

SNIPE
BULLETIN



APRIL 1986



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1st Canadian Nationals
 1st Bahamian Nationals
 1st Spanish Championships
 1st Norwegian Championships
 1st Scandanavian Championships
 1,2,3,4 Masters Championships
 1st Junior Nationals
 2nd US Nationals
 3,4,5 World Championships

1st Wells Nationals
 1,2,3,4 Pacific Coast Championships
 1st Southern
 2,3,4 Southern Circuit
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 1,2,3 Halloween (Carolyn Nute),
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Submerged Rules

Around And Around And Around

by Gary Boswell
Dallas Fleet 1

Have you wondered what is required by the rules if you hit a mark, start a 360 to exonerate your sin, and hit it again? Is another 360 required? Beginning from the point of the new contact or is a 720 now required? May you just complete the 360 and go on or must you retire from the race? Perhaps you are required to drown yourself for such a social breach? If one must do an additional 360 for each separate mark contact, then what is required when, in a large sea, the mark is repeatedly bumped in getting clear? Just contemplating the number of circles required makes one dizzy.

Answers to these questions are found in Appeal #149. This appeal recounts the saga of Flying Scot #553 who hit a reaching mark and "tacked so soon to take the re-rounding penalty that she stayed in contact with the mark until she had completed her tack after which she cleared the mark and completed her rounding to the proper course to the next mark." She was pro-

tested for not doing an additional 360 as recompense for again touching the mark while re-rounding.

The rule in question, Rule 52.2(a). Touching a Mark, reads: "a yacht may exonerate herself by completing one entire rounding of the mark, leaving it on the required side and thereafter re-rounding it or re-passing it without touching it, as required to sail the course." In the case before us the Appeals committee found that Flying Scot #533 was touching the mark for the first 180 degrees of the re-rounding and that she was clear of it while making her second rounding. They thus ruled that she had properly fulfilled the requirements of Rule 52.2(a) adding that the phrase "without touching it" modifies "re-rounding it" and not "by completing one entire rounding of the mark." This "sea lawyer talk" means that one may be in contact with the mark for most of the re-rounding, but contact must cease before reaching the normal course from the previous mark and from that time forward one is considered to be re-rounding the mark and therefore must then stay clear.

The Submerged Rule that we can drag up from this murky depth is: When re-rounding a mark contact with it is immaterial until one approaches the original course to the mark; thereafter stay clear.

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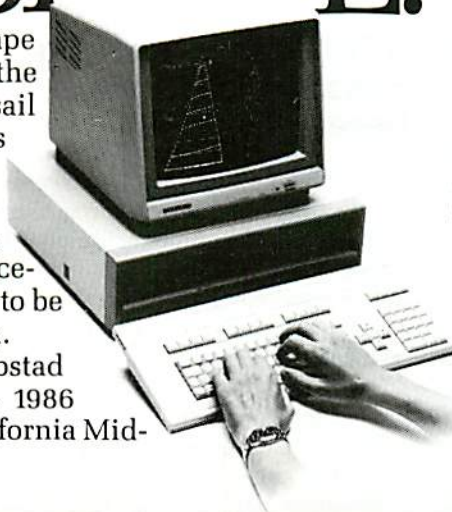
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SNIPE BULLETIN

(USPS 611-500)

SNIPE CLASS
INTERNATIONAL RACING
ASSOCIATION

APRIL 1986

Volume XXXV No. 4

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Vice Commodore
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Privateer Road
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RULES COMMITTEE
Chairman: Dan N. Williams
MacLellan Building
Chattanooga, TN 37402, USA

EDITOR
Lowry Lamb

EDITORIAL & BUSINESS OFFICE
Address all correspondence to:
Privateer Road, Hixson, Tennessee
37343, U.S.A.

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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.

THE COMMODORE SAYS

It is my wish to contribute to this already well-organized class; please help me by communicating your ideas, wishes and observations. 1986 is the starting year for our efforts to improve the way each country can exchange important information with SCIRA as well as each other by means of the TELEX. Very shortly a list of TELEX numbers will be published in the *BULLETIN*. I ask you to please cooperate by utilizing this method of communications.

We are all one family as witnessed in Argentina during the spare day when Snipe sailors from all parts of the world shared in a day of friendship that is not found in any other class or sport. May I suggest to those of you who can contribute time, get involved — anything good can always be improved and we need your support.

Good sailing.

New National Secretary For Finland

Traditionally SCIRA Finland arranges its annual meeting during the Helsinki Boat Show, held this year on February 15. The national secretary elected at the meeting is Roger Nylund, Osterlangatan 9 B 28, SF-20520 ABO, Finland.

Roger is 41 years old, and has been sailing Snipes since 1976. He has been editor of the Finish Snipe *BULLETIN*.

Finland's plans for 1986 include holding the Nordic Championship at Karleby July 30-August 3. Write to Roger at the address above for details.

Roger plans to start the season early with some other Finish Snipe sailors with a trip to Palma Mallorca for International Week March 25-28, a drive of 1,750 miles

Good luck to Roger in his new position, and thanks to retiring National Secretary Peter Holm.

U.S. Nationals Housing Reasonable, But Make Reservations Early

The housing committee has compiled a list of motels, cottages, and camp sites, all within nine miles of the yacht club. Motel prices start at \$22/day single, and week-long housekeeping cottage rentals start at \$8/day/person. For a copy of this list contact Robin Johnson at (716) 763-8288 or Sue Davis at (716) 763-2502. (List is printed in this issue).

Because Chautauqua Lake is a summer resort area, we suggest that you make your reservations early, certainly before the fifteenth of May. At some places, group rates

are available. Your group should appoint a leader to contact the hotel of your choice; he should know the dates you plan to be there, the number of reservations necessary, and the accommodations required.

A village ordinance, strictly enforced, forbids camping at the yacht club. Camp Chautauqua, nine miles up the lake, is prepared to accommodate your van, tent, or RV.

Limited private housing is available on a first-come-first-serve basis. Contact Robin Johnson about this.

Jane Gram, Co-chairman U.S. Nationals

Dear Snipe Sailors:

We are looking forward to seeing you at the 1986 Snipe Nationals July 18-25 at the Chautauqua Lake Yacht Club. Included here is a list of hotels/motels and camp sites that we recommend to you for your stay . . .

A final reminder. The prices below are subject to slight changes. We can't emphasize enough how important it is for you to plan in advance during the height of the summer season.

Robin Johnson, (716) 763-8288

Sue Davis, (716) 763-2502

Housing Committee

LAKEWOOD

Fairmont Motel, 138 West Fairmount Ave. (Rt. 394), (716) 763-9550. 1.3 miles from CLYC. Rates: not available.

Gaslight Motor Inn, 720 Fairmount Ave. (Rt. 394), (716) 664-6114. 3.1 miles from CLYC. Rates: Single room \$37, double room \$43, group rates available.

Lakewood Motor Inn, 191 Fairmount Ave. (Rt. 394), (716) 763-8571. 1.4 miles from CLYC. Rates: Single room \$30, two

THE COVER

Crew Miguel Saubidet drops the pole as Santiago Lange prepares to round the leeward mark at the world championships in Argentina, followed closely by the Campero brothers of Argentina, and Felix Gancedo and Carlos Llamas of Spain. Buzz Lamb photo.

THE SCORE

Twenty-two numbers were issued last month with 11 going to the U.S.A., 10 to Sweden and 1 to Denmark. No new fleets were chartered.

