current practice. Swanson suggested the following order of rotation: 2-7-4-1-3-6-5. All districts have discussed this change and there is no opposition to it. If a District wants to be passed in its turn this must be made known two years in advance for the convenience of the other District which then must move up its turn. Timm moved that the change in rotation with the order suggested by Swanson be approved. Seconded and passed.

PROPOSED RULES CHANGES: Dan Williams reported on the rules changes which will be voted on in France for the new Rule Book. (See April *BULLETIN*). Discussion and recommendations:

Para. 8.14 — Whisker pole length — currently optional. After discussion 100" length considered reasonable as a recommendation.

Add Para. 8.15 — Use of aramid fiber in lines and running rigging approved.

Add Para. 8.16 — Approved recommendation that no electronic devices other than timers be allowed on boat.

Para. 26 — Proposal to delete the reference to centerboard stripe not approved. Stripes to remain.

Para. 31 — (See diagram in April *BULLETIN*). Proposed rudder varies only slightly, but easier to measurer than present one. Approval recommended.

Para. 35 — Requirement that the 60" forward limit for the mast step be delineated by a mark molded in the hull. The

(Continued on page 8)

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Board of Governors . . .

(Continued from page 7)

mark should be visible from both sides. Approved.

Para. 37 — Change current requirement for 1½" dimension at mast top to 1¼" to allow stock mast to be used. Recommendation approved.

Para. 39 — Prohibit adjustment to spreader length and rake limit while racing. Prohibition approved.

Para. 41 — Jib halyard location limit was discussed but without the determination of an exact limit being agreed upon. A limit below and within 5 inches of the jib stay intersection was considered reasonable. Dan Williams and Chuck Loomis will consider the problem and recommend a reasonable limit.

Para. 48 — Rules Committee will recommend exact language for this rule. This is not a change in measurement; only a change in wording to reflect the exact way this measurement is to be done.

Para. 54 — Weight reduction is not recommended.

Para. 65 — Program for testing 4 Mylar jibs has yielded inconclusive results. The sense of the meeting after discussion was that testing of Mylar jibs should continue without a recommendation for approval at this time. There is no general agreement among sailmakers as to current and future availability of various sailcloth materials and weights. Study to continue without any change recommended at this time.

Para. 66 — Wrong conversion used in next to last line of paragraph: 907.2 grams should be 3.6 kg. Correction is only change needed.

Para. 67 — Mast head flotation. Study has indicated that problems involved more than offset any advantage to be gained. Not recommended.

Para. 72 — Elimination of the requirement for jib hanks considered. Decision to have jib hanks optional was approved.

Elimination of jib luff wire was considered and the decision made that this should not be recommended. Also at the end of this paragraph 1/4" needs to be added to the maximum girth dimension of 4" to make the leach a uniform curve. This change was approved.

Para. 76 — MATERIALS: A word for unidirectional fiberglass material needs to be inserted in this paragraph. Mike Segerblom will supply the technical word. TOLERANCE: Addition of "Wood and plywood are acceptable local reinforcements." approved.

Adjourned until July 26.

RULES OTHER THAN MEASUREMENT: Dan Williams led the discussion of changes in rules other than measurement.

Deeds-of-gift: Change in Hub Issacks Trophy, Hayward Western Hemisphere Trophy, and European Championship Trophy to only allow sheet "D" measured boats. Vote evenly divided. No change approved.

European Championship Deed-of-Gift: Change to "OPEN TO: Three skippers from any European country in good standing. . .". This and other changes requested by Europeans were voted to approve as recommended by the Europeans.

SCIRA SAILING INSTRUCTIONS:

Para. XVI — Add "Team leaders, coaches, and other support personnel shall not go afloat in the racing area during the racing except on spectator boats provided by the hosting country." Approved.

Rules for Conducting National and International Championship Regattas: Shortening courses not allowed. No change. Approved.

Para. 11 (c) — Change the last sentence to read "... and shall at his option be on the head Race Committee boat."

INTERNATIONAL SNIPE SCORING SYSTEMS: Add in front of the last sentence, second paragraph: "Any yacht

that starts prematurely and does not return to start properly shall be disqualified." Approved.

Tie breakers: Opinions on recommending changes in the current SCIRA tie breaking system were evenly divided as to in what order dropped races, which boat beat the other the most times, and which boat was ahead in the last race should be used as tie breakers.

Scoring starters: A suggestion to add to the definition of starters: "and has started in one race in the series being sailed." Not approved.

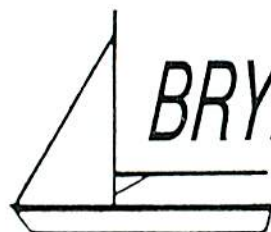
Alternating skipper and crew positions: Not approved.

DUES AND FINANCES/FUND RAISING/ADVERTISING AND PROMOTION: (All considered together).

Ralph Swanson reported that a poll of the districts rejected a dues increase to fund contestant travel. Grubbs asked for a breakdown of the dues structure and other income. Fund raising as a method for travel funding was discussed. Swanson outlined last year's requests for travel donations for the U.S. juniors at the Junior Worlds and the Western Hemisphere contestants. District Governors, Past Commodores and others were contacted for donations. Those who contributed were recognized in the *BULLETIN*.

Grubbs, a professional fund raiser continued the discussion. His opinion is that a sizable fund could be collected with interest only being expended on travel. The standard response rate for fund raising efforts is about 20%. Direct solicitation, fund raisers by fleets and districts were considered, as well as the marketing of the Snipe. DUES: Timm moved that the U.S. dues structure remain the same for next year. Fenner seconded. Motion passed.

FUND RAISING: Jim Grubbs was requested to write a fund raising program. He will mail a copy of that plan to the Board. A board meeting will be set up to take place in Atlanta in November — the



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U.S. PERPETUAL TROPHIES: Some recipients of perpetual trophies presented at the U.S. Nationals have not kept them cleaned, had them engraved, and taken responsibility for returning them to the regatta. The decision made that those winners who do not want responsibility for caring for trophies either at their clubs or homes will be encouraged to leave the trophies in the keeping of SCIRA, to be engraved and returned in time for the next regatta.

