

Surfer
BULLETIN

**OCTOBER
1988**



ULLMAN SAILS FASTER THAN EVER

**1st Pan American Games
1st In Every Race**

OTHER CHAMPIONSHIPS

1st, 2nd U.S. Pan Am Trials
2nd, 3rd U.S. Nationals
1st in 5 of 7 U.S. Districts
1,2,3 Long Beach Olympic
Classes Regatta
1st Southern

1987 Van Wesley Trophy
1987 Southern California
Travelling Trophy
1st Scandinavian Gold Cup
1st Swedish Nationals

Make an investment in Performance.

Write or call Jeff Lenhart or Dave Ullman at:

ULLMAN SAILS, 410 29th St., Newport Beach, CA 92663, (714) 675-6970

Ullman Atlanta (404) 945-0788

Ullman Texas (214) 741-2364

Ullman East (516) 922-3422

Halloween in Atlanta

October 29-31, 1988

Skipper _____

Crew _____

Address _____

Sail No. _____

Hull Color _____

Will sail with _____

Spooks () Goblins ()

*Y'all come now. Ol Joe says
the water will be high.*

CABIN ACCOMMODATIONS: Contact Cheryl Clark, 330 Clear Creek Ct., Roswell, Ga. 30076 with date of arrival and housing needs (couple, single male/female, children). Limited supply, first come first serve on reservations. Absolute **deadline is 10/1/88!**

NO. OF MEALS: Sat. lunch (), Sat. dinner (), Sun. lunch (). Special Halloween LONGSLEEVE T-shirts (\$7.75); Limited supply, order now; Small (), Med. (), Large (), X-Large ().

Registration of \$25 includes a \$10 non-refundable deposit towards two hand painted ceramic mugs. Please send your registration and \$10 payable to SNIPE FLEET 330 to FRED DORR, 1730 BLACKWILLOW CT., NE, MARIETTA, GA 30066 by 10/1/88 to guarantee your personalized mug.

Your registration fee includes accommodations (1st come/1st serve), two mugs, Friday's chili dinner, breakfast on Sat. and Sun., Saturday night's costume dance and cups of that hot buttered rum. **Bring your own alcoholic beverages**, set-ups provided at nominal charge. 29th — children's trick-or-treat, 12 yrs and under.

uncommon sense

by Tom Payne

This was the first Snipe Nationals that I've attended and what an experience!

I had decided that I wouldn't be able to sail and take care of whatever business might arise, and I called that right!

I had decided that the Junior Nationals would be the lead story in the September issue because I didn't want to jam it in with the rest of the report in this month's issue. That meant I had to shoot a cover shot for September and put together a story and then rush it all off to John Weber, our trusty layout and typeset guy in St. Pete.

Then there was the matter of the Board Meeting, and what a meeting it was. I can assure you that this U.S. Board is determined to get things done.

Please look over the minutes as published in this issue! There are several items that the Board would like some feedback on. Your opinion is important, and the time for comments is NOW!

I was treated to some of the most competitive sailing that I've ever seen as I watched the Heinzerling and Wells from the Encinal Yacht Club Whaler. Thanks to Spencer Allen for sharing the driving and managing the anchor chores!

Here are some personal observations:

BEST COACH: Dr. John Jennings of St. Pete Fleet 801. He brought a load of Juniors out from Florida, picked up a load of new boats, helped rig and tune them, and then nursed them through the inevitable new-boat problems.

BEST TEAM: The kids from St. Pete. Although they were disappointed that they failed to qualify for the Junior Worlds, which their club will host in November, and despite the above mentioned new-boat problems, these guys showed moments of greatness. I predict that it won't be long before SCIRA's newest fleet is SCIRA's strongest fleet. One or more of these kids will be National Champ and it won't be long.

HARDEST WORKING GUY: Mike Segerblom. He cares, and it shows.

RUNNER-UP TO SEGO: Dick Loomis! Take a nap, Dick!

BEST PARTY: The "Pub-Crawl?" The Caribbean Night? The Awards Banquet? My vote goes to the post-awards party at Encinal YC, which later migrated to

the motel pool! And then back to EYC.

BEST SWIMGEAR: Encinal YC Commodore Terry Iverson!

BEST REFRESHMENT: "The Slammer."

SALTIEST LANGUAGE: Professional Race Manager Matt Jones to the guys in Whaler One. Matt! You can't say that on the radio!

BEST LIMBO: Craig Leweck! Long-Distance Limbo award to "Tree" Dodson.

BEST COMPETITIVE SPIRIT: Sandy Iverson, wife of Commodore Terry Iverson, crewed with her brother Bill Denhart in the Heinzerling. Not only was she a great hostess onshore but was 1000% into the competition.

It was a great regatta. Special thanks to everyone at Encinal YC, members and staff!

Special Recognition

Question: Who pays their own way to the Nationals, seldom, if ever is able to compete, puts in hours of physical labor, attends the board meetings, and usually has people cussing them instead of giving them the thanks and credit that they deserve? They are guys who do a large part to make the Class what it is. They're the reason that a Snipe is a Snipe and that our sailing is truly one-design.

Of course I'm talking about the Rules and Measurement guys. In this case Dan Williams, Brainard Cooper, Chuck Loomis, and Ron Fox. They had a lot of volunteer help, too. Thanks to all. (You couldn't pay me to do it all).

Old Wooden Boats

It's happening! I'm finding out that there is a lot of interest within the Class, but even more outside! We heard from Dennis Parker of Vicksburg, Mich., who just completed a three year restoration of #4734. Also from the new owner of #4440, who's just getting started.

New Wooden Boats

Interesting to note that the winner of the Finnish Nationals is a new wooden boat, built by Hakan Bjurström. It was the first time that Turbo Joker, #26645 had been in the water.

There is a reason why McLAUGHLIN SNIPES

- Win More Championships
- Have the Highest Resale Value
- The Longest Life
- The Finest Construction Available

To Learn the Answer Contact:



STEVE SHERMAN

4737 Adams Road
Hixson, TN 37343
(615) 875-4040

Now available in Europe

Antonio Bari
via Lorenzo 7
38100 Trento Italy
TEL 04-61/911-877

COBRA MASTS



Obviously the
Best Mast!

PACESETTER BOAT CO.

6415 Grubb Road
Hixson, TN 37343

(615) 877-7099

THINK SNIPE!

BOAT LUMBER

For Fine Boat Building
and Repairs

SITKA SPRUCE MAST
& SPAR GRADE
PHILIPPINE
MAHOGANY
HONDURAS
MAHOGANY
WESTERN RED
CEDAR
WHITE CEDAR
OAK - TEAK - CYPRESS
LONG LEAF YELLOW
PINE - ETC.

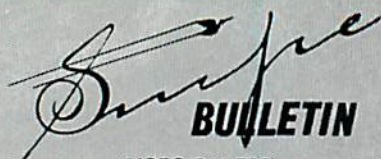
Fir and Mahogany Plywood for marine use -
lengths up to 16 feet. Bruynzeel Marine Plywood,
solid Regia Mahogany throughout. Quality un-
surpassed. Most sizes in stock.

Ripping and planing to order.

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

M. L. CONDON CO.

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



(USPS 611-500)

SNIPER CLASS
INTERNATIONAL RACING
ASSOCIATION

OCTOBER 1988
Volume XXXVII No. 10

S.C.I.R.A OFFICERS

Commodore
Jerry Thompson
30 - 58th Place
Long Beach, California 90803

Vice Commodore
Per-Ole Holm
OY Auto-Haro AB, PL 22PB
67101 Kokkola 10, Finland

Rear Commodore
Peter B. Fenner
600 Goodwin Dr.
Richardson, Texas 75081

Executive Secretary/Treasurer
Thomas Payne
Rt. 16, Box 694
Gainesville, Georgia 30506

RULES COMMITTEE
Chairman: Dan N. Williams
MacLellan Building
Chattanooga, TN 37402, USA

EDITOR

Thomas Payne

EDITORIAL & BUSINESS OFFICE

Address all correspondence to: Rt. 16,
Box 694, Gainesville, Georgia 30506 USA

PUBLICATION INFORMATION

SNIPER BULLETIN (USPS 611-500) is published monthly for \$8.00 per year by Snipe Class International Racing Association, Incorporated (not for profit), Rt. 16, Box 694, Gainesville, Georgia, USA. Second-class postage paid at Gainesville, GA, 30501 USA, and additional mailing offices. POSTMASTER: Send address changes to SNIPER BULLETIN, Rt. 16, Box 694, Gainesville, GA 30506.

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPER BULLETIN.