Numbered SNIPES — 26489
Chartered Fleets — 796

people one bed \$36, double room \$40, no group rates.

Page's Motel 180 E. Fairmount (Rt. 394), (716) 763-9247. 1.2 miles from CLYC. Rates: single room \$22, double room \$24, no group rates.

Red Coach Lodge, 284 E. Fairmount (Rt. 394), (716) 763-8548. 1.8 miles from CLYC. Rates: single room \$32.50-34.50, double room \$38-40, triple room \$44.50, quad room \$51.50-53.50. No group rates.

Star Motel, 270 E. Fairmount (Rt. 394), (716) 763-8578. 1.7 miles from CLYC. Rates: single room \$21.95, double room \$26.95, efficiencies \$26.95 and \$29.95.

JAMESTOWN

Colony Motel, 602 Fairmount Ave. (Rt. 394), (716) 488-1904. 3.1 miles from CLYC. Rates: Double bed \$29, two double beds \$33, no group rates.

Holiday Inn, 150 West Fourth St., (716) 664-3400. 5 miles from CLYC. Rates: two double beds \$63, king-sized bed and sofa couch \$68, \$6 for each additional person, group rates available.

Comfort Inn, 2800 North Main St. Ext., (716) 664-5920. 6.6 miles from CLYC. Rates: Single \$39.95, double \$44.95, triple \$44.95, quad \$44.95, group rates available.

BEMUS POINT

Bemus Point Lakeside Motel, 50 Lakeside Dr., (716) 386-2535. 8.9 miles from the CLYC. Rates: full housekeeping cottages with everything provided except towels. One and two bedroom cottages can accommodate 3-6 people. \$265-350 per week.

CAMP SITES

Camp Chautauqua, Rt. 394, Stow, (716) 789-3435. 9 miles from CLYC. Rates: \$17 a day. All campsites based on two-person occupancy. Each additional person \$3. Trailer rental \$75 per day or \$450 per week. 10% discount for tenters.

An Appeal For Help

Gonzo Diaz has sent information to the SCIRA office concerning a fund drive for SCLAD, a non-profit corporation whose purpose is developing totally accessible living facilities for the wheelchair bound. Address: 2 Circle Dr., Hialeah, FL 33010.

The president of the organization is Pedro Rodriguez, a Snipe sailor from Puerto Rico, who worked on the organization of the Snipe Pam Am Games when they were held there. He was incapacitated in a catastrophic accident in 1979.

Correspondence should be directed to SCLAD at the above address.

Dues Statements Sent

Dues are due January 1, and become delinquent on March 31. Dues statements will be mailed on April 15 to all 1985 SCIRA members in the U.S., Canada, Bermuda and the Bahamas who have not paid 1986 dues.

Save SCIRA's postage money. Fleet Captains should send all dues to the SCIRA office promptly. If your fleet captain doesn't collect your dues, send them in yourself. Get off to a good start in 1986.

Circular Letter

"Whenever a 'circular letter' from the International Rules Committee over the signature of the chairman appears in the SNIPE BULLETIN, the corrections, interpretations, or simplifications appearing therein shall become a part of the current OFFICIAL RULE BOOK" Section 29 of the SCIRA Constitution.

Current Snipe sailmaker practice is to use flutter patches of about 3" to 4" on a side on the main and 2" to 3" x 6" long on the jib. The new IYRU rules would limit the patches to about 3 1/2" on a side on the main and 2-3/8" on a side on the jib.

The smaller IYRU patches might not create a problem on the main, but all of the major U.S. Snipe sailmakers agreed that the smaller jib patches would not spread the leech load enough and would tend to create a hooked leech, thus shortening the life of the sail.

Except in rare cases, the Snipe Class does not change the Class Rules except in every fourth year, and will not adopt the

IYRU limit on flutter patches. The next changes, if any, are not scheduled till January 1, 1988. At that time, we will look at the subject of flutter patches again to see if we think any limitations should be put on them.

Dan N. Williams
Rules Committee Chairman, SCIRA

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Henry Davis Is International Point Score Champion

Perfect score in 17 races wins Davis his fourth title.

Henry Davis, Iowa/Nebraska Fleet 309, is back on top of the point score championships, as 1985 winner of both the Reichner and Minneford Highpoint Championship Trophies. Henry had a perfect score of 17 first places, and scored 1750 points. Henry is the first four time winner of the trophies which he won in 1975, 1978, 1982 and again this year.

Second place went to Dave Rogers of Quassapaug, with 21 races and an average of 1712.9. Ken Woodworth of Corey Lake was the only other skipper over 1700, finishing with 1711.8 points. District III Champion Rick Wood, Portage Lakes, was fourth, and Bob Rowland, Cowan Lake was fifth.

The next five places went in order to: Steve Sherman, Dallas; Ken Rix, Wichita; Delmar Tucking, Shawnee; Steve Travis, Seattle; and Mary Ann Rix, Wichita.

Several skippers reported over 30 races

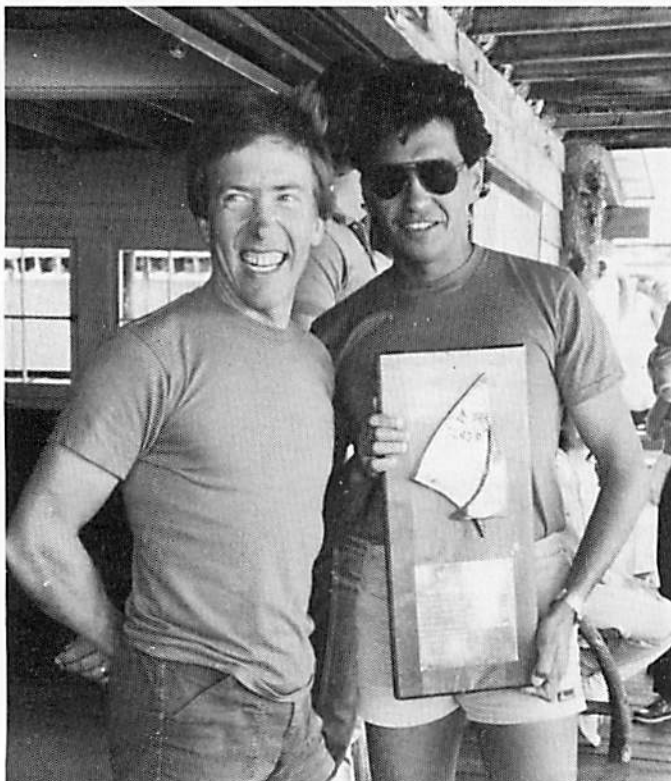
for the season, but for participation nobody topped Eric Purdon of Annapolis who is credited with 41 races.

Congratulations to Henry, and to all who participated in racing on the local level. The fleets are the backbone of the Snipe Class, and continued participation is the key to our success.

