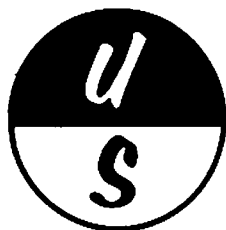




SNIPER
BULLETIN



AUGUST 1981



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1979 NORTH AMERICANS – 1, 2

1979 U.S. NATIONALS:

Heinzerling – 1, 3, 4 Jr. Nationals – 1, 2, 3

Crosby – 1, 2 Wells – 1, 2, 3

1980 MIDWINTERS – 1

1980 NASSAU, GAMBLIN – 1

1980 NASSAU, BACARDI – 1

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Why (3) is bigger than (7)

De-mystifying SCIRA's Tax Status

Those who are meticulous readers of the *Bulletin* will have noticed that board minutes in recent years contain mysterious references to "tax status." These references have generally been associated with the name of the incumbent commodore. After plodding along with the thing for some time, the said Concrete Duck, in a paralyzing stroke of brilliance, managed to dragoon a Real Tax Lawyer (RTL). RTL is Thomas R. Hood of Fleet 309 in Omaha, Nebraska, who with the admiring assistance of the Executive Secretary and the Concrete Duck, was able at last to push the project over the top.

We are therefore pleased to announce that the Internal Revenue Service has granted the application of SCIRA for approval as an exempt organization under Section 501 (c) (3) of the Internal Revenue Code. This status is effective retroactively as of October 4, 1976.

Isn't that swell? The magnitude of this accomplishment will be evident to those who consider that theretofore and since June 8, 1959, SCIRA had been exempt only under Code Section 501 (c) (7) and its predecessors. That makes everything clear, does it not?

As you know, William F. Crosby designed the Snipe in 1931 and founded SCIRA in 1932. The old exemption predates SCIRA's formal corporate existence, which began on September 9, 1954, with the filing of articles as a non-profit corporation in the State of Ohio. The initial Board of Directors provides some names with which to conjure: Theodore A. Wells, Edwin W. Williams, R.W. Wiegand, Hub E. Isaacks, W. Birney Mills.

The principal benefit of our previous tax status was an exemption from federal income taxes. The new status, first authorized under the Tax Reform Act of 1976, is a special category applicable to a charitable organization formed to "foster national or international amateur sports competition (but only if no part of its activities involve the provision of athletic facilities or equipment)."

The prime significance of the new category is that charitable contributions made to SCIRA are now deductible in computing the donor's own federal taxes. The new status therefore makes official that which we have long known in our hearts: Sniping is an activity every bit as benign to man as the ministrations of the Red Cross or your local church.

Therefore, the next time you get one

of those little booklets with the return envelope from your church, your alma mater, or the Home For Wayward Progeny of Concrete Ducks, read the instructions, consult your tax advisor, and make your check payable to SCIRA instead.

Levity aside, members of the Snipe fraternity tend to be members for life. Many of our happiest hours have been spent in the activities of the class. The memories shared within our families and the lessons learned by our children in their growth to maturity owe a considerable debt to the salutary atmosphere and the honorable competition of yacht racing in the Snipe class. In this, our fiftieth anniversary year, we think it is particularly appropriate for the membership to consider donations to SCIRA, which are now for the first time tax deductible.

The benefits are the same as those associated with any qualifying charitable deduction. For example, the net cost of giving is a function of the donor's marginal tax bracket. If the amount of the gift would have been taxed in the fifty percent bracket, the actual cost of the gift is only half the amount of the contribution. The same principle applies to the reduction of estate taxes in the case of testamentary bequests.

A contribution of appreciated stock, securities or similar property held longer than one year may result in additional advantages. Although the amount of the charitable deduction is reduced by forty percent of the unrealized appreciation in the property, there is complete relief from capital gains tax on any of the appreciation. Needless to say, the technicalities of the law and varying individual circumstances suggest that donors consult their individual tax advisors.

As with anyone in these inflationary times, SCIRA's expenditures for its mission are constantly on the increase, and SCIRA has been no more successful than most of us in finding ways to increase its income to match its needs. The expenses of general operations, and particularly the expenses of conducting major international championships, continue to mount.

As most of you are aware, the United States is about the only country in the world (at least among the forty-some countries in which Snipe is present) which provides no government support for amateur sports competition. This year we expect the expenses of hosting the Thirtieth World Championship at Long

Beach will occasion a serious depletion of the modest reserves built up in the separate SCIRA-U.S. fund.

SCIRA welcomes your support and can most certainly put any contributions to good use. We anticipate the board will hereafter consider establishing particular uses which donors might find most agreeable for their contributions, and we invite any prospective donor to contact the Executive Secretary or the officers in the matter.

The new tax status provides certain other benefits. Principal among them will be the deductibility to officers of the association, official delegates and representatives of a reasonable amount of expenses they incur in attending meetings and otherwise performing their duties. These expenses can and have been a considerable burden to officials who faithfully attend board meetings at distant locations, who serve as delegates to official business meetings such as those of the USYRU, and who otherwise advance the interests of SCIRA. For the many individuals who have and will continue to defray these expenses from their own pockets, the deductibility of such items comes as welcome and well-deserved relief.