CHANGE OF ADDRESS

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

at the masthead

AROUND THE SNIPER WORLD

"A very famous Southern California Snipe sailor passed away earlier this year, Mr. Francis Schwander of the Cabrillo Beach Yacht Club and Los Angeles Harbor Snipe Fleet 2. He was also famous as the builder of two great Snipes, Shady Lady, and perhaps more famous the Snipe 3518 known as Shady Too. This boat won the Worlds in 1946 skippered by Bob Davis and his father as crew, from Balboa, California. It also won the Nationals in 1963, finished second in 1957, 1959, 1961, 1962, and 1964, sailed by skipper Robert Huggins with his wife Ellie as crew. Certainly an outstanding record." — Fred Schenck, SCIRA Commodore 1958

Annapolis To Host 1990 Nationals

The U.S. Board has voted to accept the bid from Fleet 532 to host the 1990 Nationals. Watch this space for more news.

From The U.S. National Secretary

I have received a few letters from concerned fellow Snipers reflecting some confusion over the SCIRA U.S. Perpetual Fund. While the fund raising appeal has been at least moderately successful in initiating donations, it was less than fully specific about the parameters of the Fund.

Most fund raising appeals are designed to illuminate one or two issues in only as brief a time as necessary to instill a desire within the recipients to reach for their checkbooks. To that extent we have been successful. However, the fund raising appeal does not fully explain the purposes and priorities of the Fund as conceived by the Board.

As stated below in the full text of the U.S. Board resolution, there is clearly a solid emphasis, albeit not exclusive, on the promotion of the Class at it pertains to racing. Without the acquisition of resources outside of the operating budget the task of promotion by the Class is seriously impeded. Last year the U.S. finished \$33 in the black on an operating basis. We don't get very far trying to promote the Class on that grubstake!

If you have any questions or concerns please write us. But, try to include a check to the SCIRA U.S. Perpetual Fund along

with your inquiry. Responding will be more enjoyable.

Phil Richmond

"Assets of the U.S. Perpetual Fund shall be held separate and apart from all other assets of SCIRA.

"Perpetual Funds may be used for the following purposes and no others, and should be applied according to the following priorities:

(1) Promotion of the Snipe Class sailboat and the interests of the Snipe Class in the United States, including expenses of advertising, public relations and the attendance of United States representatives at functions of SCIRA, USYRU and IYRU.

(2) Financial support for the participation of qualified United States entrants in international competition, giving preference to junior sailors.

Expenditures may be made only with the approval of a committee consisting of the Executive Secretary, the U.S. National Secretary and the SCIRA Counselor, and no expenditure may be made from the principal."

Japan Announces Worlds

The 1989 Snipe World Championships will be held at Karatsu, Japan, on the following dates:

Aug. 21 — Registration and measuring
Aug. 22 — Measuring, tune-up race and opening ceremonies
Aug. 23 — Measuring and first race
Aug. 24 — Second and third races
Aug. 25 — Fourth race
Aug. 26 — Lay day
Aug. 27 — Fifth and sixth races
Aug. 28 — Seventh race and trophy ceremonies
Aug. 29 — Spare day

Regatta details will be mailed to all national secretaries as soon as possible.

OCTOBER 1988

THE COVER: Dr. John Jennings of St. Petersburg Fleet 801 makes last minute rig adjustments at the 1988 U.S. Nationals. (Tom Payne photo)

THE COUNT: Four numbers were issued to the U.S.

**NUMBERED SNIPES — 27366
FLEETS — 801**

LETTERS

Dear Tom,

I would like to express my thanks to all the participants in the 1988 Snipe National Championships recently held in San Francisco. They made it a truly great regatta.

I am still "on a high" following the trophy banquet at St. Francis Yacht Club. The camaraderie and sportsmanship displayed that evening and throughout the week sustained my belief that the Snipe Class will continue to be the top one-design class in the world. The design is great, but it's the people who make our Class extra special.

My personal thanks to all of you who made the trek to San Francisco. I hope you had at least half as much fun as we had in putting on the regatta. It was the first National Championship ever staged on San Francisco Bay in the 56-year history of our Class. I'd like to think you'll return again. But I hope we won't have to wait another 56 years!

Should any of you be in the San Francisco Bay area before there is another Nationals scheduled, let's get together for a reunion. We can meet at Encinal Yacht Club for a few slammers or poppers...

*Dick Loomis
Chairman*



FULL DECK TRAILING & MOORING COVER

(3 photos above)

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

CANVAS or NYLON or POLYESTER \$183⁰⁰ ppd.

YACHTCRILLIC White \$189⁰⁰ ppd., Color \$199⁰⁰ ppd.

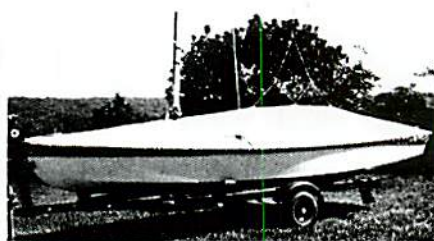
Satisfaction
Guaranteed
Send check to:

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

3 COVERS IN 1



IN STOCK FOR
IMMEDIATE DELIVERY!



FOOTBALL SHAPE COCKPIT BAG \$12⁰⁰ ppd.

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

BOTTOM COVER \$182⁰⁰ ppd.

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

DAGGERBOARD COVER \$32⁰⁰ ppd.

- Flannel lined canvas
- Specify size & shape.

RUDDER COVER

- Flannel lined canvas \$24⁰⁰ ppd.
- Foam lined nylon \$36⁰⁰ ppd.

OR see Bob, Sandy, or Scott
in Snipe No. 26747 & No. 26303

Official Pocket Patch

Order direct from SCIRA an official Snipe pocket patch —
Looks great on your blazer jacket.

Made of either felt or washable cotton twill. Only \$3.00 ea.

YOU WANT RESULTS?

1st, 3rd
1st

US Nationals — Heinzerling
US Nationals — Wells

Also,

1st California Midwinters
1st Winter Circuit
1st Nassau Circuit

1st Danish Championships
1st Northeastern
Championships

And Now it is Fall Discount Time
Through December 15th.

Our new designs have proven themselves to us. Now it is your turn. With Olympic team member Mark Reynolds and Snipe National Champ Craig Leweck at your disposal, we think you are well on your way to your own Sobstad success story.

SOBSTAD SAILMAKERS
SAN DIEGO

2832 Canon Street
San Diego, CA 92106
(619) 226-2422
Telex 677638
Fax (619) 226-0682



San Francisco Bay's tenacious currents and shifty airs were mastered by Californians Craig Leweck and Chris Raab in a splendid . . .

1988 U.S. NATIONALS

"I can tell you one thing," said Steve Callison at the Thursday night barbecue. "It'll be a horse race out there tomorrow." He seemed confident, unlike his tone of the previous Friday. As he wet-sanded the hull

of his inverted Mueller he had seemed humble about his chances in the upcoming U.S. National Championship. Now, with two races to sail, he is 1/2 point behind leader Craig Leweck. Jack Fran-

co, who was a pre-regatta favorite of more than a few speculators, lies in third, 5-3/4 points behind Callison.

Leweck had seemed quietly confident all week, even when his new self-rigged McLaughlin sustained damage in the first day of the Crosby. He and crew Chris Raab set about repairs and were more than ready the next morning.

* * * * *

The story of the Crosby eliminations was the sailing of Andy Lovell and crew Scott Lindley. After finishes of 11 and 3 on Monday, they excelled in Tuesday's heavier conditions, posting a pair of bullets to wrap up the series.