24101 HENRY DAVIS	IOWA/NEBRASKA	17 1750.0
24110 DAVE ROGERS	QUASSAPAUG	21 1712.9
24692 KEN WOODWORTH	COREY LAKE	14 1711.8
26110 RICK WOOD	PORTAGE LAKES	15 1697.7
26303 BOB ROWLAND	COWAN LAKE	16 1696.3
25514 STEVE SHERMAN	DALLAS	15 1692.9
25285 KEN RIX	WICHITA	17 1691.0
25850 DELMAR TUCKING	SHAWNEE	16 1686.4
23162 STEVE TRAVIS	SEATTLE	16 1681.8
25785 MARY ANN RIX	WICHITA	28 1680.0
24271 JOHN IRVINE	COWAN LAKE	20 1679.6
23332 ROB FRECHETTE	PORTAGE LAKES	20 1679.6
23800 JEFF LAWRENCE	GULL LAKE	22 1679.4
25483 LEN DOLHERT	MASS BAY	10 1676.3
25554 JOHN MARX	LAKE MOHAWK	12 1674.1
19253 MIKE ELSER	QUASSAPAUG	11 1674.1
24103 JOHN FREEMAN	ATLANTA BAREFOOT	9 1672.7
23398 WAYNE WOODWORTH	COREY LAKE	14 1667.0
25710 JIM BOWERS, JR	WINCHESTER	27 1666.4
24608 STEVE CALLISON	NEWPORT YC	10 1660.5
17511 RAY CROASDALE	GULL LAKE	7 1658.7

25708 RON SANDSTROM	WINCHESTER	25 1658.2
9106 IRV MARGULIES	QUASSAPAUG	19 1656.1
24088 JEFF MUSSON	GRAND RAPIDS	24 1653.8
24711 ANDY ZERATSKY	GREEN LAKE	15 1653.3
25170 JOHN KELLEY	MASS BAY	16 1652.5
25052 PAUL FETERSON	IOWA/NEBRASKA	15 1651.5
23822 JON SKOOG	LINCOLN	8 1650.6
25285 JAMES RIX	WICHITA	17 1650.0
25950 DOUG DAY	LAKE LOTAWANA	5 1650
23625 DICK HAND	PORTAGE LAKES	20 1649.0
23624 SAM MOLLET III	PORTAGE LAKES	27 1646.0
17215 MICHAEL KEAGLE	GULL LAKE	15 1645.9
24973 JIM BALTAR	SEATTLE	27 1643.7
26129 JEFF URBANSKI	LAKE MOHAWK	12 1641.5
22522 PHIL MORSE	SHAWNEE	16 1639.4
23177 STEVE REYNOLDS	ATLANTA BAREFOOT	11 1639.0
25781 ERIC EIFFERT	NEWPORT YC	9 1638.0
19939 LARRY BRIGGS	LINCOLN	16 1629.6
25413 ALLEN BOUCHER	NORTH COVE	15 1627.1
23840 TERRY CONWAY	GRAND RAPIDS	18 1626.3
23964 BILL LEFFLER	SEATTLE	26 1626.3
20574 THOMAS HUNT	REDWOOD	7 1625.1
24810 BOB BODEN	ROCKY MOUNTAIN	5 1618.4
16104 JOHN MUEHLHAUSEN	ATLANTA	20 1616.5
25003 SUE TABOR	MASS BAY	16 1613.9
24122 BILL HOOPER	ATLANTA	20 1612.9
24678 BOB HILL	ACTON LAKE	8 1612.4
25435 DAVE LENCE	WINCHESTER	17 1608.4
24998 JOHN LALY	MASS BAY	15 1607.3
25430 CHRIS FRIEND	NARRAGANSETT	10 1606.4
24330 BOB PEUGH	WICHITA	16 1606.0
20936 JOHN L. BRIGGS	LINCOLN	10 1604.5
20587 BYRON HILL	GREEN LAKE	14 1604.2
20995 DON SCHAEFER	GREEN LAKE	14 1602.1
9448 LUKE CZARNY	QUASSAPAUG	22 1599.0
20875 PETER FETERSON	IOWA/NEBRASKA	15 1597.1
26099 ED ADAMS	NARRAGANSETT	8 1594.4
24775 TOM CAWSE	SEATTLE	17 1593.0
25783 JIM CHANDLER	SHAWNEE	10 1591.2
17765 CHARLIE CONNORS	GULL LAKE	13 1588.5
25193 GARY WOODWORTH	COREY LAKE	5 1587.2
24093 SCOTT CLINE	PRIVATEER	8 1584.0
23288 JAMES HILL	ACTON LAKE	6 1583.0
19832 HARRY LIVINGSTON	WICHITA	20 1581.0
16575 JIM CUNNINGHAM JR	NORTH COVE	12 1578.7
24690 MARY JANE BUMBY	GREEN LAKE	12 1578.3
25411 ART CUNNINGHAM	NORTH COVE	8 1575.4
24242 JACK WAGENER	LINCOLN	20 1572.0
25677 STEVE KINDRICK	DALLAS	15 1570.7
25434 EDDIE CRAIG	PRIVATEER	11 1570.2
12138 ROBERT HUNT	REDWOOD	7 1569.6
19263 JACK CLODFELTER	ROCKY MOUNTAIN	7 1569.2
20882 NORM SPAHR	ROCKY MOUNTAIN	6 1569.2
25515 PETE FENNER	DALLAS	6 1569.0
25761 JONATHAN BARTLETT	ANNAPOLIS	15 1568.0
22285 HARRY LEVINSON	MEDFORD	12 1563.9
26600 BRAD MCFADDEN	ATLANTA	17 1560.4
23340 SCOTT HUGHES	IOWA/NEBRASKA	17 1558.4
24264 MEANS DAVIS JR	ATLANTA	6 1557.7
23968 PAUL WOOD	PORTAGE LAKES	26 1556.0
24007 JACK GANNON	WINCHESTER	18 1550.6
25652 BOB EWOLDT	LINCOLN	12 1549.0
13200 TIM OBERLE	GRAND RAPIDS	15 1548.4
24095 ED WEITZ	IOWA/NEBRASKA	26 1542.5
26100 WOODY NORWOOD	ATLANTA	17 1542.1
26077 BILL JACKSON	DALLAS	5 1541.0
22539 GARY PIERCE	WICHITA	12 1540.0
23271 GEORGE ROOD	IOWA/NEBRASKA	27 1540.0
25452 DAN CONWAY	GRAND RAPIDS	20 1537.3
25872 PAUL GILLIS	ATLANTA	23 1536.0
24089 BOB JONES	IOWA/NEBRASKA	16 1535.8
22811 MARK SCHOENBERGER	COWAN LAKE	29 1535.0
24108 JIM CUNNINGHAM	NORTH COVE	15 1532.3
16791 PETE FROST	SEATTLE	26 1531.8
25729 IAN PRIME	NORTH COVE	13 1529.8
24222 JACK VERMILLION	SHAWNEE	16 1529.8
24024 RYAN MILLER	DALLAS	11 1528.7
26289 JENS HOOKANSON	NARRAGANSETT	7 1527.0
18025 JIM GRABENDIKE	WICHITA	8 1526.0
23990 JOHN BROWN	PORTAGE LAKES	18 1526.0
21120 ROB HILL	ACTON LAKE	5 1525.6
19832 DICK KERSEY	WICHITA	15 1525.0
24685 TOM HOOD	LINCOLN	16 1525.0
25714 DICK MAY	QUASSAPAUG	10 1522.5

Henry Davis, right, holds the first place trophy for the Rocky Mountain Championship. Doug Day, left, was his crew for that regatta.





The distinctive checkerboard transom on Craig Leweck's 25848 is familiar to those who follow him on the course. Here he leads around a mark at the 1985 U.S. Nationals. Ralph Deeds photo.

Why We Do It

People, regions lend diversity to Snipe sailing.

by Craig Leweck

Part II of a series on our motivation for sailing Snipes.