The new status confers other benefits, such as relief from state sales taxes. A particularly attractive possibility is that, to the extent membership dues can be determined to exceed the monetary benefit of membership, some portion of the dues may properly be treated as a charitable contribution by the member. The matter of a breakdown in the dues structure which would permit a portion of your SCIRA dues to be deductible is presently under study, as are the possibilities of establishing classes of membership at varying rates, such as at your favorite symphony, community museum, and neighborhood USYRU.

That, in sum, is what is so important about the difference between "(3)" and "(7)." Aren't you glad you asked?

*Thomas R. Hood
Paul F. Festersen*



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Revised January 1976

SCIRA

Privateer Road, Hixson, TN 37343

SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

AUGUST 1981
Vol. XXX No. 8

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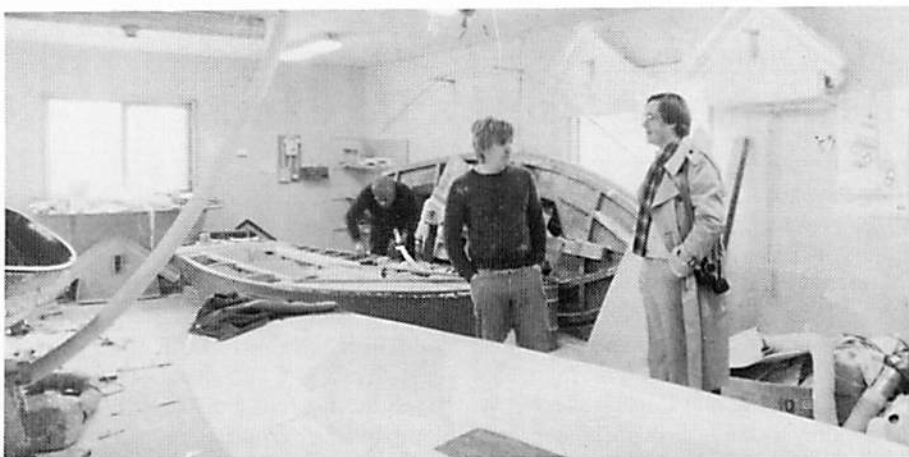
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Top photo: Svante Lindholm's shop where 100 Snipes have been built for Finland's Snipe sailors. Svante Lindholm, center, and Roger Nylund, right. (Laila Bjurstrom photo) Above: Roger Nylund's Finnish-built Follow Me, 23678, is ready for the road. (Roger Nylund photo)

Letter From Finland

Dear American Snipe Sailors!

The 50th anniversary of the Snipe will be something special here in Finland. The main event will be in Tampere July 30-August 1. It's the Nebs Oltimer's Regatta arranged by Finnish Snipe-veteran Nils Eric Bjurstrom in co-operation with SCIRA-Finland. Over 200 invitations have been mailed to old Snipe sailors and fans mainly in Finland, but also in other Scandinavian countries. Nearly 100 boats are expected. This will be a handicap regatta. Old boats and old skippers get their bad races replaced by the good races in order to fight today's racing machines and young skippers. The event is sponsored by several former actives.

The Finnish Nationals in Hango July 3-7 is also part of the anniversary-events.

A special Snipe poster shows the Gigo-lo (L-23830) with skipper Bill Holmstrom and crew Timo Antilla of Hango Snipe Fleet. The boat was built by Svante Lindholm, Hango, the main Snipe builder in Finland. During the last few years almost all new Snipes have been built by Svante; no boats have been imported.

Viklatieto-Snipenyett is published four times a year, and I am now the editor.

My boat is "Follow Me" L-23678. I started racing in 1979 as crew in this boat with skipper Rikard Bjurstrom. I bought the boat in the fall and became a skipper last year (with very little success).

Best wishes from Snipe-friends in Finland.

Roger Nylund
Turku, Finland

THE COVER

Canadian Junior champions Ian Pretty and Derek Holtved sail close to shore in a practice session off Oakville. Oakville Journal Record photo.

THE SCORE

Twenty-three numbers were issued last month with 20 going to Argentina, two to the U.S.A. and one to Portugal. Argentina also got fleet charter number 780 for their new fleet "La Plata."