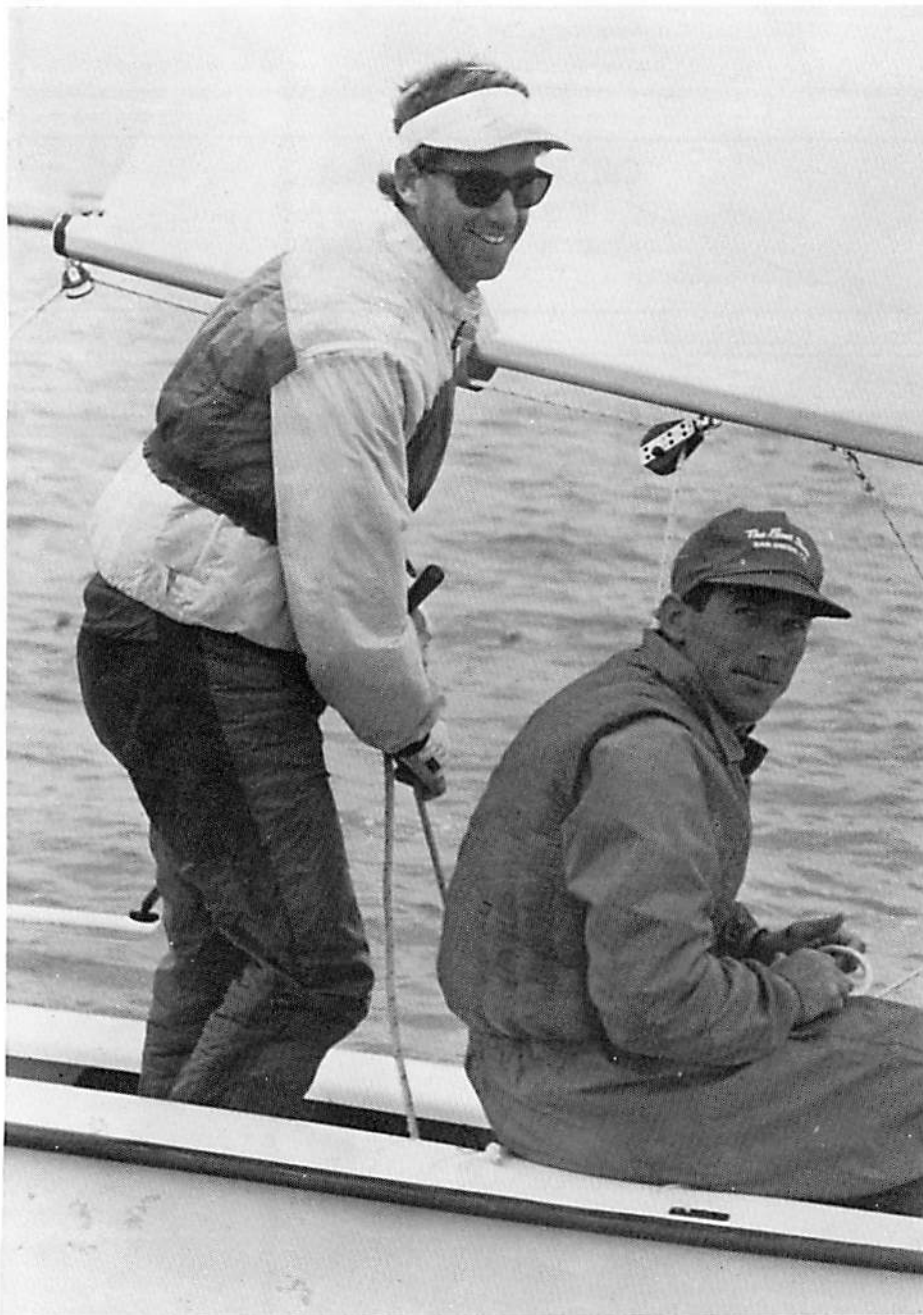
Jack Franco and Rob Lindley sailed well, posting a first in the second race to finish second, just ahead of Callison and crew Robby Frechette. Local sailors Warren and M.L. Wheaton served notice that they would be in contention, as they finished fourth. Veteran Sniper Tom Nute, with Nadine Franczyk as crew, won the first race and managed to hang on for fifth overall.

It was the usual long tow out to the course on Wednesday morning, giving the finalists time to collect their thoughts and make last-minute equipment checks. When the fleet arrived at the race course they found moderate winds and little, if any, current.

Alamitos Bay skipper Gregg Morton, with newly-crowned Junior National Champion Brad Rodi crewing, made a textbook boat-end start and led at the first mark, a lead that they maintained for the next four legs until they were passed by Franco. Then Fagen and Obenshain from St. Pete got past and held on until the finish, where it was Franco, Fagen, Morton, Wheaton, Rastello, Leweck, Segerblom, Nute, Hackworth, Callison, and Gales making up the top 10.

The breeze had built to 13 knots for the start of the second race and the current was

Craig Leweck and Chris Raab, '88 U.S. National Champions. (Tom Payne photo)



starting to rip. SCIRA Commodore Jerry Thompson, with Terry Clapp crewing, nailed the pin end and led at the first mark, with Leweck right on his transom.

By end of the second beat the current had moderated some, and Leweck was in the lead with Callison in second and Thompson in third — positions that they would hold until the finish. Mark Rastello had another strong finish in fourth, with Billy Schoenberg of St. Pete in fifth, Packy Davis in sixth, with Mike Bartell, Steve Travis, Bart Hackworth, and Fagen rounding out the top 10.

There was a 40 degree shift on the first leg of the third race, which virtually eliminated those boats that were on the wrong side. Mike Segerblom had played it correctly and led at the first mark. However, Keith Dodson managed to pass him, as did Steve Callison and that's the way they finished, with District VII Champion Hackworth in fourth, John Jennings of St. Pete in fifth, local Rich Bergsund in sixth, with Packy Davis, Franco, Lenhart and Fagen in seventh through 10th. Leweck finished 12th, a result that he would drop for the final scoring.

By the start of Race Four the current was again a factor. Defending Champion Steve Callison used this to his advantage, as he perfected a simple starting line strategy. He would hang out at the pin end until approximately one minute. Then he would luff down the line on a port reach. The normal mid-line sag, combined with a current that was pushing the fleet back, left him more than enough room and he simply tacked onto starboard when he was ready to start.

When the first start was recalled, he easily pulled it off again. What happened next is a mystery, as he was 20th at the first mark! He must have gone right, because the leaders came into the mark from the left. Leweck had a nice lead at this point, with Hackworth in second. Ron Fox, with daughter Kristin crewing, was third and Robin Gales and crew Randy Gallman were in fourth.

Leweck held on for the win, with Gales moving up to second. Fox dropped all the way back to 17th! Callison sailed back into the fray, finishing sixth!

After the long sail in it was party time, and a time for the leaders to prepare for the final day.

Just as Steve had predicted, it was a horse race in Race Five, only the favorites were well back in the field as he and Leweck rounded the first mark back in the 20s! As the fleet rounded the leeward mark for the last time, and started the beat to the finish, Leweck was in 17th!

Suddenly, Callison sailed off the course.

(Continued on page 8)

1988 U.S. NATIONAL CHAMPIONSHIP, HEINZERLING FLEET Encinal YC and St. Francis YC, San Francisco, CA, Aug. 1-4

Skipper/Crew	Fleet	Places	Points	Finish
Craig Leweck/Chris Raab	Mission Bay	6-1-12-1-8-3	18.5	1
Steve Callison/Robby Frechette	Hoover	10-2-2-6-nf-2	22	2
Bart Hackworth/Paul Kerner	San Francisco	9-9-4-5-13-1	27.75	3
Jack Franco/Rob Lindley	Alamitos Bay	1-13-8-4-7-12	31.75	4
Mike Segerblom/John Smoak	Alamitos Bay	7-16-3-3-11-17	40	5
Mark Rastello/Dwayne Bora	San Francisco	5-4-11-18-3-25	41	6
Robin Gales/Randy Gallman	Mission Bay	11-20-26-2-2-6	41	7
Keith Dodson/Shelly Gauntt	Alamitos Bay	16-22-1-10-10-5	41.75	8
David Fagen/Christian Obenshain	St. Petersburg	2-10-10-22-16-4	42	9
Jeff Lenhart/Tarasa Davis	Mission Bay	19-17-9-8-4-7	45	10
Warren Wheaton/M.L. Wheaton	San Francisco	4-11-24-9-9-13	46	11
Steve Travis/Kathy Sherwood	Seattle	22-8-13-7-1-20	48.75	12
Gregg Morton/Brad Rodi	Mission Bay	3-15-14-14-25-14	60	13
Tom Nute/Nadine Franczyk	Mission Bay	8-21-28-13-5-15	62	14
Rich Bergsund/Jon Perkins	San Francisco	15-25-6-16-17-9	63	15
Packy Davis/Darrin McLellan	San Francisco	21-6-7-20-12-19	64	16
Bill Schoenberg/Henry Jackubiak	St. Petersburg	14-5-16-19-21-16	70	17
Jerry Thompson/Terry Clapp	Alamitos Bay	17-3-19-21-14-22	74	18
Mike Bartell/Gary Davidson	Alamitos Bay	13-7-20-11-26-23	74	19
Andy Barnes/George Walker	Mission Bay	20-19-18-23-15-11	83	20
Means Davis/Mike Hackbarth	Atlanta	18-nf-15-12-20-18	83	21
Jeff McDermaid/Doby Byers	Alamitos Bay	30-12-17-25-22-8	84	22
Alex Camet/Brian Camet	Mission Bay	12-18-23-31-27-10	90	23
John Jennings/Samantha Jennings	St. Petersburg	ns-ns-5-26-6-nf	100	24
Andy Lovell/Scott Lindley	New Orleans	28-14-32-15-24-21	102	25
Ron Fox/Kristen Fox	Alamitos Bay	24-27-21-17-23-27	112	26
Russell Fox/Rene Vesterby	Alamitos Bay	29-24-2-32-18-26	119	27
Sean Biehl/Eric Krebs	Mission Bay	26-26-27-27-19-24	122	28
Rhett Turner/Don Rossi	Atlanta	25-23-30-30-38-ns	136	29
Tom Castle/Mark Gwilliam	Denver	31-29-29-28-29-28	143	30
Bill Denhart/Sandra Iverson	San Francisco	27-28-31-29-30-nf	145	31
Mike Schmidt/	San Francisco	ns-ns-25-24-ns-ns	148	32
Pete Fenner/Shannon McGrael	White Rock	23-nf-ns-ns-ns-ns	153	33