Acknowledging that the competition is furious, the regattas are varied and interesting and the boat is a universal craft is almost taken for granted. These are the qualities that get the concept of Snipe sailing out of the blocks, but what is it that gets us around the track? Just take a step back and look at the whole picture.

A computer-assisted travel agent could not package such a program. The opportunity to travel to prominent and historical sites, meet and socialize with those who make up the community, sail and compete under tropical skies, see the noted sights and then leave is tremendous. Expenses are low as convenient housing with local residents is always available while meals are quite often included in the reasonable entry fee. I mean, where else can you accomplish so much?

Okay, so the picture is a touch rosier than the actuality of the event, but the roots of the statement are solid.

Since the Snipe's popularity extends across the country, the class offers its members a great opportunity to see some of the nation's harbors and lakes. Infamous for the many years of America's Cup competition, Newport, Rhode Island, sports

class powers Ed Adams, Chris Friend and Jens Hookanson among its members, while the city itself offers the charm of a seaside New England town, the vibrancy of its seasonal out-of-town crowd and the incredible wealth of the established.

Chesapeake Bay harbors one of the classes' largest fleets in Annapolis' Severn Sailing Association. With the loom of the Naval Academy's presence along with the

The most underrated region of the country will always be the Midwest . . . the grassroots area of all one-design sailing.

city's winding cobblestone paths and its busy seaport, the view from the bay is a memorable sight.

Working west, the class experiences great devotion in many of the midwest's smaller lakes. For a clinic to sharpen one's wind shift reading ability, this would definitely be the university you'd want to attend. The burgeoning city of Atlanta boasts over 100 boats alone, where the sites include Allatoona Lake (of Halloween fame), Lake Lanier (Battle of Atlanta regatta) while nearby Chattanooga, Tennessee, offers Chickamauga Lake (Southern champs). All are rather secluded, but offer excellent getaway potential.

While little needs to be said about the cultural aspects that New Orleans maintains, few know of the quality sailing that Southern Yacht Club and Lake Pontchartrain have to offer. As host to the annual Sugar Bowl and Mardi Gras regattas over the winter season, along with the 1984 Snipe Nationals and a consistent stream of Olympic class events, the area is well respected for both its sailing and its city.

In comparison with the large size and choppy waters (due to very shallow depths) of Pontchartrain, Snipe Fleet 1 in Dallas resides in the very tranquil White Rock Lake. As host of the 1985 Masters Championship, the conditions represent the epitome of small lake sailing. Though its proximity is close to the city, White Rock is a purist's lake with few powerboats and a defined but active number of classes allowed to participate on the water.

Our last leap takes us to the Pacific Time Zone, where the west coast offers perhaps the finest attraction available. As probably the classes' most competitive region, with class notables Mark Reynolds, Jeff Lenhart, Dave Chapin and Keith Dodson in regular attendance, the sailing conditions are assumably among the most consistent.

As one of America's finest cities, San Diego offers Mission Bay for both its lake-style sailing inside the bay and for the long course action in the ocean. As the site of the sailing events for the 1984 Olympics, Alamitos Bay in Long Beach plays host to many of Southern California's important regattas.

Lastly, the amazing growth of the San Francisco fleet is a tribute to both the sailing area and its fleet members. Those who attend the 1986 North Americans will acknowledge that the dynamic city of San Francisco and its progressive neighbor Berkeley in conjunction with the bay's often challenging conditions will combine for an experience of thrills and spills.

Jumping as we have from coast to coast, I am sure feelings have been hurt as areas have been omitted. Each region offers so much, not just in sailing but in an increased understanding of the country that we call home.

In retrospect, I feel one of my greatest benefits from traveling to distant regattas is in gaining an appreciative perspective of the synergistic country in which we live. When one's roots lie in Southern Californian soil, they experience many of life's spoils but few of its trials. The view toward the east had always been tainted with this superiority complex, where the pleasures of the world rest at our doorstep and to tolerate anything else would be to certify a lesser race. Well, it was this sheltered existence that forced me east, for I knew

there must be more to this nation than what I was led to believe. Fortunately, I was correct.

In an attempt to avoid overt generalities, there are certain distinctions that separate and individualize each area. While the west coast maintains its relaxed and full-natured attitude, the eastern seaboard holds a certain urgent quality. With the Atlantic and Pacific oceans offering both coasts great sailing opportunities, the east is more aggressive with their sport, probably because of the shortened season. In between lies the Midwest and the Southern section of the country. The Southern culture has perhaps the most unreserved attitude about people. The warmth in which they receive people is unparalleled.

Chances are, the most underrated region of the country will always be the Midwest. While lacking the benefits of being "coastal" or in receiving good consistent weather, it is perhaps the grassroots area of all one-design sailing with more varied classes than any other spot. In the midst of their many inland lakes and sprawling countryside, the region's sailors show great perseverance in the pursuit of their sport.

While each region has certain distinctive

qualities, the local populace consistently welcomes its out-of-town visitors in a fashion matched only by ambassadors of state. Though the Snipe class has so many positive attributes in its corner, without the supportive membership it holds our overall enjoyment of the sport would suffer. It is this attitude that the class can sustain the high level of competition without the expense of losing the lower ranks which has given the association so much promise. While the ramifications of having fun at a competitive event seem extensive to many top level classes, the Snipe world holds this distinction without breaking a sweat.

The Labor Day regatta at Alamitos Bay is better known as the "Luau Regatta" for the annual Tahitian show of native dancers and traditional expressions. The elaborate performance is always followed by a local rendition by some of the men in full hula gear. Somehow their Long Beach heritage would usually shine through, despite the wigs, the coconuts and the grass skirts. This type of display is indicative of what to expect, as the overall comraderie that one experiences is truly a high point. Maybe it stems from the many sailors who have passed on their love of the sport to their families. As a result, there are many

generations of families currently participating in the class today.

Anyone who visits the Southeast will invariably encounter the Diaz name. The institution status Gonzalo Diaz holds is well-deserved. His senior level poses no obstacles to Gonzalo on the race course, for with his able and attractive daughter Anna as crew, he is always a threat. His commitment to the Snipe class and to Coconut Grove Sailing Club has been passed on to sons Gonzo and Augie. In fact, Augie has gone to become one of the country's top racers in not only the Snipe, but also the Star class as well.

After Buzz Levinson's fourth place finish in the past Halloween regatta, the Indiana sailor proved that the standards for his clan have not slipped. One glance at the Indiana Open perpetual trophy gives one a good perception of the lengthy family tree. The most active other Levinson is son Paul, who has recently distinguished himself in grand form by holding the 1984 District 3 title and the 1985 Northeastern championship. The list of sailing families is definitely an extensive one, and it is one reason why the standards of the class have survived through the years.

Part III will continue in next month's Bulletin.

TERMINAL VELOCITY

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

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Versatile Winds For Sunflower Regatta

The Sunflower Snipe Regatta and the Shawnee Snipe Regatta hosted by Fleet 597 of Shawnee Yacht Club, Topeka, Kansas, were held at Lake Shawnee on August 3-4. The usual unpredictable Kansas weather was in charge. The starting event was to be a junior race at 10:30 a.m., but with lots of thunder, lightning and rain and more rain the junior race was postponed until the second day.