PROCEDURAL RULES: Ralph Swanson presented proposed procedural rules under the procedures outlined in the By-Laws. (Page 25 of the current SCIRA Rule Book). These procedural rules cover the election of the U.S. National Secretary and the creation and duties of a U.S. finance committee. Swanson invited discussion and comment on the rules as presented. (The amended procedural rules are appended to these minutes).

History of the office of U.S. National Secretary was reviewed. The term of office is for two years. Swanson's term of office ends this year. A new secretary should be on a ballot by the first of November. Qualifications for the National Secretary were discussed. A nominating committee consisting of: Jerry Thompson, Pete Fenner and Rob Gorman will report by the meeting in Atlanta.

Dan Williams recommended that these rules be adopted.

ADDITIONAL DISCUSSION OF FUND RAISING: Jim Grubbs asked if the Board wanted to consider corporate funding. Williams felt that the first appeals should go to individuals. A sense of the meeting indicated that individuals would be the first approach. Grubbs recommends that there be an understanding with any fund raising entity that there must be a net return to the Class of at least 80% of funds collected.

FUTURE CHAMPIONSHIPS:

1988 NATIONALS — District 7 will be host. The regatta will be at either Alameda on San Francisco Bay or at Clear Lake, about an hour and a half north of San Francisco. Both sites will be presented to the membership meeting, and the members will vote their preference.

1987 NORTH AMERICANS, Marblehead, MA, in September.

1988 NORTH AMERICANS, Buffalo Canoe Club, to be sponsored by Canada.

1989 NORTH AMERICANS and U.S. Masters, Mission Bay, CA. The Masters to be held first in more protected waters, with the North Americans to follow.

1987 MASTERS, Indianapolis, IN, September 16-18.

1988 MASTERS. Bids to be solicited through the *BULLETIN*.

NEW BUSINESS:

U.S. MEASURER: Dan Williams suggested Brainard Cooper as U.S. Measurer and assistant to international measurer Chuck Loomis who has indicated that he plans to step down soon. Discussion followed. Moved, seconded and passed that the position of U.S. Measurer be created, and that Brainard Cooper be elected to fill that position.

NATIONALS ENTRIES AND LATE FEE: Problem of late entries to the U.S. Nationals was discussed. After discussion of the problem it was moved, seconded and passed that late entries be accepted as late as midnight of the Saturday of measurement, but that such entries be charged double the entry fee.

CHANGES IN U.S. NATIONALS FORMAT: Terry Timm proposed that if the schedule permits six races be raced in the Heinzerling, allowing a throw-out. Seconded by Thompson. Passed.

Timm also requested that the Deeds-of-gift for the U.S. Nationals state that 3 races per day be allowed. After discussion the proposal was made that "Three races per day, but no more than three races per day may be scheduled and raced." Passed unanimously.

NEW EXECUTIVE SECRETARY: Applications are being received in response to the *BULLETIN* announcement in the June issue. Resumes have been received from two Snipe sailors and from one association management service. Several individuals and one other association have expressed interest.

PROXIES: Proxies will be solicited from those not attending the meeting of the Board in France.

There being no further business the meeting was adjourned.

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'87 U.S. Nationals Blistered By Weather and Steve Callison

Light airs on Clinton Lake, Kansas, challenge competitive fleet.

HOT! That describes the weather, and Steve Callison's performance in winning the U.S. National Championship at Clinton Lake, KS, in the 100+ temperatures and mostly light and always shift winds.

Steve and crew Jane Faust, Newport YC, NY, finished third last year and the year before, and came to the championship pre-qualified as champions of District V. They held the lead after every race except the third.

Jim and Lynn Grubbs, Lake Washington, CA, were both hot and cold, but their finishes of 22-1-20-1-2 were good enough for second place over District IV champions Dave Pritchard and Shawn Burke, Lake Lanier, GA. Greg Fisher and Allison Jolly, Columbus, OH, dominated the Crosby series, and lead the championship after three races, but had a bad last day and finished fourth. Chris and Diane Klotz, representing the Lorain, OH, fleet finished fifth.

Others in the top 10 were: District III champions Jeff and Julie Evans, Springfield, IL, 6th; Griff Hall and Nadine Franzyk, Annapolis, MD, 7th; Doug Clark and Scott Taylor, Annapolis, MD, 8th; Robin Gales and Randy Gallman, Mission Bay,

CA, 9th (they came from 17th place to 9th on the strength of their last race — competition was close); and rounding out the top 10 were Vice Commodore Jerry Thompson and Lisa Manzer, Alamitos Bay, CA.

District II always produces a WARM welcome when they hold the U.S. Nationals. Temperatures managed to top 100 degrees every day, and winds were generally light, but except for the Juniors, shortened to three races of the five scheduled, all races were completed within the schedule. Only one race turned into a drifter, and there were no Kansas twisters to spoil the fun.

Clinton Lake was large enough (barely) to accommodate two courses, and minimum length courses were set because of light winds as well as limited space. The 7,000 acre Lake is surrounded by State Park lands which feature very little man-made development, but the low hills contributed some unpredictable shifts near shore.

District II's WARM welcome extended ashore where Regatta Chairman Doug Day, District II fleets, Clinton Marina Yacht Club, and the staff of the All

Seasons Motel in Lawrence all combined to help the regatta run smoothly on and off the water.

R.C. Chairman Steve Taylor brought his own R.C. boat to preside over the running of his 13th U.S. National Championship. Berta Swanson served as Steve's right hand "man" on the committee. Steve graciously presented the R.C. Trophy at the awards dinner to John Maultsby, Lake Quivira, who did duty as assistant to Steve in the Crosby Series and was R.C. for the Wells. Ted Wells was SCIRA representative for all the races, and like Cleopatra, presided from his own barge.

Again Past Commodores were on hand: Ralph Swanson and Paul Festersen, sailing (Festeren won, by 1 point, in the last race); Ted Wells, SCIRA rep; Dan Williams, measuring; and Eddie Williams and Fred Schenck, providing a photographers boat for Nancy Clevinger.