WELLS SERIES

Eric Scheiderman/Rowen Clark	Mission Bay	8-1-10-1-5-5	19.5	1
Eric Conn/Stacy Conn	Alamitos Bay	3-2-2-6-7-nf	20	2
Jennifer Lawson/Rick Sturmer	Annapolis	9-3-4-7-6-1	20.75	3
Sam Mollet/Sammy Mollet	Portage Lake	4-7-9-9-1-3	23.75	4
Chad Shakespeare/Mitchell Rogers	St. Petersburg	ns-ns-1-4-2-4	27.75	5
Ken Voss/Rochelle Mac Caffrey	Mission Bay	6-9-8-5-8-2	29	6
Steve Stewart/John Hill	Mission Bay	7-5-7-2-9-8	29	7
Mike Polkaba/Jennifer Maxfield	San Francisco	ns-ns-3-3-3-6	32	8
Bill Felder/Zach Wooldridge	White Rock	2-6-6-nf-ns-ns	44	9
Steve Lippincott/Ken Hardy	St. Petersburg	1-10-5-nf-ns-ns	45.75	10
Bob Ewoldt/Kurt Christensen	Lincoln	11-8-11-10-10-7	46	11
Harry Drake/Mary Voitenko	Missouri YC	10-11-12-8-12-ns	53	12
Cliff Wright/Nan Wright	Seattle	13-12-13-11-11-nf	58	13
Ed Sherman/Caj Flynn	St. Petersburg	12-ns-ns-ns-4-nf	58	14
Steve Sherman/	Privateer	5-4-ns-ns-ns-ns	60	15

PERPETUAL TROPHIES

Commodore Charles E. Heinzerling Trophy — Awarded to the National Champion went to Craig Leweck.

Portage Lakes Yacht Club Trophy — Awarded to the National Champion Crew went to Chris Raab.

Slauson Memorial Trophy — Awarded to the second place winners in the Heinzerling series went to Steve Callison, skipper, and Robby Frechette, crew.

Eleanor Williams Memorial Trophy — Awarded to the woman (skipper or crew) having the best total point score of the Heinzerling series went to Shelly Gauntt, who crewed with Keith Dodson.

Carolyn Nute Memorial Trophy — Awarded to the top placing married couple sailing in the U.S. National Championship went to Warren and Mary Lynn Wheaton.

Wells Trophy — Awarded to the winner of the Wells series went to Eric

Scheiderman, skipper, and Rowen Clark, crew.

Masters Endurance Trophy — Awarded to Sam Mollet.

Crosby Memorial Trophy — Awarded to the winner of the Crosby qualifying series went to Andy Lovell.

Harold Griffith Trophy — Awarded to the skipper with the best total point score for the combined Crosby and Heinzerling series races went to Jack Franco.

Commodore Owen E. Duffy Memorial Trophy — Awarded to the Junior National Champion went to Brad Rodi.

Gilreath Trophy — Awarded to the Junior National Champion crew went to Brett Davis.

Macklanburg-Duncan Trophy — Awarded to the Chairman of the Race Committee went to Jerry Price of the St. Francis Yacht Club.

U.S. NATIONALS

(Continued from page 7)

He had gotten tangled with someone and was worried that he would be DSQd. He announced his intentions to take a DNF and sailed away from the course, attempting to collect his thoughts for the final race.

Steve Travis and Kathy Sherwood, of Seattle, held on for the victory, with Gales posting another second. Rastello was third, and Lenhart was finally up to speed after a slow start in the series and finished fourth. Nute had a good race to take fifth. Leweck made a miracle recovery, passing nine boats on the final leg for an eighth.

So the stage was set for the final and deciding race. Counting the throw-out, Leweck was leading with 15½ points, Franco was second with 19¼, Callison was third with 20, and Rastello was fourth with 23.

Halfway up the first leg it seemed that Callison was sending a message to Leweck: "If you want my title, you'll have to take it because I'm not giving it away!" He had worked his start move to perfection and had a healthy lead. Leweck rounded the windward mark in seventh.

At the end of the first triangle Callison was still in the lead and Leweck was sixth. If he didn't get moving Callison would repeat! Callison wasn't letting up, but there wasn't a lot that he could do, especially in conditions that had baffled most of the fleet all week. He kept a loose cover on Leweck and suddenly Hackworth was by and into the lead. Leweck was on the move, too, and by the second windward mark he had moved past Gales and was in fourth. If he could hold on, the title was his. At the finish line it was Hackworth, Callison, Leweck, and Fagen.

It was over and the new champions, Leweck and Raab, celebrated with high fives. Callison and Frechette were among the first to sail by with congratulations. They had done their best but Leweck and Raab would not be denied. They had sailed well all week. When they were behind they found ways to come back, and it was seldom that anyone managed to pass them, particularly on the offwind legs.

At the Friday night awards banquet, Jim Grubbs told about Craig's days as a junior. He said that Craig would actually cry when forced to sail. However there were no tears on this night as Leweck and Raab accepted their trophies and began preparations for Miami, site of the 1989 Nationals.

THE WELLS...

In the Wells series, the competitors were

finding the same challenging conditions that the Heinzerling fleet faced. Shifty winds and strong currents.

Steve Lippincott and crew Ken Hardy got off to a strong start with a horizon job in the first race. His elapsed time might have placed him in the top of the Heinzerling fleet although such speculations are tenuous, at best. Bill Felder with crew Zach Wooldridge were second and Eric and Stacy Conn were third.

In the second race Eric Scheiderman and crew Rowen Clark of San Diego took the victory, followed by the Conns in second and Jennifer Lawson and Rick Sturmer of Annapolis in third.

Day two saw new faces at the front as Chad Shakespeare and crew Mitchell Rogers won the third race, with Conn in second and Mike Polkaba in third. Lawson salvaged a fourth.

Race Four was all Scheiderman's but Ed Sherman and crew Caj Flynn from St. Pete took second and Polkaba posted another third.

Day three belonged to the Mollets. Veteran Sam had his grandson, Sam Mollet V (Sammy), crewing and they were out of the blocks and into an early lead that they increased. It was your basic horizon job. Shakespeare was second and Polkaba posted his third consecutive third!

Just as in the Heinzerling fleet, the Wells title would be decided in the last race. Jennifer Lawson soon had her green-hulled craft in the lead, and she would not yield! Ken Voss and Rochelle MacCaffrey sailed Penquin Lust to second, their best result of the week, and the Mollets held on for third. Shakespeare was fourth and Scheiderman was fifth which was enough to give him the title, although by a very slim margin of one-half point over the Conns.

Overall it was tight, with only 1¼ points separating the top three finishers. Scheiderman was the title winner with 19½, Conn was second with 20, and Lawson was third with 20¼. The strong last-day performance of the Mollets put them in fourth with 23¼ points and Shakespeare was fifth with 27¼.

THE FINAL ANALYSIS...

It was certainly a week to remember. San Francisco Bay had more than lived up to its advance billing, but not in the way that you would have expected. Although there were times when the winds were high, the conditions could best be described as moderate. This in no way implies that the sailing was easy.

The currents were a big factor, as evidenced by the number of sailors who had to re-round the windward mark after

being swept helplessly into collisions with it. The winds were at their strongest during the Crosby but even one race was cancelled in that series as the breeze quit, leaving the fleet at the mercy of the tides.

A quick look at the scores will show that there was no such thing as consistency as most, if not all, of the sailors had at least one bad finish. Most had two or more.

Onshore, the Encinal YC went out of its way to insure that everyone had a great time. The parties were well-planned and more than one sailor fell victim to EYC Commodore Terry Iverson's "Slammer." The Slammer involves a Manhattan glass, a shot of Tequila and a shot of Kaluha, with a squirt of soda floated on top of the poison. The glass is covered with a napkin and then slammed to the bar. (This is best done to the sounds of your finest Mexican yell, and your best can't possibly match the sounds that the Commodore himself produced!) The slamming mixes the ingredients into a fizzing concoction that is then swallowed with the idea that you want to be the first to slam the empty glass to the bar. Many of the sailors who were frustrated with the conditions on the water found that this was a great form of alternative competition. The downside was apparent the following mornings, as the tow left the deck at nine and they wouldn't wait!

The Encinal Juniors played a big role as they were assigned the not-so-glamorous task of "Trailer Rats." They stood by as the boats were launched and returned the empty trailers to the proper parking spots. In the afternoons they would bring the trailers back to the hoists as the fleet returned. One poor kid goofed and busted the lens on someone's tail light. Witnesses said that the outburst from the offended skipper had the youngster ready to give up the sport. Most of the sailors, however, were appreciative, and the kids were rewarded with T-shirts, visors, and front row seats on spectator boats.