After lunch the first race was postponed 30 minutes then started with a beautiful wind. The winds were building, by the second race the sailors had to work and in the third race there were two cap-sizes. At the end of the day and three races, Doug Day is in first place with two firsts and a second. Jon Skoog is in the number two spot with two seconds and a fifth.

That evening a steak dinner was served on the patio of the yacht club overlooking the beautiful Lake Shawnee. Swede and Virginia Swensen hosted a post party at their home with swimming for anyone game.

The second day of races were sailed in light winds. Doug Day was able to keep his winning streak going with two more firsts. Jon Skoog took the second place spots. The junior race was sailed with some very close competition. Mark Frashier with crew Doug Day sailed a very impressive winning race.

Norway Holds Two Titles; Hansen Wins

Norway's summer was busy with both the Norwegian Nationals and the Scandinavian Championship. There are now more than 100 boats in Norway, and 32 participated in the Norwegian Nationals. There were five races with a drop race allowed.

*Birger and Janett Jansen
SCIRA National Secretary, Norway*

Monstad Wins Oldtimers

Nils Monstad and Lars Wahlgren, Norway, won the 1985 Oldtimers Championship held in Karlsham, Sweden. Monstad, 1964 European Champion, bested the 13 boat fleet which included such notables as Past SCIRA Commodore Svend Rantil who finished sixth.

From VIKLA SNIPE, Finland

1	Nils Monstad/Lars Wahlgren	6
2	Arne Lemstrom/Mita Lemstrom	18
3	Borje Bengtsson/Frasse Fransson	22
4	Pauli Vatanen/Anu Arho	24
5	Fritz Weise/Inger Weise	26.1
6	Svend Rantil/Sture Birgerson	30
7	Toppe Wahlstedt/Nils Nilsson	33.4
8	Henrik v Knorring/Antti Wahlstrom	33.7
9	Christer Holmstrom/Lars Bromqvist	43

SUNFLOWER REGATTA A Fleet

Boat	Skipper/Crew	Fleet	Places	Points	Finish
25950	Doug Day/Mark Frashier	MYC	2-1-1-1-1	5	1
23822	Jon Skoog/Anna Festersen	Ind.	5-2-2-2-2	13	2
25200	Rick O'Brien/Barb Lambert	Ind.	4-6-3-3-3	19	3
25285	James Rix/Ken Rix	WVSC	1-5-9-7-4	25.75	4
25052	Paul Festersen/Sigrid Festersen	INSA	3-4-4-9-8	28	5
23340	Scott Hughes/Peggy Ricke	INSA	15-3-5-8-11	42	6
25850	Delmar Tucking/Pam Waugh	SYC	8-11-8-10-7	44	7
22522	Phil Morse/Lona Morse	SYC	9-7-10-12-6	44	8
19832	Harry Levinson/Dick Kerse	WVSC	7-8-7-13-13	48	9
24104	Richard Evnen/Patrick Adams	Lincoln	10-12-6-11-10	49	10
25785	Mary Ann Rix/Jayne Pierce	WVSC	6-15-15-6-9	51	11
24099	Larry Briggs/Matt Briggs	Lincoln	15-9-11-5-12	52	12
24170	Mike O'Brien/Mike Morse	Ind.	15-15-15-4-5	54	13
24222	Jack Vermillion/Ann Howser	SYC	11-10-12-14-14	61	14
23492	Herschel Stroud/Jacque Stroud	SYC	15-15-15-15-15	75	15

B Fleet

23275	Glenn Roth/Meredith Wilson	SYC	1-1-1-2-1	5	1
21097	Bob Fox/Susan Fox	SYC	2-2-2-1-3	9.75	2
21096	Galen Dale/Carolyn Dale	SYC	3-3-3-4-4	17	3
20624	Bill Hamm/Mark Clark	SYC	4-4-4-3-2	17	4

Junior Race

25950	Mark Frashier/Doug Day				
22522	Mike Morse/Phil Morse				
25850	Rene Abney/Delmar Tucking				

NORWEGIAN NATIONALS (Top 15 of 32 Boats)

Boat	Skipper/Crew	Places	Points	Finish
24967	Finn Hansen/Tyre Hansen	3-1-1-1-1	0	1
21687	Jan M. Hansen/Tor Lennigen	8-2-2-4-2	17	2
24970	Otto Book/Inger Book	1-5-12-14-5	38	3
19428	Viktor Sindig-Larsen/Bergseth	7-10-10-2-4	40	4
19429	Espen Wessel/Knut Holme	nf-4-3-6-12	43.4	5
25530	Erling Nesse/Olav Vik	16-7-14-3-3	44.4	6
25535	Birger Jansen/Janett Jansen	6-3-11-9-9	47.4	7
22803	Hans P. Sundby/Henning Reed	2-8-9-12-13	50	8
21690	Avid Hordnes/Ivar O. Jacobsen	9-13-4-8-10	53	9
25533	Ola Nygard/Njaal Thorbjornsen	13-nf-8-5-6	54.7	10
22425	Per Loken Jr/Erik Ingeberg	19-16-5-7-7	58	11
23194	Jan Eiof Jonson/Tom Olsen	5-9-16-10-11	58	12
22433	Nils Monstad/Nils Sorfang	nf-6-7-13-15	64.7	13
24564	Sigurd Haug/Nina Haug	14-20-6-15-17	75.7	14
24570	Per Jul Hansen/Ove Johansen	12-17-17-17-8	15	

SCANDINAVIAN CHAMPIONSHIP (Top 25 of 42 Boats)

Boat	Skipper/Crew	Country	Places	Points	Finish
24967	Finn Hansen/Trye Hansen	Norway	1-1-3-3-2-dnc	14.4	1
19817	Rasmus Damsgaard/J. Christensen	Denmark	15-12-8-1-1-1	32	2
25138	Jukka Lahti/Juhani Heljo	Finland	2-5-11-21-4-2	41	3
25528	Svend Andersen/Soren Bulow	Denmark	8-9-17-4-7-3	55.7	4
25091	Jan Strombeck/Svante Jacobsson	Sweden	11-34-10-5-3-5	58.7	5
25530	Erling Nesse/Hilde Jorgensen	Norway	3-8-1-14-19-nf	64.7	6
25476	Bert Forsberg/Mats Forsberg	Sweden	27-3-14-12-5-9	68.7	7
25535	Birger Jansen/Janet Krefling	Norway	9-2-15-26-8-10	69	8
25775	Tomas Franzen/Eva Franzen	Sweden	4-13-12-6-14-12	74.7	9
25092	Thomas Carlsberg/Roger Streling	Sweden	6-27-7-2-12-nf	78.7	10
24970	Otto Book/Inger Book	Norway	7-10-9-15-10-15	81	11
21930	Jens Sorensen/Gert Sorensen	Denmark	13-11-6-16-9-13	81.7	12
25533	Ola Nygard/Amund Nygard	Norway	10-16-2-17-15-nf	85	13
20286	Sampo Valsu/Risto Valsu	Finland	19-6-18-18-6-8	85.3	14
24312	Juhani Liinamaa/Jussi Kivikoski	Finland	14-7-22-11-18-7	87	15
25475	Roger Galian/Nicklas Karlsson	Sweden	5-14-23-10-21-nf	102	16
25099	Mats Gothlin/Nicke Bierlino	Sweden	29-19-26-7-2-4	104	17
25934	Flemming Rasmussen/Kampmann	Denmark	22-32-19-8-16-11	106	18
20466	Soren Larsen/Thomas Weber	Denmark	23-18-16-19-11-14	108	19
25478	Lars Edvall/Tom Brathen	Sweden	17-17-20-20-22-6	109.7	20
23334	Erik Holm/Henrik Dahl	Denmark	21-30-4-13-30-17	113	21
25705	Ove Lorentsen/Klaus Fossum	Denmark	16-nf-5-9-13-dq	116	22
22433	Nils Monstad/Peter Lorentzen	Norway	12-4-21-23-29-ns	117	23
22425	Per Loken/Erik Ingerberg	Norway	28-23-13-28-17-19	130	24
19680	Jari Hyona/Kari Tarvainen	Finland	25-20-27-22-23-21	141	25