A full social schedule included the Junior and Senior Awards Banquets held at the All Seasons Skylight Room. Monday's pool party featured a jam session by Paul Festersen and the Lake Quivira Ensemble, which led to impromptu jitterbugging, and even a polka or two on the blacktopped driveway.

Tuesday's Interdistrict Games were scuttled by a late finish and the heat, but improvised games by the motel pool provided entertainment enough. Although pictures are said to exist, none are available at press time. Festersen and Quivira entertained again for Thursday's Chinese Dinner, which wound up with a stirring rendition of "When The Saints Go Marchin' In", with appropriate marching by the entire audience. In all, it was a marvelous regatta full of "home made" Snipe fun — the best kind.

PERPETUAL TROPHIES

Steve Callison is the 1987 winner of the Heinzerling U.S. Nationals trophy. Jane Faust won the Portage Lakes U.S. National Crew trophy, and the Eleanor Williams Trophy for the highest placing woman in the U.S. Nationals.

Jim and Lynn Grubbs were presented with the identical Slauson Bowls for runner-up skipper and crew. They are also winners of the Carolyn Nute Trophy for highest finishing married couple in the Nationals.



Jane Faust and Steve Callison, U.S. Nationals Champions for 1987. Buzz Lamb photo.

Greg Fisher and Allison Jolly won the Crosby Trophy and the Harold Griffith Trophy for best combined score for the regatta.

Scott and Cindy Barnard, Alamitos Bay, CA, in their first Snipe Nationals won the Wells Trophy. Ralph Swanson won the Jane Schenck Masters Endurance Trophy. The Macklenburg-Duncan Race Committee Trophy went to Steve Taylor, who in turn, presented it to John Maultsby of Lake Quivira.

Scott Rowland, Cowan Lake, OH won the Commodore Duffy Junior Championship Trophy and Peter Bartlett won the Gilreath Junior Crew Trophy.

JUNIORS

Scott Rowland and Peter Bartlett, Cowan Lake, OH, were the best of 13 junior Snipe teams in the hotly contested Junior U.S. Nationals held just before the Senior Championship. Their 1-1-3 finishes in the shortened series gave them a 1½ point lead over Scott Lindley and Lee Wright who had 2-2-2. Lindley, representing Mission Bay, CA, finished as runner-up for the second year in a row, having won the year before that.

Third place went to Mike Bowers and Kevin Guarnotta, Winchester, MA. Mike, who won the last race, was champion crew when his brother Jim won the championship last year. Russ Fox and Jim Weber, Alamitos Bay, CA, finished 4th and Allan Carscaddon and Jennifer Tumlin, Privateer, TN, were 5th.

Only ripples showed on the surface of Clinton Lake as the Juniors drifted out for the first race on Saturday morning. Cancellation followed postponements, and the Juniors paddled back to wait for a better chance at the wind in the afternoon. At one point they were towed toward a promising wind, but it remained elusive, and racing was cancelled for the day.

R.C. Steve Taylor scheduled an early start for Sunday morning and was rewarded with just enough wind to complete three races. Scott Rowland won the first race followed by Scott Lindley, with Allan Carscaddon in third.

In the second race it was Rowland again in first, with Lindley second, and Russ Fox third. Mike Bowers won the third race, but Rowland's third place finish was enough to gain the title. Lindley again finished in second.

Temperatures of 100+ and diminishing wind forced cancellation of further racing and the series stood with only three of the scheduled five races completed.

Thirteen junior teams represented eight states, five districts, and a lot of Snipe history. Jennifer Tumlin and Bret Voitenko

(Continued from page 11)

JUNIORS

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26303	Scott Rowland/Peter Bartlett	Cowan	1-1-3	4.5	1
24638	Scott Lindley/Lee Wright	Mission Bay	2-2-2	6	2
26131	Mike Bowers/Kevin Guarnotta	Winchester	7-5-1	12.75	3
26740	Russ Fox/Jim Weber	Alamitos Bay	5-3-5	13	4
26914	Allan Carscaddon/Jennifer Tumlin	Privateer	3-4-7	14	5
24142	Mike Hackbarth/Mike Hartman	Atlanta	6-6-4	16	6
23755	John Miller/Audra Miller	Weatherby Lake	4-8-6	18	7
22327	Mike Frashier/Jim Martin	Missouri YC	9-7-11	27	8
25057	Ben Chinnery/Kristen Falkenberg	Missouri YC	10-9-8	27	9
22543	Scott Worrall/Bruce Forrest	Dallas	8-19-dns	32	10
20875	Peter Festeren/Alex Haecker	Iowa Nebraska	dnf-10-12	35	11
19446	Russell Barnhouse	Missouri YC	dns-dsq-9	37	12
22479	Bret Voitenko/Bryan Bixby	Missouri YC	dnf-dsq-10	38	13