The race management was courtesy of the St. Francis YC and they did a first-class job. They brought three Whalers, and the radio was crackling as Matt Jones kept everyone alert. There were constant reports of wind direction and strength, and mark moves that most committees would consider trivial were routine. When conditions for Saturday's Junior races deteriorated to the point that the third race was scrubbed, the attention to the sailors was as impeccable as the committee shepherded the fleet back to the safety of the Estuary. This was RC at its best.

So another Nationals is behind us. Regatta Chairman Dick Loomis and his west coast team put on a fine regatta. Now it's on to Miami in 1989!



Above: Encinal YC Juniors taking in the action. (Tom Payne photo)



Above, left: Skipper David Fagen and crew Christian Obenshain. Tomorrow's champions? (Tom Payne photo)

Packy Davis leads Mike Segerblom and Mark Rastello around the windward mark. (Tom Payne photo)



Proud Grandpa Sam Mollet, right, looks on as Grandson Sammy accepts a special award from EYC Commodore Terry Iverson.

Upper left, skipper Andy Lovell (right) and crew Scott Lindley accept the Crosby Trophy from Commodore Thompson.



Left to right: Stacy Conn, Jerry Thompson, Commodore Keefe of St. Francis YC, Commodore Iverson of EYC, and Eric Conn. The Conns were second in the Wells.

MINUTES OF SCIRA (U.S.) BOARD MEETING, JULY 30, 1988, ENCINAL YC, ALAMEDA, CA.

VOTING MEMBERS PRESENT:

Jerry Thompson, Pete Fenner, Dan Williams, Means Davis, Rob Gorman, Terry Timm, Jim Grubbs, Phil Richmond — Presiding.

NON-VOTING MEMBERS PRESENT:

Paul Festersen — Counsel, Chuck Loomis, and Charles Wohl.

The meeting was called to order at 0915. The minutes of the two previous meetings (Kansas and Atlanta) were approved and accepted.

DAN WILLIAMS —

Reported on the rules changes. Explained the changes and enumerated which changes were retroactive, and which were not. Rule book is still at printers. We hope to have it in the mail within the month. Due to late rule book and approval of changes, retroactive changes will not apply to old boats until September 15, 1988.

The mylar sail program is ongoing but inactive. Dan has requested more input from the sailmakers so the present situation can be evaluated.

There was a discussion of the elimination of jib hanks, and legislation of a "functional" headstay.

TOM PAYNE —

Gave the Financial Report, and a report on the transition of the office. He reported on the new computer which he had purchased.

There was a discussion on our insurance policy and its coverage.

MOTION: by Jim Grubbs: "That the insurance policy be evaluated to make sure that we have adequate coverage." Pete Fenner seconded. PASSED.

Means Davis and Paul Festersen will do evaluation.

There was a discussion of Late Dues payments, setting a deadline for dues, and ways to collect on time in the future.

MOTION: by Means Davis: "That renewal dues are due no later than April 1. On May 1 a \$5.00 late charge will be added."

Jerry Thompson seconded. PASSED.

JIM GRUBBS —

Reported on the SCIRA PERPETUAL FUND, receipts to date and number of members who had donated. There was discussion on how the money should be spent. There was discussion on travel/professionals, etc. It was confirmed that the principal would not be touched.

There was a discussion of donations received, other than to Perpetual Fund, how they should be accounted, and spent.

MOTION: by Terry Timm: "Assets of the U.S. Perpetual Fund shall be held separate and apart from all other assets of SCIRA."

"Perpetual Funds may be used for the following purposes and no others, and should be applied according to the following priorities:

(1) Promotion of the Snipe Class sailboat and the interests of the Snipe Class in the United States, including expenses of advertising, public relations and the attendance of United States representatives at functions of SCIRA, USYRU and IYRU.

(2) Financial support for the participation of qualified United States entrants in international competition, giving preference to junior sailors.

Expenditures may be made only with the approval of a committee consisting of the Executive Secretary, the U.S. National Secretary and the SCIRA Counselor; and no expenditure may be made from the principal."

Jim Grubbs seconded. PASSED.

PHIL RICHMOND —

Due to conflicts and old age of current SCIRA Sailing Instructions, presented a new SCIRA SAILING INSTRUCTION. It is designed to be sent to the regatta chairmen and they are to fill in the blanks to allow flexibility for local conditions. There was general discussion, at length of specific changes and why Phil felt they were necessary. Several revisions were made.

At 1230 the meeting was adjourned for lunch.

The meeting was resumed at 1345. Phil Richmond presiding.

There was continued discussion of the proposed Sailing Instruction, particularly Draft B.

MOTION: by Means Davis: "That the Sailing Instruction Draft B be accepted on a provisional basis." Pete Fenner seconded. PASSED.

PHIL RICHMOND —

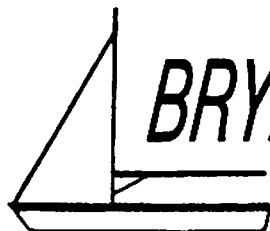
Presented the bid from Annapolis Fleet 532, to host the 1990 U.S. National Championship.

MOTION: by Dan Williams: "That the bid from Annapolis be accepted." Terry Timm seconded. PASSED.

PHIL RICHMOND —

Led a lengthy discussion of alternate methods to determine the U.S. qualifiers to the Worlds and Western Hemispheres. Many plans and ideas were presented. There was finally a consensus that any proposed changes should be submitted to the Membership for comment. This was discussed because of the difficulty of transporting people and boats prior to the Worlds, or Western Hemispheres after our nationals.

MOTION: by Means Davis: "That the U.S. Board propose to the Membership, with a request for feedback and comment, in order to allow the Board to vote by the end of 1988, the following recommenda-



BRYANT PERFORMANCE SPARS, INC.

P.O. Box 785

Buffalo, N.Y. 14240

716-893-1100

INTRODUCING '87 MODEL!

High Performance • Unmatched Quality

Sister Spar to '81 World Champ.

Center Weld — Only One Weld

Call now: make your investment perform!

tion:

The qualifying for the World and Western Hemisphere championships shall be in the year prior to the event.

Three (3) of the Worlds participants shall be qualified from the U.S. Nationals and one (1) from a regatta selected by the U.S. Board, in the year prior to that qualifying event. (i.e., 1988 for a 1989 regatta).

The transition: In the first year only, the 1989 Worlds participants shall be selected from the 1989 U.S. Nationals.

One (1) of the 1990 Western Hemisphere participants shall be selected from the 1989 North Americans (San Diego, CA) and one (1) of the 1990 Western Hemisphere participants shall be selected from the 1989 Don Q Regatta (Miami).

Thereafter, the Worlds participants shall be qualified as follows: Three (3) from the U.S. Nationals and one (1) from the "Designated Regatta." The Western Hemisphere participants shall be qualified from the U.S. Nationals."

Rob Gorman seconded. PASSED.

PETE FENNER —

Presented a report on professionalism and advertising. There followed a lengthy discussion on these subjects. Phil Richmond appointed a committee of Pete Fenner, Jim Grubbs and Phil Richmond to fur-

ther study the question of what should be allowed to happen at SCIRA events. There was a general consensus that no one should be compelled to carry or display any advertising materials on their boats.

MOTION: by Jim Grubbs: "The Professionalism and Advertising Committee shall report to the U.S. Board no later than Jan. 1, 1989.

Jerry Thompson seconded. PASSED.

MEANS DAVIS —

Led a discussion of District organization, communications, management and structure. The By-Laws of District Four were used as an example. Others mentioned their own districts and there was agreement that all districts should have By-Laws.

It was also suggested that each Fleet Captain be REQUIRED to have a face to face meeting with the District Governor on a yearly basis, preferably after the U.S. Board meets.

PHIL RICHMOND —

Showed a video about sponsored racing at the Severn Sailing Association. This program is designed to raise funds to support the Colonial Cup and Frigid Digit regattas.

TOM PAYNE —

Gave a status report on the 1989 Worlds

in Karatsu, Japan.

Gave a status report on the 1988 Junior Worlds in St. Petersburg, FL.

Read a letter from Dr. Bill Smoak, Regatta Chairman for the 1989 Nationals in Miami, FL, to be held in June 1989.

JERRY THOMPSON —

Led a discussion on the evaluation process for the Executive Secretary/Treasurer.

PHIL RICHMOND —

MOTION: Due to the number of Nationals entries (52) and the Deed of Gift specifying 50 boats, to amend the Deed of Gift for the Crosby Series, only for the 1988 (current) Nationals: "To allow one fleet for the Crosby series. Dan Williams seconded. PASSED.

JIM GRUBBS —

Proposed changing the schedule of the Nationals to increase participation. There was a lengthy discussion of the subject. Some felt that there was a need to add an extra day to the Nationals schedule.