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Team Canada: Front row, L to R — Bill Buckles, Ken Mitchell, Id Crook, Phyllis Belford, John Haire; Back row, from left — Gweneth Crook, Jack Mitchell, Jeff Mitchell, David Belford, Jim Belford, Bent Poulsen, Chris Hains. (Jack Ward photos)



Team Bermuda: Front row, L to R — Darcy Hilgenberg, Beverley Soares, Shevaun Adcock, Stephen Roberts, Frank DaPonte, Robert Blee; Back row, from left — Commodore Maggie Barnes, Brett Wright, David Kuhn, Steve Soares, Michael Sinclair, Kiki Bosch.

Visitors Rally For Bermuda Victory

The sail letters KC stand for Canada not Kansas City, but the Oakville Harbour Yacht Club Team performed a similar come-back performance against the team of the Spanish Point Boat Club in Bermuda, October 9-14.

The Oakville Harbour Yacht Club fleet was represented by skippers Jim Belford, David Belford, Chris Hains, Jeff Mitchell, Gweneth Crook, Bent Poulsen, and guest skipper Bill Buckles. Crews were Phyllis Belford, John Haire, Don Hains, Jack Mitchell, Id Crook and Ken Mitchell. A large cheering section accompanied the Oakville team as well.

Skippers for the Spanish Point Boat Club were Kiki Bosch, Michael Sinclair, Steve Soares, Brett Wright and David Kuhn. Crews were Shevaun Adcock, Robert Blee, Beverley Soares, Darcy Hilgenberg, Stephen Roberts and Frank DaPonte.

The racing was to have begun on Friday, Oct. 12, but winds of upwards of 20 knots caused numerous breakdowns. The boats that held up provided the sailors and spectators with lots of action. The boats on the sick list were fixed and ready for racing Saturday.

The conditions Saturday were at least as rugged as Friday. All 10 boats started the first race but by the end of the first two legs three were casualties. Jim and Phyllis Belford won the race followed by Bill Buckles and Ken Mitchell. It looked as though with a 1-2-6-7 that the Oakville team had won, but one of the Oakville boats was thrown out for having been over at the start and not clearing itself properly. Spanish Point won the race 26 to 27 $\frac{3}{4}$.

The second race on Saturday had to be sailed with only four boats on each side. This race was won by Spanish Point's Steve Soares and Beverley Soares followed by David Kuhn and Stephen

Roberts. Steve Soares demonstrated such team spirit that he was not deterred by the prospect of hitting and damaging his own boat, being sailed by David Belford and John Haire. The foul cost Oakville the race which Spanish Point won 15 $\frac{3}{4}$ to 20.

There were insufficient healthy boats after the second race on Saturday to have further competition. It was decided to race three races on Sunday and decide the series on the best three of five.

Realizing that there was no tomorrow, the Oakville team went out for the first race on Sunday and in much more moderate wind won the race convincingly. Jim and Phyllis Belford were first with Jeff and Jack Mitchell second. The other Oakville boats were 4-5-9. David Belford in a demonstration of team play and sacrifice for the cause took Steve Soares right out of the race dumping Steve into 10th and getting Chris Hains and Stephen Roberts who was substituting for an injured Don Hains up to fourth. Oakville won 20 $\frac{3}{4}$ to 34.

The next race was a come from behind battle. Spanish Point won the start. Until the top of the second beat Oakville did not have a winning combination. Some good Oakville team work and a few Spanish Point errors got Jim and Phyllis Belford into second place behind Bill Buckles and Ken Mitchell. Oakville won 23 $\frac{3}{4}$ to 31.

The boats were exchanged for the final and decisive race. This race sailed in increasingly lighter and more shifty air was Oakville's all the way. At the top of the first beat Oakville boats were first through fifth. The situation remained unchanged until the last leg when Kiki Bosch and Shevaun Adcock picked up some good shifts on the right side of the course to finish fourth. The final result was Oakville 16 $\frac{3}{4}$ to 38 for Spanish Point.

Ashore after their racing there were rounds at the bar on the Canadians. Speeches were made by Bent Poulsen;

Spanish Point Boat Club Commodore, Maggie Barnes; and Oakville Harbour Yacht Club Commodore, Jack Ward at the presentation of the Carl Simmons Trophy to the Oakville Fleet for the sixth consecutive time. More rounds on the Canadians followed.

Thanks to the tireless efforts of members of the Spanish Point Boat Club the 1985 Oakville-Spanish Point Team Series was a tremendous success. The race committee under David Barnes again demonstrated their considerable skills. Fleet Captain Kevin Blee worked hard as boat doctor and chief steak chef. The kitchen and bar kept everyone well fed and happy.

*Chris Hains
Oakville Harbor Y. C., Fleet 321*



Scientific Sailboat Racing

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

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Sanctioned Snipe Regattas

APRIL 12-13, TROFEO CARLO BENSA, Av Lago Caldarò, Bruno Bensa, Via Alla Pellegrina 38/4, 38050 Cognola, Italy.

MAY 3-4, REDNECK REGATTA, Magnolia Fleet 604, John McGowan, P.O. Box 55809, Jackson, MS 39216.

MAY 10-11, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Fleet 142, Thomas A. Craig, 1226 A Locust Ln., Hixson, TN 37343.

MAY 23-25, 50TH SOUTHWESTERN CHAMPIONSHIP, Dallas Fleet 1, Ed Nelson, 6745 Avalon Ave., Dallas, TX 75214.

MAY 31-JUNE 1, BLUE CIRCLE INTERNATIONAL and U.K. JUNIOR NATIONAL CHAMPIONSHIP, Cliffe, Kent, England. John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

MAY 31-JUNE 1, COLONIAL CUP, Annapolis Fleet 532, Lorie Jones, 1046 Cedar Ridge Ct., Annapolis, MD 21403.

JUNE 7-8, GOVERNOR'S CUP, Island Bay Fleet 91, Lou Dixon, 3023 Bates, Springfield, IL 62704.

JUNE 7-8, SNIPE HUNT, Barefoot Fleet 726, Don Williams or John Freeman, 445 Fond du Lac Dr., Stone Mountain, GA 30088.

JUNE 14-15, WOLVERINE, Barton B.C. Fleet 520, John Alexander, 913 Gott St., Ann Arbor, MI 48103.

JUNE 14-15, STONE INTERNATIONAL, St. Lawrence Bay, Essex, England, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

JUNE 21-22, SNIPE SILVER CUP, Carlyle Fleet 705, Ray Szczepanski, 7781 Woddale, St. Louis, MO 63121.

JUNE 27-29, DISTRICT I JUNIOR and SENIOR CHAMPIONSHIPS, Juniors June 27, Seniors June 28-29, Winchester Fleet 77, Art Rousmaniere, 45 Quail Run, Tewksbury, MA 01876. (617) 851-6299.