CROSBY QUALIFIERS

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26109	Greg Fisher/Allison Jolly	Hoover	1-2-4-1	8	1
26113	Dan Orr/Stasia Orr	Detroit River	7-1-5-3	16	2
26900	Mike Segerblom/Bob Little	Alamitos Bay	8-3-2-5	18	3
20560	Jeff Lenhart/Billy Hardesty	Mission Bay	4-10-3-4	21	4*
26307	Bryan Fishback/Lisa Foulke	Annapolis	2-10-10-2	24	5
25951	Dave Pritchard/Shawn Burke	Lake Lanier	13-4-8-1	26	6*
26108	Doug Clark/Scott Taylor	Annapolis	4-13-1-9	27	7*
25223	Robin Gales/Randy Gallman	Mission Bay	10-3-6-8	27	8
26455	Griff Hall/Nadine Franzky	Annapolis	8-11-1-10	30	9
26384	Terry Timm/Kati Heywood	Grand Rapids	3-9-14-7	33	10
26747	Bob Rowland/Sandy Rowland	Cowan	9-13-4-7	33	11
24682	Jeff Evans/Julie Evans	Springfield	16-7-2-10	34	12*
25863	John Crookston/Geri Crookston	Gull Lake	3-12-14-5	34	13
26461	Kirk Donaldson/Phyllis Donaldson	Barton BC	5-2-16-11	34	14
24605	Tarasa Davis/Tom Schroder	Atlanta	16-7-2-10	35	15
25848	Craig Leweck/Kenyon Martin	Mission Bay	12-1-20-3	36	16
25950	Doug Day/Mark Frashier	Missouri YC	5-14-8-9	36	17
25436	Jim Grubbs/Lynn Grubbs	Lake Washington	14-6-6-12	38	18*
20369	Jerry Thompson/Lisa Manzer	Alamitos Bay	13-15-5-6	39	19
26671	Steve Callison/Jane Faust	Newport	2-16-19-4	41	20*
26926	Bill Buckles/Fred Hunger	Cleveland	6-19-3-14	42	21
26459	Alex Stout/David Zinn	Annapolis	7-18-9-8	42	22
23280	Tom Nute/Rochelle Mateffy	Mission Bay	11-8-19-6	44	23
25127	Chris Klotz/Diane Koltz	Lorain	1-22-11-13	47	24
25708	Ron Sandstrom/Cathy Duffy	Winchester	18-5-10-15	48	25
25165	Pedro Lorson/Mike Mitchell	Sea Cliff	11-12-12-13	48	26
25515	Pete Fenner/Fried Elliot	Dallas	19-11-7-12	49	27
25172	Charlie Bustamante/M. Bustamante	Miami	6-5-22-18	51	28
24101	Henry Davis/Mike Recker	Iowa-Nebraska	15-7-21-11	54	29
26004	Lee Griffith/Karla Griffith	Pine Beach	21-8-13-16	58	30
26303	Scott Rowland/Peter Bartlett	Cowan	17-6-15-21	59	31
25000	Eric Conn/Stacy Conn	Alamitos Bay	19-4-21-17	61	33

* Pre-Qualified

HEINZERLING

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26671	Steve Callison/Jane Faust	Newport	1-3-11-2-5	21.75	1
25436	Jim Grubbs/Lynn Grubbs	Lake Washington	22-1-20-1-2	45.5	2
25951	Dave Pritchard/Shawn Burke	Lake Lanier	10-12-3-16-7	48	3
26109	Greg Fisher/Allison Jolly	Hoover	7-2-2-17-21	49	4
25127	Chris Klotz/Diane Koltz	Lorain	4-8-6-25-13	56	5
24682	Jeff Evans/Julie Evans	Springfield	20-15-8-7-8	58	6
26455	Griff Hall/Nadine Franzky	Annapolis	11-18-1-15-19	63.75	7
26108	Doug Clark/Scott Taylor	Annapolis	6-10-9-23-18	66	8
25223	Robin Gales/Randy Gallman	Mission Bay	26-16-10-11-3	66	9
20369	Jerry Thompson/Lisa Manzer	Alamitos Bay	17-14-17-6-15	69	10
25848	Craig Leweck/Kenyon Martin	Mission Bay	27-20-12-10-1	69.75	11
20560	Jeff Lenhart/Billy Hardesty	Mission Bay	23-4-4-29-11	71	12
23280	Tom Nute/Rochelle Mateffy	Mission Bay	25-13-21-3-10	72	13
26900	Mike Segerblom/Bob Little	Alamitos Bay	2-23-18-8-22	73	14
25172	Charlie Bustamante/M. Bustamante	Miami	19-24-5-13-12	73	15
26307	Bryan Fishback/Lisa Foulke	Annapolis	12-9-24-27-4	76	16
26747	Bob Rowland/Sandy Rowland	Cowan	15-25-19-4-14	77	17
26004	Lee Griffith/Karla Griffith	Pine Beach	8-17-25-24-6	80	18
26459	Alex Stout/David Zinn	Annapolis	3-21-27-21-9	81	19
24605	Tarasa Davis/Tom Schroeder	Atlanta	31-5-13-9-24	82	20
26113	Dan Orr/Stasia Orr	Detroit River	14-22-16-5-28	85	21
25683	John Crookston/Geri Crookston	Gull Lake	21-11-7-18-31	88	22
26384	Terry Timm/Katie Heywood	Grand Rapids	24-6-22-28-16	96	23
25515	Pete Fenner/Fried Elliot	Dallas	5-29-15-31-17	97	24
25165	Pedro Lorson/Mike Mitchell	Sea Cliff	30-7-29-14-23	103	25
25708	Ron Sandstrom/Cathy Duffy	Winchester	16-27-14-20-27	104	26
26461	Kirk Donaldson/Phyllis Donaldson	Barton BC	13-26-31-12-29	111	27
25950	Doug Day/Mark Frashier	Missouri YC	29-19-28-22-20	118	28
26929	Bill Buckles/Fred Hunger	Cleveland	28-32-23-19-25	127	29
24101	Henry Davis/Mike Recker	Iowa-Nebraska	9-30-32-30-30	131	30
26303	Scott Rowland/Peter Bartlett	Cowan	18-31-26-32-32	139	31
25000	Eric Conn/Stacy Conn	Alamitos	32-28-30-26-26	142	32

U.S. NATIONALS...



(Continued on page 12)

are the grandchildren respectively of Commodores Sam Norwood and Eddie Williams. Peter Festersen is the son of Commodore Paul Festersen. Champion Scott Rowland wasn't born in a Snipe, but it could have happened. He attended his first Snipe Nationals in utero when his father Bob won the Wells in 1969. His mother Sandy retired from crewing in that regatta after sailing through the "big storm" which hit the St. Johns River with 60+ knot winds in the qualifying series.

*EDITORS NOTE: Prince charming lives! In the last race, on the way to the finish with third place within his grasp, Allan Carscaddon changed course to retrieve crew Jennifer Tumlin's shoe! Was Jennifer still wearing it?

CROSBY SERIES

Greg Fisher and Allison Jolly, Columbus, OH, dominated the qualifying series to the point that their drop race was a fourth place finish. Dan and Stasia Orr, brother and sister team from Detroit, MI,

had a strong second place, keeping 1-5-3 and dropping a seventh, while Mike Segerblom and Bob Little of Alamitos Bay, CA, had a 3-2-5 and dropped an eighth.