MOTION: by Jim Grubbs: "To start Junior Nationals on Friday. The Crosby series would be moved up to start on Sunday."

Means Davis seconded. PASSED on a 4 to 3 vote, with one abstention.

The meeting was adjourned at 1745.

CHAMPION SNIPE SAILS

Offered at 30 to 40% Discount

The 1988 USYRA "Champion of Champions" regatta will be sailed in Snipes and Fisher Sails is proud to have been selected to supply the sails for this prestigious event.

The C of C Snipe sails (used in a maximum of seven races) will be available for delivery Nov. 1 to those who take advantage of this great opportunity to obtain top performance sails at a substantial savings.

These are the same Snipe sail designs which won the 1987 Nationals and placed 2nd in the 1988 Nationals. The jib is the standard Fisher all-purpose 4.1 oz. sail. The sails are available at the following prices:

- \$364 — Full set (main & jib at 40% discount)
- \$253.50 — Main only (30% discount)
- \$169.50 — Jib only (30% discount)

Shipping and handling not included. Full payment required with order. Mastercard and Visa accepted.



FISHER SAILS.
The New Standard
In One-Design Performance.

330 W. Spring St., Columbus, OH 43215 • (614) 221-2410

CLASSIFIED

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

ACRYLIC SNIPE DRYSAIL COVERS. Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of delrin fully enclosed with velcro zipper flap. A flat type cover with halyard cockpit lifting bridle made for the boat with the mast up or down and boom off. No. 1 has a 6" skirt, \$159.00 in white and \$169.50 in blue. No. 2 has full sides to the chine @ \$195.00 in white and \$210.00 in blue. No. 2 same as No. 1 but has custom looking tapered full skirt for ultimate protection with zipper at bow for glove like fit. Rudder covers \$25.00 shipped UPS p.p.d. for orders with payment in full. Visa, MC, AmEx or COD available. Special colors upon request. Contact Chris Rooke (901) 744-8500, ROOKE SAILS, 1744 Prescott So., Memphis, TN 38111.

POLE LAUNCHER KITS. In stock. Call McLaughlin Boats, (615) 875-4040.

WEATHERMARK: TOP COVER: Full deck and topside cover including PVC/Polyester construction, drawstring skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$140 (white or blue). **SUPER-PADDED CENTERBOARD COVER** with carry handle \$49. **SUPER-PADDED RUDDER COVER** \$35 (both blue). **CONTACT: WEATHERMARK, INC.,** Dave Pritchard, 6087 Holiday Road, Buford, Georgia 30518. (404) 945-0788. FAX (404) 932-0622.

SNIPE CLASS SHIRTS: 100% cotton, white or navy, SMLXL, \$28.00. **SNIPE CLASS SWEATERS:** 100% cotton, natural, SMLXL, \$33.00. **SNIPE SQUARE DUFFLES:** Cordura in red, grey or royal, 24x12, \$30.00. All embroidered with SNIPE emblem and YOUR boat number; add \$4.00 per item for boat name. Specify embroidery color. Send check or MC/VISA info. to: **CUSTOM MONOGRAMS & EMBROIDERY,** 151 Inwood Ave., Upper Montclair, NJ 07043 or call (201) 746-6331.

A COMPLETE SELECTION OF NAUTICAL BOOKS: INTERNATIONAL MARINE PUBLISHING COMPANY. Write for free catalog. Rt. 1, P.O. Box 220, Camden, Maine 04843.

McLAUGHLIN 25166. White, mint condition. Cox trailer, top cover, North sails, Ritchie compass, competition rigged for racing. Only sailed 10 times. \$3,600. Phone Bob or Bill: (312) 352-5732 days; evenings: (312) 848-3407; weekends: (616) 857-2279.

FOR SALE: Used sails. Fast, proven sails. Used Proctor mast and aluminum booms. Write for details: Gonzalo Diaz, Jr., 5520 SW 72nd Ave., Miami, FL 33155. Call evenings: (305) 667-0492.

PHOENIX 23036. Excellent condition. White hull/deck. Race ready, all Harkens, Cobra II mast, two North jibs, one Shore main, trailer, glass rudder. \$2,100. Call Bill Mead, (504) 587-4997 days or Box 60035, New Orleans, LA 70035 /o/

McLAUGHLIN 25025. Excellent condition. This is Ted Wells' boat, and includes a state-of-the-art aluminum trailer and all race-ready equipment. Ted has retired from racing and has donated this boat to the SCIRA U.S. PERPETUAL FUND. SCIRA U.S. is accepting all bids above \$3,500. Contact the SCIRA office at (404) 887-0110. Day calls, only!

TRIALS AND TRIBULATIONS OF A REGATTA CHAIRMAN — PART II

by Dick Loomis

It doesn't seem too long ago that I was recalling my experiences of being a Regatta Chairman for the 1986 North Americans on San Francisco Bay out of Richmond Yacht Club. You may recall the launching of my boat sans drainplug and the subsequent sinking of a new Ullman main. I recently found myself playing Regatta Chairman for the '88 Nationals in San Francisco and my experiences there begged for another chapter of this seemingly never ending epic.

My week preceding the regatta was going suspiciously smoothly until Wednesday — that's when Mike Bowers called me from Boston looking for a boat to sail in the Junior Nationals. I assured him that I would find him a boat and that his only worry was to be on time for his San Francisco-bound airplane.

I hung up the phone with Mike and thought, "Now what do I do? How can I possibly get a boat at this late date?"

Typical of the Snipe Class, a friend came through. Kevin Callaghan (Snipe 26477) offered his two-year old Phoenix with the only stipulation being transporting the boat to and from his home in Modesto. So, I grabbed my son Jeff and drove the two and one-half hours to pick up the boat. Right about now I was thinking, "Don't we have a boat transportation committee?"

We arrived at Modesto at 6 p.m., packed up the boat and went to hitch up the trailer. A 1-7/8" trailer hitch will not fit a 2" ball. No problem. Just switch balls. A simple procedure. Right? Wrong!

The 2" ball on my car wouldn't budge. In fact, we ended up spending the night with some very accommodating relatives before getting up early the next day and getting the 1 5/8" ball torched off. We left the old ball on the ground in a molten heap, purchased a new ball, hitched up the boat and were on our way by 8:30 a.m. We rolled into Encinal YC by 11:00, Bowers arrived at 12:00, and he had his boat.

I began to think heavily about the '86 North Americans. "Oh no," I thought, "not another one..." (Note to Bill Smoak, Chairman, '89 Nationals, Miami: Better plan on taking the week preceding the regatta off. . .)

I really don't know why, but I was feeling uncomfortably at ease (does that make any sense?) going into this regatta. I be-

lieved in our committee and honestly felt that we were ready. Everyone had done a great job of preparation and I felt that the only thing we had left to do was stage the regatta. "So," I thought to myself, "let's get on with it!"

It was early Thursday evening when Encinal YC Commodore Terry Iverson and his wife Sandra (may all of you regatta chairmen out there be blessed with someone like Sandra — what a worker!) decided a "pub crawl" was in order. Indeed it was. Now the regatta wasn't scheduled to officially start until Friday afternoon, but a sure sign of a top regatta committee is its ability to adjust the schedule as needed. So we adjusted . . . all evening long. We adjusted at Chevy's, the Waterfront Cafe, and at the Rusty Pelican. "Poppers" became the 1988 Snipe Nationals B.O.C. (Beverage of Choice) and the regatta was officially (sort of) underway.

Friday morning came much too soon. There were an awful lot of weary looking people around the club that morning. If misery loves company then I had a lot of guests.

Morning came and went and, by the afternoon, registration and measurement for the Junior Nationals was in full swing. I wasn't. I was feeling pretty bad and suggested to Craig Leweck that I felt like crawling into bed and taking a nap. And Craig, in his soft spoken manner, said, "Loomis. Take a nap!" It was just like having to get permission from your mother to do something you really wanted to do but felt guilty about doing it.

So, that afternoon, the first day of the Nationals, when all heck is breaking loose, the Regatta Chairman was sleeping. But it seemed okay because Leweck said it was. Later on, Jerry Thompson found out about my nap and declared, "Loomis. You can't take it anymore. You're a wimp!" Jerry and Craig were both right. But I felt a whole lot better . . . wimp or not.

Saturday night was spent convincing Terry and Sandra Iverson that their Ericson 34 had spent a previous life as a Laser. The 25 people on board sure thought so. You should see how a boat that size will rock! Those who thought that kinetics only applied to small boats (illegally or not) had better think again. Just ask Mike Segerblom. Last I saw Mike he was three-quarters up the headstay taking a ride while

we were cruising down the Oakland Estuary towards yet another pub.

By Wednesday evening I had to stop and think. Looking back over the past few days I thought, "Hey! Things are going pretty well. Problems have been kept to a minimum and I'm even having fun. But, not to worry, we still have *plenty* of time to mess things up!"