JUNE 27-29, DISTRICT V JUNIOR AND SENIOR CHAMPIONSHIPS, Juniors June 27, Seniors June 28-29, Chautauqua Fleet 124, Chris Videll, 4582 Cowing Rd., Lakewood, NY 14750.

JUNE 28-29, CRITERIUM INTERNATIONAL SNIPE, Fraglia Vela Riva, 38066 Riva del Garda, Italy.

JULY 4-6, BECKER MEMORIAL, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

JULY 11-13, U.K. NATIONAL CHAMPIONSHIP, Hythe Saltwood S.C., Folkstone, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

JULY 12-13, ONTARIO OPEN/CANADIAN NATIONALS, Oakville Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ontario, Canada.



Foreground, left to right: Antonio Roquette, current SCIRA Vice-Secretary for Europe, Captain Fleet 369 (first trophy winner), 1983, 1985 Snipe Portugal National Champion; Domingos Borrhalho, current SCIRA National Secretary for Portugal, Portugal National Champion 1971, 1976, 1977, 1980, 1981, 1982; Arturo Delgado, Former SCIRA Commodore (1982), current President of the Spanish Sailing Federation. On table: The Perpetual Trophy and its miniature for permanent keeping.

First Valentin Delgado Trophy Awarded

The first Regatta of the Valentin Delgado Perpetual Trophy was held this

year at Peniche/Portugal and organized by the Associacao Naval de Lisboa/Fleet 792.

This year Iberic Championship had the presence of 29 Portuguese boats and 15 Spanish boats. The winning fleet was fleet 369/Vela Atlantico.

JULY 12-13, WINCHESTER INVITATIONAL, Winchester Fleet 77, Art Rousmaniere, 45 Quail Run, Tewksbury, MA 01876. (617) 851-6299.

JULY 12-13, ITALIAN JUNIOR CHAMPIONSHIP, CC Solvay Rosignano, Solvay, Italy.

JULY 14-19, 45TH ITALIAN NATIONAL CHAMPIONSHIP, Circolo Canottieri Solvay, via Lillatro 1, 57026 Rosignano Solvay, Italy.

JULY 19-20, U.S. JUNIOR NATIONAL CHAMPIONSHIP, District V and Chautauqua Fleet 124, Jane Gram, 357 North Shore Rd., Cuba, NY 14727.

JULY 21-25, U.S. NATIONAL CHAMPIONSHIP, District V and Chautauqua Fleet 124, Jane Gram, 357 North Shore Rd., Cuba, NY 14727.

JULY 26-27, BRIODY (Lake Ontario Regional Open)/BOLDE MOTHERS INTERGALACTICS, Cuba Lake Fleet 442, Leo Murphy, Jr., P.O. Box 66, Cuba, NY 14727.

JULY 27-AUGUST 2, 1986 WORLD JUNIOR CHAMPIONSHIP, Enzo Perini, c/o Circolo Nautico Chioggia, Calle S. Croce, 1221/A, 30015 Chioggia(ve), Italy.

JULY 30-AUGUST 3, NORDIC CHAMPIONSHIP, Kariby, Finland, Rober Nylund, Osterlanggatan 9 B 28, SF-20520 ABO, Finland.

AUGUST 2-3, BROADSTAIRS OPEN, Broadstairs, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

AUGUST 14-17, NATIONAL CHAMPIONSHIP, FINLAND, Tampere, Finland, Roger Nylund, Osterlanggatan 9 B 28, SF-20520 ABO, Finland.

AUGUST 23-24, CAMPIONATO ADRIATICO SNIPE, CN Chioggia, Calle Santa Croce 1221/A,

30015 Chioggia, Italy.

SEPTEMBER 6-7, LONG ISLAND CALL-OF-FALL, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

SEPTEMBER 13-14, COLUMBUS OPEN, Hoover Fleet 760, Brad Warne, 7000 Constitution Pl., Worthington, OH 43085.

SEPTEMBER 17-19, SNIPE MASTERS WORLD CHAMPIONSHIP, Atlanta Fleet 330, John Muhlhausen, 1146 Green St., Roswell, GA 30075. (404) 642-1146.

SEPTEMBER 20-21, TROFEO AVAV, AVAV Luino, Renato Suttora, Via di Castelvetro, 2, 20100 Milano, Italy.

SEPTEMBER 20-21, U.K. NORTHWEST CHAMPIONSHIP, Budworth S.C., Budworth, Cheshire, England. John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

SEPTEMBER 20-21, OHIO (OPEN) STATE CHAMPIONSHIP, Chippewa Fleet 621, Dick Ravetta, 552 West St., Wadsworth, OH 44281.

SEPTEMBER 24-28, NORTH AMERICAN CHAMPIONSHIP, San Francisco Fleet 12, Dick Loomis, 2429 Debbie Way Calistoga, CA 94515.

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

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

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

Northshore Regatta Held At Oxford Sailing Club

The Northshore Regatta was held at Oxford Sailing Club in Woodstock, Ontario, May 18-19.

In past years the regatta had been a low key training tune-up type regatta, but the 1985 regatta was changed to two days of full competition which was approved by all the participants.

Saturday's races started with fresh winds of 10-15 mph out of the north. The lake had smooth water, but shifty winds. Chris Hains from Oakville took an early lead, with Doug Nugent and the Mitchell brothers hot on his transom. The leaders traded places throughout the race, but Hains held the lead to finish first. Nugent was second, Jack Mitchell third, and Ken Mitchell fourth.

In the second race, conditions were similar, with winds 15-18 mph. Again, Chris Hains in his new McLaughlin was first, with Nugent a close second, but the Mitchells traded places with Ken third, and Jack fourth.

Hot soup, sandwiches, and coffee were waiting for the fleet on shore. The ladies of Oxford Sailing Club sure know how to serve up hospitality.

The afternoon's two races were different from the morning. The wind had whipped up the lake, and was blowing 20-22, with gusts over 25. What a day! Everyone had one eye on sailing, and the other watching to be sure the mast didn't get inverted.

The lake is warm early in the season. Ask Chris Hains. The leeward mark did him in, but he got up and finished fourth. Id Crook and wife Ann know how well their new Skipper floats in the warm water at the leeward mark. I got to eat humble pie at the lee mark, too, but without a centerboard and rudder, I had to retire for the day. Jack Mitchell sailed a strong race to finish ahead of Doug Nugent, followed by Ken Mitchell and Chris Hains.

Continued strong wind and chop persisted for the rest of the day. Doug Nugent likes this sort of stuff and sailed to a first in the fourth race. Chris Hains was second, ahead of the Mitchell brothers; Jack in third and Ken in fourth.

That evening all the sailors enjoyed barbecue burgers with salad and the usual quantities of beer. A great time was had by all.

The second day saw brisk winds out of

the northwest at 22 mph. Ken Mitchell retired due to a broken halyard. Chris and Doug fought it out for first and second, and Jack Mitchell and Gord Richards fought over third and fourth place. Final positions weren't settled until the finish with the top four finishing within 15 seconds. Both Hains and Mitchell covered the competition well.

In the final race Doug Nugent was first and Chris Hains second, with Richards and Jack Mitchell also trading places for third and fourth.

The six race series allowed a throw-out, and Chris Hains returned the trophy to the Oakville Sailing Club for another year.