Jeff Lenhart and Billy Hardesty in fourth place were the only pre-qualifiers in the top five. Jeff, Mission Bay, CA, is District VI Governor, as well as district champion. Fifth place went to Bryan Fishback and Lisa Foulke of Annapolis, MD.

The hot, still conditions of the junior regatta prevailed into the Monday morning start of the qualifying series, but a feeble breeze brought hope that with a minimum course and good luck the anxious sailors could get at least one race in for the day.

The wind continued to increase slightly, vascillating between west and south. Line checkers could only report averages to the committee. However, the wind held at 7 to 10 knots, and the race was completed, with Fisher and Chris Klotz winning their sections.

The second race, begun immediately after the lunch break, was almost a carbon copy of the first. The fickle wind didn't spoil the showing of Dan and Stasia Orr, who finished first, as did Craig Leweck, who proved that he can still be a lake sailor.

The Kansas heat wave continued to dominate on Tuesday, and facing 100+ temperatures for the second long day in a row, a few competitors decided to "save

themselves for the Wells." And they might have been happy they did, as the morning race was the slowest of the entire regatta, and ended as the only drifter, with the last leg swinging between beat, reach, and run. The Annapolis fleet prevailed, as fleet captain Griff Hall with Nadine Franzyk won one division, and Doug Clark and Scott Taylor won the other.

Since completing a fourth race was necessary for those who were close to the cut, anxiety contributed to a few false starts in the final Crosby race. As recall followed recall, the first start boats rounded the triangle before the second start could get off the line. Since the fleets overlapped each other on the first fleet finish, the race committee had to "sweat out" whether pin end boats were rounding or finishing.

The numerous recalls also resulted in a late finish for the day, but everybody got their shot at qualifying, and all four races were completed. Greg Fisher and Dave Pritchard were the winner of the two sections in the last race.

HEINZERLING

The championship series was sailed on the same course as the qualifying series and began with Wednesday's continuing hot weather, but with an improved breeze. The pattern of an early morning breeze backing into the south, and veering more westerly later in the day continued, but this proved a hard pattern to track in setting up a starting line and a windward mark.

The fleet, nervous as horses in the starting gate, had a couple of individual recalls, but managed to make a good start for the first race. R.C. Steve Taylor's wind sense proved prophetic as he again opted for a minimum course, and the mid-day winds lightened toward the end of the race.

Steve Callison took the gun for the first race, followed across the line by Mike Segerblom, and Alex Stout. As the wind lightened, the finishes spread out, leaving some heavy hitters in the tank.

In the second race Bill Buckles had bad luck with an individual recall which he didn't hear until he was several hundred yards up the course. Champipple was fast, but that purple bow was easily recognizable even at the pin end of the line. Bill finished the race, but never managed to make up the distance. Jim Grubbs matched his win in this race with his 22nd in the first. Second place went to Greg Fisher. Steve Callison was third, and in possession of first place for the day.

The best wind of the championship came on Thursday morning at the beginning of the third race. It was a good news, bad news morning for Bryan Fishback. Fiddling with the rigging before the start, he was

WELLS

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26308	Scott Barnard/Cindy Barnard	Alamitos Bay	2-6-6-1-1	15.5	1
26894	Harry Levinson/Sarah Levinson	Medford	1-13-2-2-2	19.75	2
26808	Andy Towles/Chris Carter	Oklahoma City	4-2-7-4-7	24	3
25779	Lorie Stout/Jennifer Lawson	Annapolis	3-1-11-6-4	24.75	4
25376	Ed Olson/Pat Melly	Oklahoma City	16-5-9-3-10	43	5
20936	John Briggs/John Chamberlain	Lincoln	8-4-12-12-9	45	6
27002	Peter Frost/Kristen Frost	Seattle	7-9-10-16-6	48	7
25872	Paul Gillis/M.J. Gillis	Atlanta	13-10-13-9-12	57	8
25517	Martin Bebb/Roger Stoner	Dallas	23-3-4-7-24	61	9
26914	Steve Sherman/Allan Carscaddon	Privateer	5-dsq-1-18-3	64.75	10
25071	Don Hackbarth/Jennifer Tumlin	Atlanta	9-15-3-21-20	68	11
25200	Rick O'Brien/Brad Eaton	Rocky Mtn.	12-12-5-24-16	69	12
25659	Ray Schmit/Teresa Alexander	Narragansett	6-11-21-13-21	72	13
26740	Russ Fox/Jim Weber	Alamitos Bay	10-20-25-8-11	74	14
26662	Ron Fox/Karen Fox	Alamitos Bay	18-31-14-10-5	78	15
25049	John Sepanski/Doug Flath	Carlyle	17-16-19-17-13	82	16
20841	Carter Weitz/Tami Weitz	Lincoln	14-22-15-19-15	85	17
25072	Sam Feibelman/Judd Chamberlain	New Orleans	19-8-20-23-17	87	18
25652	Bob Ewoldt/Scott Worrell	Lincoln	20-33-17-5-19	94	19
24142	Mike Hackbarth/Michael Hartman	Atlanta	dsq-7-16-14-22	97	20
24095	Ed Weitz/Peter Festersen	Iowa-Nebraska	11-27-8-27-26	99	21
23277	Gary Derrick/Rob Berg	Oklahoma City	22-17-23-15-25	102	22
24099	Larry Briggs/Laura Lliteras	Lincoln	28-28-22-11-14	103	23
23275	Glenn Roth/Meredith Wilson	Shawnee	27-21-26-30-8	112	24
26739	Ken Bedford/Eric Witte	Rocky Mtn.	15-25-30-22-23	115	25
25285	Jamie Rix/Ken Rix	Wichita	29-14-18-26-29	116	26
25052	Paul Festersen/Sigrid Festersen	Iowa-Nebraska	25-23-29-29-18	124	27
26999	Ralph Swanson/Kevin Guarnotta	Winchester	26-30-24-20-28	128	28
257858	Mary Ann Rix/Richard Monts	Wichita	32-18-27-28-30	135	29
26755	John Miller/John Miller	Weatherby Lake	21-19-33-31-32	136	30
26397	Bob Foster/Bruce Foster	Clearwater	24-24-31-25-dns	142	31
27000	Mike Sullivan/Jo Ann Sullivan	Carlyle	31-26-34-33-27	151	32
23340	Scott Hughes/Peggy Hughes	Iowa-Nebraska	30-29-32-32-31	154	33
22319	Norm Runyon/Marcia Runyon	Weatherby Lake	33-32-35-34-dns	172	34
25783	Owen Chandler/Owen Chandler	Shawnee	dns-dns-28-dns-dns	180	35