Numbered SNIPES — 24993
Chartered Fleets — 780

THE COMMODORE SAYS

up scope

boss do not
be disheartened
because so many of
your friends think
you are weird for
associating with a
cockroach we
know you and
i that it takes my
millennia of cumulative
learning to keep
you afloat in this
world what you
don't know is
that there are
many other
clever beings among
the so called
lower orders

down on the
dock the other
day i ran across a
highly precise hermit
crab his name
is hermes and he
said he is a
marine zoologist at
work on a doctoral
dissertation about homo
capella species
snipetype

it seems the
yacht club dock makes an
ideal laboratory so
long as one peels
a weather eye
for rampaging topsiders

just what progress
have you made says
i well he says
these are uncharted
waters but certain
distinct subspecies
are emerging would
you like to hear
about them he
continued fixing on
me the ancient
mariner's glittering
eye

it was an unsettling
experience boss but
this is some of
what i can
remember about his
scientific categories
and their distinguishing
characteristics

t sawyerensis
young and barefoot
sleeps in boat with
crew who is not
really his sister
no visible means of support
speaks in monosyllables
e g you know
wow
toke

boobus historicus
has four digit boat
weighing 457 lbs dry
generally found at back
of fleet at
chandlery or
largely submerged
makes disdainful remarks
about fiberglass trees

brashus carnegiensis
listens to self
motivation tapes
constantly replaces equipment
including spouse
leaves dock early
after race always soft spoken
and hard to find

nautilus finickus
leaves dock only in
winds between 7 and 11
never perspires much
less sweats
wears alligator shirts and
carries calculator

technocratis gratis
gets volume discounts
at goldbergs and
manhattan marine
is secretly sponsored
by nasa
will shortly patent
gadget guaranteed
to win heinzlerling
gives free advice and
pays monthly minimum
on credit card accounts

spasticus scholasticus
semi professional meteorologist
can recite extensive
library from memory
holds initial tack out
to lay line waiting
for header
sails in b fleet

spasticus disasterus
specializes in vertical 180s
can't get insurance
often found bisecting
competitors or
committee boat
chronically dumbfounded
and apologetic

pacifica non specifica
from california
sails very fast
is unable to explain why
van has one way windows

quixoticus entrepreneurialus
likes sailing
likes sailors
dislikes job
makes sailboat things
loses perspective job
house car and spouse

stalwartus prolificus
rigs and worries over
boat in solitude
spouse rigs and worries
over swarming school
of offspring
often brings diaper bag
and forgets rudder
destined to become
scira officer

americus lolitas
has new boat
plays old game
female crew is not
his daughter
drives b m w
does not stay late at
saturday parties
crew consorts with
cuban navy

hamheadus voluminous
fond of port starts and
tacking close aboard
finds room where there
is none
sails loud and predetermined
course to constant injustice
at hands of incompetent
protest committee

well boss as
the sun was setting i left
hermes to his work
but not before

contracting for exclusive
publication rights i
think that boy
has a future and
i want to
be part of it before
my sinecure here
is ended

how do you
plan to survive
your imminent
retirement with
deep concern
troilus

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Snipes Remembered

Two Snipe "old timers" Griff Griffith and Howie Fletcher remember the development of Snipes and SCIRA in New York State from the 1930s up to the present.

FIFTY YEARS OF SNIPES

As I have said before, Bill Crosby had no idea what he was getting into when he designed the Snipe in 1931.

The SCIRA International Championship for the Hub Isaacks Trophy began in 1934 at New Rochelle Y.C., New York; continued annually, except for war years 1943 and 1944; and resumed at Chicago Corinthian Y.C. in 1945. The championship was always called international in spite of the fact that there were no entries from outside the U.S.

After recommendations to Bill Crosby from some of the Snipe sailors attending the New York Snipe team championship at Chautauqua Lake Y.C., Crosby took up the matter of location for the 1946 Internationals with the SCIRA Board, and CLYC was named to hold the event.

The CLYC fleet decided if it was to hold an international meet, the best idea would be to get entries from other countries. Secretaries of the 20 countries sailing Snipes at that time were notified that their participation was important; and Brazil, Newfoundland, Switzerland, and Portugal each sent a team.

Commodore Charles Heinzerling attended the regatta with Bill Crosby, and announced that he would design and present a trophy in his name to be awarded annually to the U.S. National Champion. (The Hub Isaacks Trophy would continue as the International Trophy.)

At the Board of Governors meeting at the New York Yacht Club in 1949 the Chautauqua Lake Fleet proposed that instead of only one Snipe per U.S. fleet being permitted to sail in the U.S. Nationals, that the organization could be better served if one boat in every 5 in a fleet were allowed to attend. This suggestion when approved by the Board, resulted in increased enthusiasm and participation in most of the U.S. Snipe fleets.

With this Snipe activity Chautauqua Fleet 124 produced two SCIRA Commo-



1942 Internationals, Crescent Sail Y.C., Detroit. Vic Larson, skipper, and Griff Griffith, crew, finished 10th out of 21 boats in the regatta sailed on Lake St. Clair. "Sailed last race in a pea soup fog - flat calm - lasted seven hours. I lost 20 bucks on bets that we would finish 8th or better. We were in 8th place when we went into the last drifter and finished 17th."

dores: Harold Griffith 1949, and Edward (Red) Garfield 1960, co-owners, and still sailing the Mills Snipe built for Griff in 1951. CLYC's sailing honors include a second in the Internationals, a U.S. Championship, Wells Trophy win, both U.S. and International Point Score Championships, and three U.S. Junior Championships.