It was great to see so many old friends and we hope to see more in future years. The 1986 Northshore dates will be May 17-18.

Gord Richards
Fleet Captain
Woodstock Fleet 100

NORTHSHORE REGATTA (Top 5 Boats)

Skipper	Places	Points	Finish
Chris Hains	1-1-4-2-1-2	6	1
Doug Nugent	1-1-1-1-2-1	9	2
Jack Mitchell	3-4-1-3-3-4	25.1	3
Ken Mitchell	4-3-3-4-ns-5	37.4	4
Gord Richards	7-5-nf-nf-4-3	51.7	5

Tom Lihan Crowned Florida Champion

The Florida State Snipe Championship was held Nov. 30-Dec. 1 concurrently with the Thanksgiving Regatta at Tampa's Davis Island YC. Tom Lihan is the new state champion!

Lihan is the first of a large group of new people in our fleet that includes: John and Ann Vance (she gave him a Snipe as a wedding present; this deserves an article in the Snipe *Bulletin*), Pete Commette, Alex Smigelski, Ron Payne (Snipe old timer).

Gonzalo Diaz
Miami Fleet 7

Bjurstrom Takes Seventh Finnish Nationals

The 1985 Finish Nationals were arranged in Oulu, a city in the north of Finland. In spite of the long distance from the sailing centers in the south, 33 boats travelled to Oulu. Hakan Bjurstrom took his seventh Nationals victory in a row, this time together with brother Rickard. I myself, together with my crew Timo Nieminen finished second. Third were the newcomers from Bjurstrom's fleet (Tampere) Tyrki Landstedt and Julia Orjala.

Peter Holm
National Secretary for Finland

FLORIDA STATE CHAMPIONSHIP

Boat	Skipper	Places	Points	Finish
19723	T. Lihan	4-1-1-1-1	7	1
25172	Bustamante	1-3-2-12-3	20.75	2
25045	B. Heausler	3-2-3-12-2	22	3
21512	D. Jones	6-5-5-4-5	25	4
24093	S. Cline	8-6-6-2-4	26	5
24686	M. Duvoisin	2-4-4-12-6	28	6
26995	F. Seavy	5-7-8-3-7	30	7
19795	D. Edwards	7-9-7-5-9	37	8
26397	B. Foster	10-10-11-6-8	45	9
20427	M. Vega	9-8-9-8-12	46	10
24044	E. Huntley	11-11-10-12-12	56	11

1985 NATIONAL CHAMPIONSHIP FINLAND (Top 20 of 33 entries)

Skipper/Crew	Fleet	Places	Points	Finish
Bjurstrom/Bjurstrom	N	7-1-6-1-2-1	14.7	1
Holm/Nieminen	GSF	23-3-4-4-4-2	32.7	2
Landstedt/Orjala	N	1-5-1-6-13-pms	40.7	3
Lahti/Heljo	N	8-11-3-3-5-3	41.1	4
Rosenlew/Puhakka	HSK	4-2-12-2-7-dnf	45	5
Liinamaa/Kivikoski	N	2-4-7-dnf-10-20	66	6
Bjorndahl/Haldin	GSF	27-10-2-10-8-11	66	7
Rajakaltio/Pelkonen	OPS	11-8-5-15-12-5	69	8
Valli/Husa	N	5-14-8-7-14-9	72	9
Carpelan/Wegelius	HPS	16-16-22-5-9-4	77	10
Valjus/Valjus	OPS	9-15-24-dsq-1-8	80	11
Hallavo/Jarvinen	VVP	10-7-9-11-22-17	84	12
Aho/Aho	SIPS	3-12-13-23-18-12	84.7	13
Toikka/Pelkkikangas	HPS	13-19-11-16-3-23	88.7	14
Kinnunen/Hauru	OM	22-6-15-13-6-pms	91.4	15
Myllyla/Myllyla	SIPS	29-20-16-8-11-7	92	16
Vierimaa/Pekuri	RaaPS	17-9-19-12-16-15	99	17
Jarske/Jarske	N	6-18-20-20-23-10	103.7	18
Pehkonen/Huttunen	OM	25-13-21-9-15-22	110	19
Suorsa/Valjus	OPS	15-27-28-17-17-6	111.7	20

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Ivesters Win Post Pumpkin Regatta

The Third Annual Post Pumpkin Regatta was sailed in the Wilmington and Skidaway Rivers off the Savannah Yacht Club November 9-10, 1985. Jules and Rebecca Ivester of Charleston sailed a consistent series to win the regatta. Local sailors took the next four places with John McIntosh second, Chip Ogletree third, John Porter fourth, and Gary Oetgen fifth.

The first race was an Olympic course sailed in a 4-6 knot breeze with a flooding tide. John McIntosh sailed away from the fleet to win the race. Jules Ivester moved up from fourth to second by playing the tide correctly at the next to last mark. Gary Oetgen finished third with Chip Ogletree fourth.

The second race was a triangle-windward course sailed in a dying five knot breeze. The Ivesters mastered a difficult first beat against the tide to round the weather mark first, then pulled away for the win. Over the last weather leg, second through fifth places changed hands with

POST PUMPKIN REGATTA

Boat	Skipper/Crew	Fleet	Places	Points	Finish
19441	Jules Ivester/Rebecca Ivester	Charleston	2-1-3	5.75	1
24633	John McIntosh/Chris Abbot	Savannah	1-5-1	6.50	2
19387	Chip Ogletree/Louise Durham	Savannah	4-2-4	10	3
25948	John Porter/Chris Frame	Savannah	5-3-2	10	4
24635	Gary Oetgen/Brad Poole	Savannah	3-4-6	13	5
16104	John Muhlhausen/Kitza Muhlhausen	Atlanta	6-6-4	16	6
23037	George Godfrey/Bill Bowron	Savannah	7-7-7	21	7
23274	Buddy DeYoung/Lamar Walter	Savannah	9-9-8	26	8
24124	David Wolfson/Chris Coleman	Valdosta	11-8-9	28	9
24634	Brad Durham/John Penholster	Savannah	8-dnf-dns	30	10
21112	Listy Hiatt/Tom Kente	Atlanta	10-dnf-dns	32	11

every shift. At the end, Ogletree hooked a lift to take second, followed by Porter, Oetgen and McIntosh.

Following the second race, the fleet unwound with a keg and watched the end of the late afternoon football game on the club's big screen TV. After a spirited debate over Southeastern Conference Football, everyone went to Palmer's Restaurant and enjoyed a delicious seafood dinner.

For the third race, the wind was light and was confined to the Skidaway River. The race committee set a double windward-leeward course with a finish to weather. McIntosh and Porter jumped out to first and second at the weather mark,

and match raced for the lead for the rest of the race. The battle for third place was decided on the runs. Ogletree and John Muhlhausen passed Oetgen and Ivester on the first run by cruising up a tide line to slack water along the shore. On the last run, Ogletree and Muhlhausen again sailed for the shoreline, but the current had slackened enough for Ivester to sail a rhumbline course around them. Ivester held off Muhlhausen on the beat for third.

Following the trophy presentation, the regatta concluded with a roast beef and fried chicken lunch buffet.

*Frank Hart
Savannah Fleet 359*

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CHUBASCO 22322. Blue hull, white deck. Ready to sail, with compass, Ullman sails, Southern trailer, top cover. \$1,750. Sidney Ganz, St. Louis, MO. Days (314) 432-0606, nights (314) 227-1578.

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