Most of the regatta participants boarded a charter bus that evening for a trip to Fisherman's Wharf in San Francisco. Not me. I went with my son Jeff and good friend Spencer Allen to Malibu Gran Prix. We drove formula race cars! We had a blast and I never once thought about ways we could mess up the regatta over the next couple of days.

I had loaned my boat to Dave Fagen and Christian Obenshain to race in the Crosby and Heinzerling Series during the week. Those two young men are Juniors from St. Petersburg Fleet 801, have great sailing credentials and are gentlemen to boot. But (and this is a big but), they had the audacity to sail my boat very fast to the point of being in contention for the National Championship.

Now, can you imagine the heat (there is a stronger word...) I would get from members of my local fleet if my boat won a national championship and I wasn't on

board? I don't think it is very proper to borrow my boat and then go out and embarrass me by not sailing it as *slow* as I can make it go.

It's Friday. The last day of the regatta. So far, so good. The racing has gone well. Last night's steel band went over great. Everyone seems to be having a good time. What could possibly go wrong? I caught myself thinking those positive thoughts and stopped. "A sure way to ensure a disaster is to start thinking. 'It's in the bag.'"

But in reality, things really were going well. The regatta had taken on a life of its own. The members of Encinal and St. Francis Yacht Clubs had come out of the woodwork to support us. People (I wish I knew them all) saw jobs to be done and did them. They didn't need to be told. No directions needed. Things just got done. I'm not really sure that I know how. Well, yes I do: Quality people. They seem to follow the Snipe Class.

Perhaps the most satisfying sight of the week was watching the EYC Junior Program shuttle trailers around the yard. Valet Trailer Parking they called it. By the way, these kids have made it known that they're more than willing to provide the same service in Miami next year. But, Bill Smoak, you'd better pad your budget...

At the trophy banquet at St. Francis on

Friday night, I was a bit nostalgic. After all, three years of planning had gone into this event and now it was coming to a close.

Dave and Christian did themselves proud. It was probably my vicarious presence in their/my boat which prevented them from placing even higher. But they were the top placing junior boat in the Heinzerling and beat out an awful lot of good sailors to get there.

It was nice sitting next to Sam Mollet V, who along with his granddad, Sam III, sailed in his first Snipe Nationals. I hope that I can do the same thing with my grandson or granddaughter someday.

I met Cousin Chuck Loomis. My dad's roots are in Massachusetts so we must be real cousins somewhere along the line.

The Mission Bay Snipe Fleet from San Diego was toasted for having the most competitors participating in the Nationals (13). Jenny Barnes would want me to mention that members of their fleet won both the Heinzerling and the Junior National Championships. But I won't do it.

Before I knew it, the Nationals were over. I had a great time. Would I do it again? You bet. But not for awhile. It may sound a bit selfish, but all I want to do is sail. I don't want to be in charge. All I want to do is sail.

Good Things are Getting Better at SHORE SAILS



Race proven shapes



Lightest weight, lowest stretch
construction available to the class



Laser cut consistency to within
1/10th of a millimeter



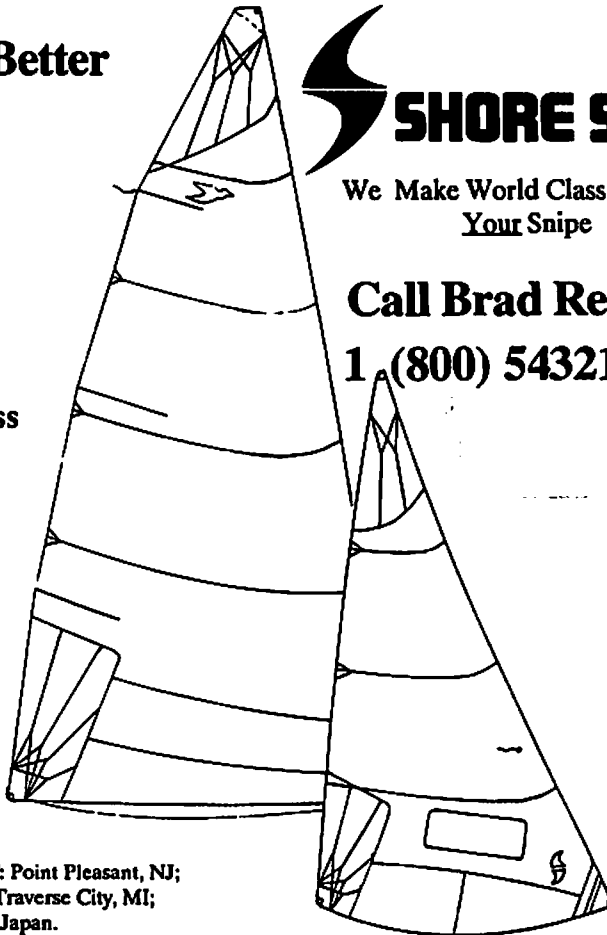
Nationwide network of service
lofts for prompt and courteous
repairs



SHORE SAILS

We Make World Class Sails For
Your Snipe

Call Brad Read at
1 (800) 54321-GO!



Other lofts: Yarmouth, ME; Huntington, NY; Burlington, VT; Point Pleasant, NJ;
Cleveland, OH; Seattle, WA; Miami, FL; Annapolis, MD; Traverse City, MI;
Kemah, TX; Helsinki, Finland; Aichigun, Aichi, Japan.

regatta circuits

IT'S TURBO JOKER IN FINNISH NATIONALS

Lohja Lake, Finland — Hakan and Rikard Bjurström sailed their new wooden self-built Snipe Turbo Joker to the top in the 1988 Finnish National Championships, the first time that the boat had been in the water.

A fleet of 27 boats sailed a five-race series on Lohja Lake, halfway between Turku and Helsinki. The series was sailed in warm weather and lots of sunshine that made up for the fact that the winds were unusually light.

The Bjurström brothers won, despite the fact that they were 12th in the first race and DSQd in the third. This was the eighth time that Hakan has skippered the winner in the Nationals, the last time being in 1985.

Although we were disappointed with the small number in the fleet, we are encouraged as there are several new young Snipers and more new owners who are almost ready for competition at this level.

The Finnish team at the Europeans will be Bjurström, Valli, Carpelan, Björndahl, Valjus, and Kinnunen.

Roger Nylund, Nat'l Secretary
SCIRA Finland

GUST TAKES D-II TITLE AT OKLAHOMA CITY

Oklahoma City, OK — The District II Championship, held in conjunction with the Fifth Annual SOONER (or later) Regatta, attracted 24 Snipes to the Oklahoma City Boat Club, home of Snipe Fleet 14, June 18-19.

The sailors from Texas, Oklahoma, Kansas, Missouri and Colorado were greeted by gusty 15-25 knot winds which made for five exciting races. The high winds led to several capsize and towards the end of the regatta more than one skipper decided that sitting on the dock wishing he was sailing beat struggling with the wind wishing he was sitting on the dock.

Greg Gust and crew David Swain found the gust-y (pun intended) winds to their liking and won with five

bullets. Their heavy air boat speed and conservative tactics were excellent and gave them a well-deserved first place trophy.

As has happened so often in this regatta, the Texas Snipers dominated the series with the remainder of the trophies going to Bill Jackson and Pete Fenner tied for second, Gene Soltero fourth, Bill Felder fifth, Ed Olson sixth, and Martin Bebb seventh.

We were pleased that three boats made the 12-hour drive from Colorado, the first time in five years that we have had participation from there. The Coloradans sail aggressively and two of the three were disabled after port/starboard encounters put holes in their hulls. The most seriously damaged boat just made it to the dock before submerging as the buoyancy tank filled with water. The skipper seemed knowledgeable about how to rescue a sinking Snipe and to get a Snipe full of water onto its trailer and drained with no additional damage.

It takes many people to run a regatta. Although Fleet 14 is small, the members are hard workers and our host club, the Oklahoma City Boat Club, provides excellent support. Their usual fine race committee of Steve Taylor (RC of the 1987 Nationals) and Charlie Buffington ran a flawless series.

The delicious lasagna dinner after the Saturday races was prepared by Jan Schechter and Pat Melly. The trophies, blue and red Snipe insignias embossed on plexiglas plaques mounted on walnut bases, were designed by Chris Carter and Pat Melly with invaluable technical assistance from John Broadnax of Fleet 1 in Dallas.

The 24-boat fleet was the largest in the five years we have held the SOONER (or later) Regatta. We hope for an even larger crowd next year.

Ed Olson, Eliot Schechter

EVANS DEFENDS D-III GOVERNOR'S CUP

Springfield, IL — The Island Bay YC



Past D-III champs Lou Dixon (24681) and Jeff Evans (24682) lead the way at '88 Governor's Cup.

was host to the 1988 Governor's Cup June 11-12 on Lake Springfield. Although no records were set with this year's turn out, the quality of competition was as challenging as any found in District III.