SCIRA Commodore Harold Griffith

SNIPES - AS I REMEMBER

In 1936 when I first started to crew on Dock Moyer's Snipe, it had a working jib, a box mast (about a foot shorter than the present mast) and a "T" boom. The boat, named Zepher, was double-planked with a canvas filler. It weighed about 700 pounds and had a pivot board.

Olcott Fleet No. 19 started in about 1934 with six homemade boats built to the original plans by Charles Harrison and the owners. Charley provided the shop and the molds and the machinery. The boats had a short box spar, working jibs, "T" booms, oak frames and mahogany planking. The next year or so, a variety of

boats appeared made by Century, Dunphy, and individual builders.

Our fleet built to thirty-two Snipes before 1942. A few who did not go in the service sailed races during the war, and afterward, the fleet built back up to seventeen or eighteen boats. I am about the only active member left.

In 1938 we had a new boat, 3144, built by Hockey Holler in Tonawanda. This improved version of a Snipe was planked with white cedar, and had mahogany frames, white pine deck, a round mast and boom of minimum size - both bent very well. Larsen and Murphy & Nye sails and an 80-pound bronze daggerboard completed the rig.

The boat went very well, and we beat most everyone in the district. We went to the nationals at Canadaigua Lake in 1940 with high hopes. Then came three boats from the West Coast; The Ghost, Kitten and the Veloz. These boats were planked with redwood, had spruce frames, cut-down centerboard trunks, were lighter than our boats, and were dry sailed. The sails were made by Watts, and Gardner &



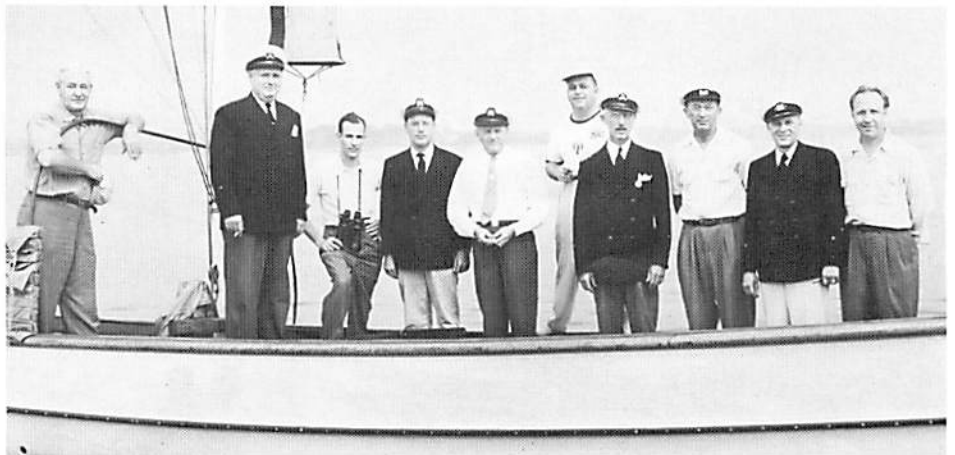
Bob Carrick, Lake Merritt, CA, and Bruce Baldwin of Chautauqua were the winners of the Junior championship in 1946. Juniors looked much the same 35 years ago, but Snipes have changed.



Left: Where the Heinzerling Trophy started: At the 1946 SCIRA Internationals at CLYC, Commodore Charles Heinzerling, shown here with Ed Kent and Leslie Powers of Chatauqua Lake, promised a trophy for the U.S. National Champion. It was first sailed for in Marblehead in 1947. Below: Bill Crosby, center in shirt sleeves, and John Hayward, Griff Griffith, and Vic Larson, last three on the extreme right, helped run the 1949 Internationals at Larchmont. Others are members of Larchmont Race Committee.

"John Hayward, Ted (Wells), and I went to Larchmont early and found that no Snipes had been arranged for visiting contestants. John and Ted scoured the clubs on Long Island Sound and got enough Snipes before I got there, and I went down to City Island and bought manila jib sheets for all contestants." Griff.

As SCIRA Commodore Griff was official observer, John Hayward came to help, and Ted sailed and won. Vic came to see the regatta and the Swedish team. (Morris Rosenfeld photo)



Baxter, and each had a large roach. Most of the sails used in our district had little or no roach. Needless to say, when these boats got off the wind, they lost us. The only boat that stayed with them was a boat from Florida with loose rigging.

In 1958 I bought a new glass Snipe from Lofland. All glass boats after this were to be made off the master plug, but this changed, and as each builder made his own plug a faster hull was produced, which made mine obsolete. It had a few good years.

New York State was one of the first areas to have organized sailing. The New York Snipe Association, started in 1938, met each spring to schedule races for the year. Dues were collected from each fleet and later we collected regatta fees to provide trophies. Clark Cassidy and many others from our area suggested to Bill Crosby that he organize the states into districts similar to ours. It finally went over. I was the last Commodore of the New York Snipe Association and the first Governor of District Five.