capsized by an unexpected puff. As the boat went turtle he lost the board, and had to be towed ashore. The good news was that he found a board, and because of several recalls, managed to get back to the line in time to start with the fleet.

The line had been moved back toward shore, and a slightly longer course was set for the heavier wind conditions. Griff Hall won the race, with Greg Fisher second and Dave Pritchard third. This put Fisher first for the regatta at this point, with Callison second.

The fourth race was started immediately after the lunch break and the wind was again around 12 to 14 knots. Jim Grubbs took the lead before the end of the triangle, and won going away. Steve Callison took second for the race and regained the lead for the regatta. Tom Nute found his old form for this race and finished third.

Craig Leweck finished the series in a blaze of glory by winning Friday's last race, which missed putting him in the top 10 by less than a point. Jimmy Grubbs finished second for the race and for the series. And racing was so close in this championship series that Robin Gales' third place in the race moved him from 17th place to a tie for eighth. Steve Callison's fifth gave him a still comfortable 23 point lead over Jimmy in total points.

Greg Fisher, the only other boat with a realistic chance at the title, had troubles with hitting marks and doing 720s, and only recovered to 21st place, having trailed the entire fleet at the end of the triangle. He finished fourth overall.

WELLS

Top places in the Wells finishes emphasized that there is plenty of competition left for the consolation series. Scott and Cindy Barnard, Alamitos Bay, CA, sailing in their first Snipe Nationals, won the last two races, and the Wells Trophy, with 15½ points.

Harry and Sarah Levinson Medford, MA, last boat out of the championship series, won the first race in the Wells, and finished second with 19¼ points. Andrew Towles and Chris Carter, Oklahoma City, OK, were third, ¾ of a point ahead of Lorie Stout and Jennifer Lawson, Annapolis, MD, the only all-girl team in the regatta. Ed Olson and Pat Melly, Oklahoma City, OK, rounded out the top five.

Wells Committee Chairman John Maultsby had his choice of courses; either squeezed against the right bank, or squeezed against the left bank, as the championship Heinzerling fleet always gets first choice, and can take their slice out of the middle.

For the first race John chose the right

side. He laid out as long a beat as could be accommodated in that section of the lake, followed by a very short reach and a somewhat longer one, to make up the standard Olympic course.

Wednesday's weather continued hot, but the winds were a little more dependable in strength (if not in direction), and two races were completed for the day. Harry Levinson won the first race with Scott Barnard second and Lorie Stout third.

After the lunch break, the second race was started, using the same course. Lorie Stout won, Andrew Towles was second, and Martin Bebb, registered from the Dallas, TX, fleet, was third. Lorie's first and third place finishes put her in first place for the first day.

On Thursday the wind was the best for the regatta with the first race started in winds of 12 to 14 knots. The left side course was used for both Thursday races,

allowing for better reaches which did not impinge on the Heinzerling course.

Steve Sherman won the third race, but a DSQ from the second race spoiled any chance for winning, since there is no drop for the finals. Second place went to Harry Levinson, and Don Hackbarth and Jennifer Tumlin from Atlanta were third. The fourth race, again sailed on the left-side course, went to Scott Barnard with Harry Levinson second, and Ed Olson third. The final race was thus set up for a show-down for the top places, as only six points separated the top four boats.

Scott Barnard's win in the final race cinched the trophy, and Harry Levinson's second brought him back into second place. Steve Sherman finished in third to move into the top 10 for the event. Andrew Towles' seventh place in the last race gave him the third place overall, less than a point better than Lorie Stout.

CLASSIFIED

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

CHUBASCO 23990. Red hull, white deck, good condition, two suits sails, Cobra mast, trailer, ready-to-race \$1,900. John Brown, Cleveland, OH. H: (216)467-9711; w: (216)248-8680.

PHOENIX 23584. White hull, Cobra II mast, two suits of sails (Shore and North), magic box, trailer, top cover. \$1,900. Kemp Randolph. (516) 883-6321. (Long Island)

#2023 — 50 yrs. old — registered — restored and sailed. New spruce mast, most original fittings. W/trailer — great for hobbyist. Negotiable price. Call: Walt (803) 650-4646 or Robble (201) 272-2057.

FOR SALE: Snipe 8083. Fast cedar hull with good racing record, reworked with W.E.S.T. Epoxy, new mahogany deck with rolled side decks, excellent condition with custom/modern rig, including Cobra II mast, magic box, split loop mainsheet, Reynolds fairleads, barber haulers, vertical mast lever, double-ended controls, Harken blocks, eleven-inch board, new McLaughlin rudder, Ritchie compass, '83 Ullmans, Little Dude trailer, top cover. Must sell because there is no fleet in Chicago. Asking \$1,500. Call Jon Pegis at (312) 328-1904.

MUELLER 25720. White hull, gray deck, excellent condition, race ready, 2 mains, 3 jibs, both covers, minimum weight, Cobra II. \$2,800. (504) 837-3832, after 6 p.m.

YELLOW CHUBASCO. Two suits of sails, cover, and trailer. Ready to race. \$2,500. G.K. Nichols, 62 Sand Creek Drive, Decatur, IL 62521. Phone (217) 429-1407.