Current District Champ Jeff Evans took the Cup again, but not without a battle from past District Champ Lou Dixon.

The racing began at 1 p.m. Saturday with the first of three back to back heats. With sunny skies and temperatures in the 80s the conditions could not have been better.

Race One was claimed by Evans in a 10-15 mph south breeze. In second place was Lou Dixon, closely followed by Tim Dixon. Carlyle's John Sepanski took fourth and class veteran Val Simhausen rounded out the top five.

In Race Two, Dixon and Evans again led the way with Dixon coming out on top this time. The two Lake Springfield journeymen were again showing their expertise on home waters. However, Evans was over early at the start and Dixon got away for another victory. Evans was not to be held back as he fought to gain second place in diminishing wind.

Sunday morning was again encouraging. A south wind with a little more velocity made the regatta a com-

plete success weatherwise.

Still in phase after cutting up on Saturday night, Evans and recent returnee Troy Tolan claimed victory on the last beat from Lou Dixon. Jeff's first place finish in Race Four combined with Lou's second place left the outcome of the regatta to a fifth and final race. Also after Race Four, third place was a dead heat between ISC's Paul Dovey and Tim Dixon.

Following a tightly packed start, Dovey broke out in front of the fleet with Lou and Jeff close behind after one lap. On the second beat Lou and Jeff battled to the left side while Dovey took the middle and Tim Dixon the right side of the course. The wind went right and Dovey had the lead with Tim close behind at the top mark. The Olympic leg tightened the four boats and the regatta was up for grabs after the final leeward mark rounding. Again Lou and Jeff battled middle left while Dovey chose the middle and Tim the right. In the final quarter Dovey seized the lead, finishing a couple of boat lengths in front of Tim Dixon. However, at this point all eyes were on Jeff and Lou. After the smoke cleared Jeff came out on top, successfully defending the Governor's Cup another year.

Tim Dixon



Second Annual PILGRIMAGE TO MECCA

November 26-27, 1988
Charleston, S.C.

Skipper _____ Crew _____ Boat _____
Address _____
Yacht Club _____ Fleet _____

\$25.00 Registration, payable to Snipe Fleet 52, includes: Sat. & Sun. coffee and donuts, Sat. night Chili, Hot-dogs, Frogmore Stew; and two (2) 2nd Annual Pilgrimage to Mecca T-shirts (indicate sizes 1. _____ 2. _____). For Housing (1st come, 1st served) call: Scott Myers, work (803) 723-2801, home 795-8174. If you'll need a babysitter, call: Rebecca Ivester, (803) 577-0330.

— GREAT RACING — NICE TROPHIES —

MAIL TO:
Scott Myers
P.O. Box 206
Charleston, SC. 29402

GOVERNOR'S CUP
Lake Springfield, Island Bay YC, Springfield, IL, June 11-12, 1988
(Top 7 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24682	Jeff Evans/Troy Tolan	IBYC	1-2-2-1-3	8.5	1
24681	Lou Dixon/Jim Graham	IBYC	2-1-1-2-4	9.5	2
27020	Paul Dovey/Lisa Dovey	ISC	6-3-3-4-1	16.75	3
24701	Tim Dixon/Joy Wentworth	IBYC	3-4-5-3-2	17	4
25049	John Sepanski/Mark Aljets	CSA	4-5-4-5-6	24	5
26913	Tom Lewis/Mark Lewis	IBYC	7-7-dnf-6-5	31	6
18039	Val Simhauser/Galy Kirschner		5-6-dns-ns-ns	32	7

DISTRICT II CHAMPIONSHIP / SOONER OR LATER REGATTA
Oklahoma City Boat Club, Oklahoma City, OK, June 18-19, 1988
(Top 10 of 24 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26078	Greg Gust/David Swaim	Rush Creek	1-1-1-1-1	3.75	1
26077	Bill Jackson/Ashley Twining	Rush Creek	4-4-8-2-2	20	2
25515	Pete Fenner/Suzan Fenner	WRSC	6-2-2-6-4	20	3
25196	Gene Soltero/Terri Cook	WRSC	2-3-6-5-5	21	4
26975	Bill Felder/Zach Wooldridge	WRSC	5-8-4-3-8	28	5
25376	Ed Olson/Pat Melly	OCBC	8-10-3-4-7	32	6
25517	Martin Bebb/Amy Person	Tulsa	10-6-7-8-9	40	7
24092	Jim Slomski/Anita Simmons	WRSC	7-11-5-7-11	41	8
25285	Ken Rix/Robert Fusco	Wichita	9-5-10-13-10	47	9
26616	Larry McElwaine/Jerry Thompson	Tulsa	13-14-15-10-3	55	10

FINNISH NATIONALS
Lohja Lake, Finland July 1-3, 1988
(Top 12 of 27 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26645	Hakan Bjurstrom/Rikard Bjurstrom	Tampere	12-1-dsq-1-2	21.0	1
27232	Jouni Valli/Marco Dahlberg	Tampere	3-3-6-3-3	22.8	2
26646	Jukka Lahti/Junani Heljo	Tampere	1-8-2-11-5	27.0	3
27231	Calus Carpelan/Freddy Wegelius	Hamina	2-2-dsq-8-6	31.7	4
26642	Tom Bjorndahl/Bengt Holmqvist	Kokkola	4-6-3-12-7	38.4	5
24312	Juhani Liinamaa/Jussi Kivikoski	Tampere	8-7-dsq-10-1	43.0	6
19677	Kari Kokkonen/Timo Jarvinen	Helsinki	7-10-4-6-10	48.7	7
26650	Sampo Valjus/Risto Valjus	Oulu	9-dsq-1-13-9	49.0	8
21832	Ilkka Hallavo/Krister Tornroos	Hameenlinna	5-12-11-9-4	50.0	9
24323	Marten Westerholm/M. Westerholm	Helsinki	6-4-16-5-23	51.7	10
20286	Mikko Valjus/Teija Kaarlela	Helsinki	11-5-12-4-18	53.0	11
23675	Jorma Kinnunen/Jukka Hauru	Oulu	15-9-5-7-dnf	59.0	12



Sanctioned Snipe Regattas

OCTOBER 1-2, FRIGID DIGIT. Timothy Cusak, 15 Copley Ct., Annapolis, MD 21403.

OCTOBER 8-9, CALL OF FALL, Lake Mohawk YC Fleet 10, Rich Pierpoint, 485 E. Shore Trail, Sparta, NJ 07871.

OCTOBER 8-9, CRACKER BARREL TEAM RACE, Lib Clark, Rt. 1, Box 79, Hamilton, GA 31811

OCTOBER 29-30, HALLOWEEN, Jesse Coburn, 2142 Lamplight Dr., Marietta, GA 30062.

OCT. 29-NOV. 5, WESTERN HEMISPHERE CHAMPIONSHIP, Kevin Blee, P.O. Box H.M. 1327, Hamilton HM FX, Bermuda.

NOVEMBER 14-19, JUNIOR WORLD CHAMPIONSHIP at St. Petersburg, FL USA. SCIRA, Rt. 16, Box 694, Gainesville, GA 30506.

NOVEMBER 24-25, SECOND ANNUAL PILGRIMAGE TO MECCA. Charleston Fleet 52. Scott Myers, (803) 723-2801.

Support the
BULLETIN ADVERTISERS!

NORTH SAILS — CONSISTENTLY THE FASTEST!

1987 World's 1st*, 2nd and 3rd overall

*Mainsail only

**NORTH SAILS
ONE DESIGN**

1111 B Anchorage Lane
San Diego, CA 92106 USA
(619) 226-1415

12-9 Nagai
Yokosuka, Kanagawa-Ken
0 468-57-1262 Japan



Fisher Scoreboard '88

- 1,4,5 Midwinters
- 1,3,4,5 Don Q
- 1,2,3 Bermuda Race Week
- 1 Gambelin Memorial (Nassau)
- 1 Mae Snipen
- 1,3,4 Southwesterns
- 1 Riff Raff
- 1,3,5 Colonial Cup
- 1,2 Wolverine/Barton Ocean Open
- 1,3,4,5 Bolde Mothers



Soaring Speed

Make your Snipe fly faster than ever with Fisher Sails. Snipe sailors from across the country are proving that it's simple to change gears with Fisher Snipe sail designs. Our sails are easy to trim as conditions change

around the course, leaving you more time to concentrate on those important race-winning tactics.

With Fisher Sails you get a winning combination of leading edge performance, outstanding quality, and

legendary personal service. So if you want help in having your best season ever, give Greg Fisher or Steve Callison a call at the loft. We can help your Snipe reach soaring speed.



FISHER SAILS.
The New Standard
In One-Design Performance.

Fisher Sails • 330 W. Spring St., Columbus, OH 43215 • (614) 221-2410