Gordon H. Fletcher

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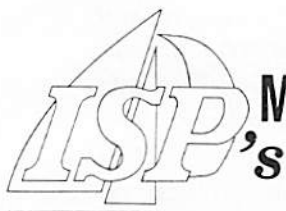


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European Secretaries Meet In France

REPORT OF EUROPEAN NATIONAL SECRETARIES MEETING – Club Nautico Marine, L'Oreol, France, May 29 1981:

PRESENT: Peter Davies, General Secretary; Louis-Paul Lamarque, Sec. South Europe; Guy Lachappelle, Sec. Belgium; Neils Kampmann, Sec. Denmark; Jan Marie Brossard, Deputy Sec., France; John Bean, representative UK.

MINUTES: Minutes of the previous meeting Espergaerde, Denmark, August, 1980 approved.

MATTERS ARISING: Proposed that mast position be fixed at 60 inches from the stem. Proposed that the reference to freeing the measurement at the top of the mast be re-submitted as a rule change.

GEN. SECRETARY'S REPORT: (A) Per Gothlin has circulated all North European Secretaries regarding improvement in publicity and information exchange.

(B) National Secretaries will be asked to compile a list of Snipe sailors within their fleets likely to travel to international regattas. These lists should be updated every year and circulated before January 31. Each National Secretary would be in possession of names and addresses of Snipe sailors interested in foreign competition and fleet captains would request copies for open meetings and championships. This system should be operational by January 31, 1982.

(C) European Programme will (a) Go from March 1st to April 1st the next year. (b) National Secretaries will send regatta dates to the Vice Secretary by January 7th for March 1 to April 1 the following year (13 months). (c) The Vice Secretary will collate the list and forward it to the National Secretary of the country selected to print the program. (d) Countries to print programs are: 1982 – Denmark, 1983 – Belgium, 1984 – England. (e) A new country will be added each year to printing list to give time to arrange financing. (f) Programs will be sent to all National Secretaries by the country responsible for printing by February 15. (g) National Secretaries will send the programs to their fleet captains by February 25th.

(D) Dues paid SCIRA as of May 7, 1981, are as follows: Denmark – 77, England – 88, Italy – 50, Netherlands – 2, Norway – 75, Spain – 519, Sweden – 77. Other countries are not yet paid, but the numbers are about static. Total paid for 1980 was 1,143.

(E) The East European Secretary, Drago Puhlovic, has resigned. The meeting appointed Enzo Perini, present Italian National Secretary to act as East European Secretary. The fleets in Yugoslavia and Austria have dissolved, but some activity remains in Turkey.

(F) Discussion and tentative approval of dues increase to be submitted to the Board. Request for more European reports in the Snipe BULLETIN.

(G) Reminder of rule 27 and board shape requirements.

(H) Reminder by Sweden that rule 33 allows only one mast to be measured: damage or loss is the only allowable exception.

VICE SECRETARY'S REPORT: Enrico Rosso was not present, but his letter was read.

50th ANNIVERSARY: Most European countries are running special 50th Anniversary regattas.

IYRU NUMBER FEE: The IYRU \$15 number fee was discussed and will be discussed again at the Board meeting.

1982 EUROPEAN CHAMPIONSHIPS: Scheduled for Club Campagna Della Vela, Venice, Italy from Friday July 30th through Friday, August 6th, 1982.

1984 EUROPEAN CHAMPIONSHIP: Tentative bids submitted by Sweden and Spain. Sweden's bid was accepted tentatively, depending on 1985 World Championship venue.

1981 WORLD CHAMPIONSHIP: Reminder that all paperwork should be posted by mid-July for WC.

JUNIOR CHAMPIONSHIPS: Congratulations to Spain for the 1980 Junior Worlds and their special report of the event.

The Junior European Championship will be held at Juels Mind YC from August 3 through August 8. Entries are limited to three boats per country.

1982 EUROPEAN SNIPE CUP: Rules for the European Snipe Cup, which is to replace the North and South European Championship races, will be compiled and submitted for the Rule Book. The 1982 competition will be held in Broadstairs, England from June 26th to July 2nd, 1982. From 1983 on, the competition will be held every two years on odd numbered years. Two bids were submitted for 1983 – one from Italy and one from Denmark. The bid from Denmark to hold the championship at Skovshoved was accepted.

OTHER BUSINESS: Per Gothlin suggested the promotion of team racing between fleets and nations. The Belgium fleets, discouraged by attendance at the 1981 Copper Cup, requested that the

French please try to attend the next event in larger numbers.

CONCLUSIONS: Promotion of SCIRA as discussed in this meeting will entail considerable work on the part of the secretaries, but the decisions taken will ensure that the Class is in a healthy state. Meeting adjourned.

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Above: The winners, 1 to r: Roger Stewart and Doug Sharp, 3rd; Pat Muglia and Jeff Lenhart, 2nd; and Mark and DeAnn Reynolds, 1st. Below: Mark and DeAnn Reynolds show winning form on the choppy waters of Redondo Bay.

Reynolds Repeats District VI Win

It always seemed like a pretty close lead for Mark and DeAnn Reynolds, perhaps even until that last tack for the fifth race finish, with them clearly on top again. They sailed to the District 6 Championship at Redondo Beach, California, May 30 and 31, 1981.