MUELLER 26336. Beige with brown waterline stripe, Cobra mast, magic box, Shore sails, 1 main, 3 jibs, top cover, Tennessee trailer, spare tire, excellent condition. Chris Varvarosky, 1697 Laramie Dr., Powell, OH 43065. (614) 764-3848.

CARAJA 24774. Red, excellent condition. Was consistent champion under two previous owners. Three suits sails (Shore, Ullman). Full Harken race-rigged. Top/bottom covers, trailer. \$1,995. A lot less than I paid. Dan Andrews, (615) 875-3322.

MUELLER 25954. White/grey deck. Factory custom deck. Cobra II/rad, all Harken, top/bottom covers, galvanized trailer, Sunfish, Wndsrlr considered. Robert Brennan, New Orleans. H (504) 838-0339, W (504) 364-7347.

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WEATHERMARK, INC.: "The one-design specialists." TOP COVER: Full deck and top-side cover including PVC/Polyester construction, drawstring skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$130 (white or blue). SUPER-PADDED CENTERBOARD COVER with carry handle \$49. SUPER-PADDED RUDDER COVER \$35 (both blue). ALL WEATHER ONE PIECE SUIT: 100% waterproof, taped seams \$114. CONTACT: WEATHERMARK, INC., Dave Pritchard, 6087 Holiday Road, Buford, Georgia 30518. (404) 945-0788.

MUELLER 25407. Good cond., Cobra II, 3 sets of Shores (one never used), both covers, dbl deck trailer. \$3,300. (404) 436-4395, 928-3975. Ask for Scott.

CHUBASCO 19063. White. Cobra mast. 2 suits sails, covers, trailer, \$1,400. Doug Smith, Webster, NY. (716) 722-3892 work.

U.S. General Membership Meeting

Meeting called to order by U.S. National Secretary Ralph Swanson. Swanson reviewed actions taken by the Board at their meeting:

1) Finances — International in good shape. U.S. solvent. There will be no dues increase for this year.

2) Travel to world championship. USISA grant of \$2,000 will be divided among 4 contestants for travel expenses. They must be among the top 10. Both Swanson and Segerblom are working on boat transportation. Charter boats may be available in France.

3) Pan Am Games . Dave Chapin is U.S. representative at the games.

4) Rotation — U.S. Nationals: Will go to the 7 year cycle with rotation schedule being: 2-7-4-1-3-6-5. Districts may pass if they notify the U.S. Board 2 years in advance.

5) Rules changes considered were reviewed as recorded in the Board minutes.

6) A fund raising campaign to fund travel will be chaired by Jim Grubbs. A discussion of advertising and promotion by Segerblom was deferred until later in the meeting.

7) Nominating committee for National Secretary is Jerry Thompson, Pete Fenner and Rob Gorman. Contact them to make suggestions.

8) Late Registrations at Nationals will be charged double fee.

9) Perpetual trophies will be kept by SCIRA for those winners who prefer not

to have the problem of engraving and security for them.

10) U.S. Measurer is Brainard Cooper who will assist Chuck Loomis in international measuring.

11) Applications are being accepted to fill the position of Executive Secretary.

12) Championship Regatta Dates were announced, and will be listed in the minutes of the Board meeting. Bids are needed for the 1988 Masters.

At this point the meeting was opened for general discussion and comments.

Mike Segerblom discussed the need for promotion and advertising. The builders and sailmakers are willing to advertise but need help.

Ray Schmit spoke about the need for grass roots participation/promotion from the fleets.

Scott Barnard is a new member who first subscribed to the *BULLETIN* and then found an active fleet to join. He is an ardent Snipe. Craig Leweck, who contributes to the *BULLETIN* and the yachting press in general commented that we need to get more articles in publications.

Ralph Swanson commented on the growth within his own fleet which has been encouraged by a "great group of young people" who share social fun as well as sailing.

Bill Buckles commented that advertising is great, but may not do the job. He put a boat in the Cleveland Boat Show and "at least 2,000 people" came by and said "what a pretty boat — I used to sail a Snipe." He didn't sell the boat.

Greg Fisher noted that Snipe will be the boat for the Championship of Champions for 1988 and that should be helpful.

Craig Leweck said: District Governors should keep a list of used Snipes for sale as a promotional tool.

NATIONALS PARTICIPATION — Doug Day, regatta chairman, asked about allowing extra participation for Host Districts. Swanson answered that the host fleet is now allowed an extra participation of 2 boats for 5, rather than one for five quota for others. In discussion of opening participation Ron Fox commented that no one wants an open regatta.

"ON THE WATER" JUDGING — Harry Levinson made a comment on rocking. And asked if the class wanted on-the-water judging. Swanson felt it would be sad if needed. Craig Leweck commented that Paul Henderson's efforts last year were helpful because he knew how to

educate. The average judge might not have that quality.

CLINICS AS PROMOTION — Craig Leweck suggested that the Friday before the beginning of the Nationals would be a good time for a tune-up clinic. Henry Davis suggested that seminars and clinics before District regattas would also be helpful to those intimidated by competition. Don Hackbarth announced that the video for the District 4 clinic is available from Peggy Davis.

PROMOTION AND ADVERTISING COMMITTEE — Swanson appointed Scott Barnard to co-ordinate promotion and advertising. He will be assisted by Mike Segerblom, Craig Leweck, and Eric Conn.

Meeting adjourned.

PROCEDURAL RULES SET UP BY U.S. NATIONAL SECRETARY

- I. Election of U.S. National Secretary
 - A. Nomination committee
 1. Two U.S. Members-at-large appointed by ranking U.S. officer by March 1 in odd years.
 2. Flag officers from U.S. (if any).
 - B. Committee to submit nomination to U.S. Board members by June 1 in odd numbered years.
 - C. Any District may nominate an additional candidate if nomination is submitted to Executive Secretary by June 1 in odd numbered years.
 - D. Nominations to be voted on at U.S. Annual Board Meeting at U.S. Nationals.
 - E. Term of office to commence January 1 of ensuing even numbered year and run for two years per SCIRA constitution.
 - F. May be re-elected for a second two-year term, but only two consecutive terms.
 - G. Qualifications (Either 1. or 2.)
 1. Past U.S. District Governor
 2. Past SCIRA Board Member
 3. Able to travel.
- II. FINANCE COMMITTEE (U.S.)
 - A. Composed of:
 1. Three U.S. Members-at-large of SCIRA Board appointed by U.S. National Secretary.
 - a. One from each year of three-year service, if possible.
 2. U.S. National Secretary — ex-officio.
 - B. Duties:
 1. Prepare U.S. Annual Budget for approval of U.S. Board at U.S. Annual Meeting.
 2. Approve expenditures outside of budget.
 3. Appoint yearly auditor.