Jeff Lenhart with Pat Muglia, and Roger Stewart with Doug Sharp were very close in the running until the final crossing. Tom Nute would have been in there with his crew Gwen Wright had he not been clearly disadvantaged at the start of the fourth race. In this championship group this difficulty was not something one could make up even in a long race. There were many others in the next ten close enough throughout to keep any of them glancing over their shoulders. There were many finishes when the first ten crossed within a minute or so.

Overcast skies and winds of 6-14 knots made the sailing winds ideal. However the waters off Redondo Beach are noted for being the bumpiest, lumpiest, and choppiest anywhere — after all, that chop originates somewhere off China and has 8,000 miles to build.

Competitors noted that "reading the water" on a beat often seemed more important than watching the jib luff. It was great fun to see them take great advantage of all the surging irregularities in the water's surface on a reach or run. With all the controversy on Rule 60 there were no protests.

We are indeed pleased with our small



but building "B" fleet. Bob and Dan Halderman sailed the courses so close to Don and Erica Crenshaw that often times it seemed the two boats were tied together by a short string that neither wished to break. The finishes in this fleet were just as close as in the "A"s.

Bob Schaeffer
Past Commodore, SCIRA

SAIL FAST?

Sailors and sailmakers needed to participate in non-commercial research project to develop and test sails with fast aerodynamic shapes. Sailors will measure winning sails to determine optimum shape specifications for mathematical sail design program. Sails will be carefully constructed and measured by cooperating lofts and sold to sailors at normal price. Computer time will be paid by researcher. Sailors will test sails for speed in two-boat racing conditions. Ted Andresen, P. O. Box 40053, St. Petersburg, FL 33743 (813) 367-1532.

1981 NORTH AMERICANS
Sea Cliff Yacht Club, Sea Cliff, N.Y.
September 18, 19, 20, 1981
OPEN TO ALL SCIRA MEMBERS

	—Regatta Schedule—		
	Date	Time	
Regatta Chairman:	Sept. 17 Thursday	6 P.M. - 11 P.M.	Registration
Jack Williams	Sept. 18 Friday	8 A.M. - 10 A.M.	Registration
25 Orchard Street	Sept. 18 Friday	11 A.M.	1st Race
Glen Head, N.Y. 11545	Sept. 19 Saturday	Announced	Racing
Phone: (516) 759-0732	Sept. 20 Sunday	Announced	Racing, Awards

REGISTRATION FORM
1981 NORTH AMERICANS

Must be received by September 5, 1981

NORTH AMERICANS—\$35 entry fee (includes regatta dinner & cocktail party). Send registration and fee to: Jack Williams, 25 Orchard Street, Glen Head, N.Y. 11545, Phone: (516) 759-0732. MUST BE RECEIVED BY SEPTEMBER 5, 1981.

Some housing will be available, but will go **ONLY** to those who do pre-register.

Please print:

Skipper _____ Crew _____

Address _____

Yacht Club _____ Fleet Number _____

Sail Number _____ You must sail with your own sail number. If you will sail a chartered or borrowed boat, give the following information:

Owner _____ Boat Number _____

I hereby agree to abide by all Snipe Class and USYRU rules, and release Sea Cliff Yacht Club, its officers, members, employees and members of the Race Committee from all liability by reason of injury whether to the yacht entered above or to myself, my crew, or my guests.

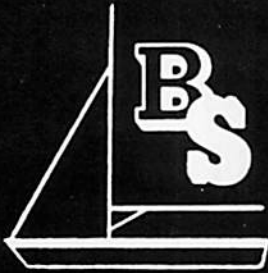
Signature of Skipper _____ Date _____

Directions: From the North, take Interstate 95 South to the Throgs Neck Bridge, then below.

From the South, take I-95 North to the Throgs Neck Bridge, then below.

From the West, take I-80 East to I-95 North to the Throgs Neck Bridge, then below.

FROM THE THROGS NECK BRIDGE, take the Cross Island Parkway to the Long Island Expressway (East). Take the L.I.E. to Glen Cove Road (North), Exit 39. Follow GC Road all the way until the end, then make a left. You will pass a HESS GAS STATION on the right. At the next traffic light make a right. Follow this road to SEA CLIFF YACHT CLUB. It will be on the right.



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We gathered together an assortment of mainsails and looked at how they fit our spar. What a surprise we had, that little or no adjustments had to be made to the sail. To you that means your sail should easily adapt to the CAB No. 1. The Bryant Spars staff has available upon request deflections of the CAB No. 1 compared to two spars currently on the market. We've also taken the courtesy of having these deflections available to a variety of Snipe sailmakers for your convenience.

If you have any questions, please call or write Mark Bryant or Andy Fox for more information about the CAB No. 1.

**LOOK IN THE BULLETIN FOR MORE INFORMATION TO COME
“THINK SPEED”**

Sincerely yours,

Mark Bryant



Sanctioned Snipe Regattas

AUGUST 3-9, EUROPEAN JUNIOR CHAMPIONSHIP, Danish Fleets, Niels Kampmann, Teglgardsvej 3, 2920 Charlottenlund, Denmark. Location: Juelsminde, Jutland, Denmark.

AUGUST 8-9, NORTHEASTERN CHAMPIONSHIP, Chautauqua Fleet 124, Denny Bush, 12 Norwood Avenue, Jamestown, NY 14701.

AUGUST 8-9, MICHIGAN STATE CHAMPIONSHIP, Gull Lake Fleet 190, Tick Ticknor, Box 717, Principia College, Elsie, IL 62028.

AUGUST 14-16, GOLD CUP, Danish Fleets, Niels Kampmann, Teglgardsvej 3, 2920 Charlottenlund, Denmark, Espergaerde, Sealand, Denmark.

AUGUST 15-16, ONTARIO OPEN, Oakville Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ontario Canada.

AUGUST 22-23, SUNFLOWER REGATTA,

Shawnee Fleet 597, Robert L. James, 1101 W. 15th, Topeka, KS 66604.

AUGUST 22-23, DISTRICT III JUNIOR CHAMPIONSHIP, Cowan Lake Fleet 433, John Braun, 128 Wilmuth Ave, Cincinnati, OH 45215.

AUGUST 22-23, BOARD OF GOVERNORS, Quassapaug Fleet 231, Todd St. John, 135 Old Sherman Hill Road, Woodbury, CT 06798.

AUGUST 22-23, BLUE CIRCLE INTERNATIONAL and BRITISH JUNIOR NATIONALS, Blue Circle Fleet 545. Write: John Broughton.

SEPTEMBER 7-12, SNIPE WORLD CHAMPIONSHIP, Alamitos Bay Fleet 218, Sherwood Jones, 2702 Denmead Ave, Lakewood, CA 90712.

SEPTEMBER 12-13, MASS BAY OPEN/CALL OF FALL, Mass Bay Fleet 244, Sue Tabor, 92 Johnson Ave., Winthrop, MA 02152.

SEPTEMBER 12-13, NORTHWEST CHAMPIONSHIP, Budworth Fleet 217, Budworth, Cheshire, England. Write: John Broughton.

SEPTEMBER 12-13, INDIANA OPEN, Indianapolis Fleet 409, Jack Samuelson, RR 2 Box 494, Westfield, IN 46074.

SEPTEMBER 18-20, NORTH AMERICAN CHAMPIONSHIP, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

SEPTEMBER 19-20, OHIO OPEN, Chippewa Fleet 621, Howard Wolff, 3516 Hoffman Rd, Medina, OH 44256.

SEPTEMBER 19-20, JOE RAMEL MEMORIAL, Missouri YC Fleet 49, Dick Goppert, K-18 Rt 1, Lake Lotawana, MO 64063.

SEPTEMBER 26-27, CHAMPAGNE REGATTA, Keuka Lake Fleet 382, Graham Hoffman, 5738 C.R. 33 RD 3, Canandaigua, NY 14424.

SEPTEMBER 26-27, OXFORD INCIDENT/ACCIDENT, Acton Lake fleet 515, Tran Alfrey, 2258 Shenandoah Dr, Fairfield, OH 45014.

SEPTEMBER 26-27, SOUTHEAST CHAMPIONSHIP, Maldon Fleet 362, Maldon, Essex, England. Write: John Broughton.

OCTOBER 1-3, MASTERS CHAMPIONSHIP, Missouri YC Fleet 49, Doug Day, 7111 NW Winter, Kansas City, MO 64152.

OCTOBER 24-25, CAROLYN NUTE MEMORIAL REGATTA, Mission Bay Fleet 495, Sean Biehl, 2790 Bayside Walk, San Diego, CA 92109.

OCTOBER 25, CROSBY OPEN, Crosby S.C. Liverpool, Lancashire, England. Write: John Broughton.

OCTOBER 31-November 1, HALLOWEEN REGATTA, Atlanta Fleet 330, Herb West, 13250 Birmingham Hwy., Alpharetta, GA 30201.

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CHUBASCO 17018, Green glass hull, wood deck, Eichenlaub B mast, 1978 Ullman sails. No trailer. \$1,300. Glenn Younie, 16 Edwards St., Keene, NH, (603) 352-3128.

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SNIPE 20209 - Skipper International, \$1,800. Blue hull, red deck. North sails, trailer, cover. Bernard Chiana, 741 East Bluff Dr., PennYan, NY 14527. (315) 536-8486.

CHUBASCO 18044. Green with white deck, 1 suit sails, trailer. \$1,800. Complete rig. Gina Blomquist, (301) 243-1982 evenings, or Bob Blomquist, (301) 828-1569 evenings.

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CHUBASCO 19747, 1972, excellent condition, Cobra mast and boom, green hull and light green deck, 1 suit of sails, no trailer, new boat on the way. \$1,800. Dan Williams, (615) 756-5287 or (615) 886-2062.

CHUBASCO 18022, Red deck, red hull, Proctor mast, good trailer, 2 sets sails. \$1,400. Rob Fowler, 641 S. Meadows Dr., Hixson, TN 37343. (615) 875-8375.