Sanctioned Snipe Regattas

OCTOBER 3-4, FRIGID DIGIT, Annapolis Fleet 532, Roger Link, 429 Harwood Rd., Harwood, MD 20776.

OCTOBER 3-4, MIDWEST CHAMPIONSHIP, Wichita Fleet 93, Walnut Valley Sailing Club, James Rix, 647 Fabrique, Wichita, KS 67218.

OCTOBER 10-11, CALL-OF-FALL, Lake Mohawk 10, Rich Pierpont, 485 East Shore Trail, Sparta, NJ 07871.

OCTOBER 31-NOVEMBER 1, HALLOWE'EN REGATTA, Atlanta Fleet 330, Donald E. Hackbarth, 2350 Willeo Rill Rd., Marietta, GA 30062.

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

...but that's not all!

What a season for shore snipe customers!

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

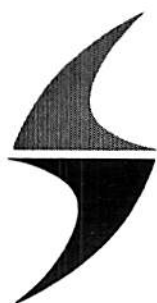
1,2,3 Wolverine

3 Central American Games

1 Redneck

Call or write Greg Fisher or Matt Gregory at the loft or look for Steve Callison on the regatta circuit.

**WE WILL
HELP YOU
WIN.**



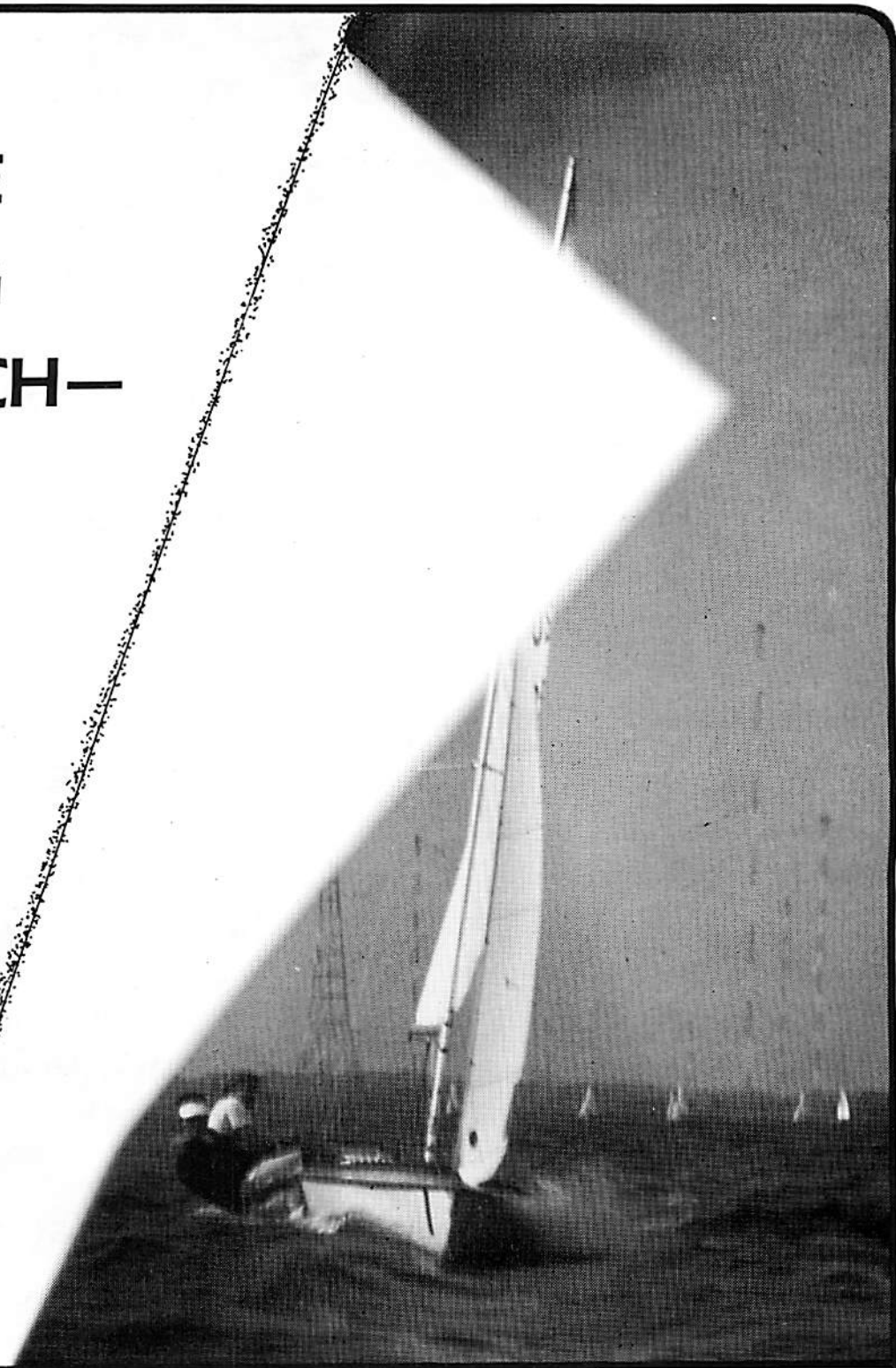
SHORE SAILS

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Other lofts in: Huntington, NY; Traverse City, MI; Aichi, Japan; St. Thomas, U.S. Virgin Islands; Newport, RI; Point Pleasant Beach, NJ; Winooski, VT; Annapolis, MD; Cleveland, OH; Houston, TX; Seattle, WA; Portland, ME.

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