CYCLONE 22292 with new Cobra II mast, Ullman sails, Excellent racing record. \$2,200. Trailer extra \$300. Gonzalo E. Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155, (305) 667-0492.

FOR SALE 20569 - Skipper Snipe, all white fiberglass. Two suits of sails, fully equipped, good race record. \$1,500 or make offer. Dave Rogers Jr., Hill Rd., Naugatuck, CT 06770, (203) 758-1401.

EICHENLAUB 22218. White with blue racing stripes. Cobra mast and boom. Two suits North sails. Bottom cover and new Shorelander trailer - \$2,000. John K. Gore, Diamond Lake, 20849 Decatur, Cassopolis, MI 49031. Phone (616) 445-2048.

SKIPPER 22420 - Orange with off-white deck and teak trim. Cobra mast, 1980 Shore sails plus extra suit, compass, Harken blocks and cleats, double-ended controls. Southern Yachts trailer. Excellent condition, minimum weight, stiff and very fast. \$2,500. Chuck Tucker, (217) 333-2692 days, (217) 351-6096 evenings.

FOR SALE - CHUBASCO 19387 "Ralph." Glass deck and hull, white on white. Fast boat in excellent condition, 8 pounds below minimum. Plenty of go-fasts. Cobra I mast & stiff boom, \$1,900. Dean Hearn, 4712 Privateer, Hixson, TN 37343, (615) 875-5940 (H), (615) 875-7738 (O).

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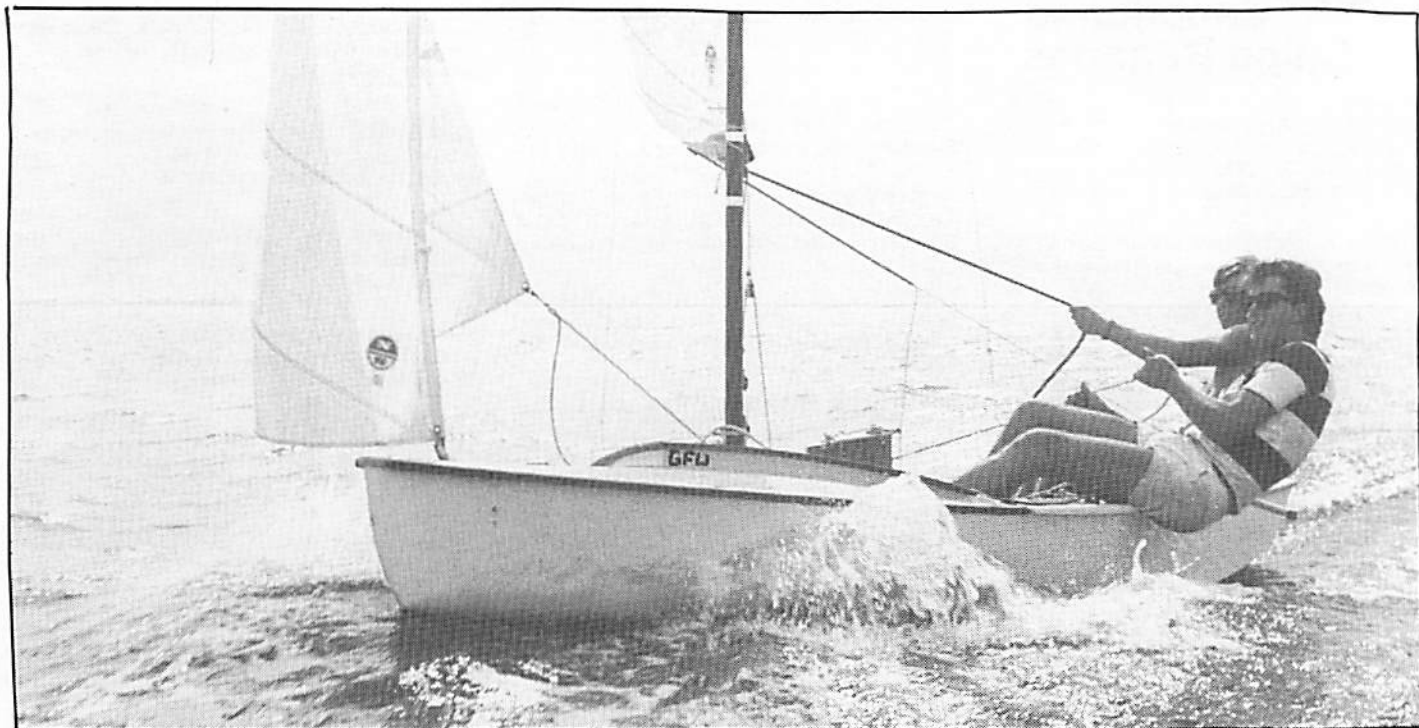
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Other 1981 Results

1st Brazilian Nationals
1st West Coast Midwinters
1st Comodoro Rasco
1st South Americans

1980 Major Results

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