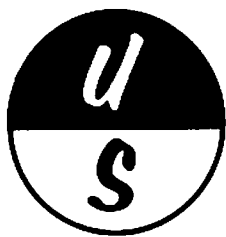


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ASSOCIATION

AUGUST 1984

Volume XXXIII No. 8

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What Are Submerged Rules?

Elsewhere in this issue of the *Snipe Bulletin* you can find an article entitled "Submerged Rules." It is the first in a series of articles. Since this title is not self evident I will try to explain it. First, however, allow me to explain how I arrived at this particular name. My first choice was "Racing Rules that aren't in the Rule Book." While probably more informative, this title is somewhat awkward so I rejected it. My second choice was "Hidden Rules." Better, since rules not in the rule book are certainly hidden. Yet, I did not think this term sufficiently nautical. So to correct this supposed deficiency I selected the term "Submerged Rules." After all, submerged rules are hidden. Indeed, old Noah Webster gives as the third definition of "submerged" the following: to cover; to suppress; to hide. Furthermore, "Submerged Rules" connotes a mixture of danger, fear, and excitement much as does the term "Submerged Reef." But enough! At this point having become tired from overmuch thinking on trivia I declared "so be it."

But, you still ask, what are submerged rules anyway? Aren't all the racing rules in the rule book? If not, why? Where are they? The fundamental rules are in the rule book. However, rules must be interpreted. The USYRU has established an appellate system to decide when reasonable men (and women) cannot agree upon the interpretation of the rules as they apply to a particular conflict. The final authority of this process is the appeals committee of the USYRU. This committee, from time to time, publishes the results of their deliberations in the book *USYRU Decisions of the Appeals Committee*.

And now, patient reader, to the point. Within the body of these appeals are submerged many "new rules." After all, it is what the appeals committee says a rule means that determines its effect. And that's as deep as I will dive into this topic. If you want to meet some "honest to God" submerged rules you must peruse the series of articles by that name which will be appearing from time to time in the *Snipe Bulletin*.

Gary Boswell
Dallas Fleet 1

Pacific Coast Championships To Follow North Americans

San Francisco Bay Snipe Fleet 12 is hosting the Pacific Coast Championships on Sept. 15th and 16th one week following the North Americans which are being held in Long Beach, Sept. 7th to 9th. St. Francis Yacht Club is rolling out their plush red carpeting and is promising an event guaranteed to be talked about for years to come. With the Golden Gate Bridge hovering above the weather mark and the City of San Francisco as a backdrop, San Francisco sailing is at its best this time of year. Conditions in September are not the heavy wind and current conditions for which the Bay is notorious. Winds tend to lighten and the currents, while an important tactical consideration, are not as extreme.

Fleet 12 would especially like to encourage members of the Midwestern, East Coast and Southern Snipe contingents who sail the North Americans to travel a few more miles north and join us for the P.C.C.'s. It would be our pleasure to host you and to assure that your stay in the Bay Area is both enjoyable and memorable.

For details please write to the San Francisco Bay Snipe Fleet, P.O. Box 5827, San Francisco, Calif. 94101 or telephone Warren and Mary Lynn Wheaton at 415-921-2700 (days) or 415-457-8693 (eves.).

THE COVER

Series winner Jerry Thompson makes good starts count in the Snipe series at Bermuda's International Race Week. Photo shows him in 20369 at the leeward mark. Also in good shape at this start is Dana Schnipper of Sea Cliff, NY in 23587. Photo by Neville K. Trott, Bermuda News Bureau.

THE SCORE

Twenty-seven numbers were issued during the month with 20 going to Spain and seven to the U.S.A. No new fleets were chartered.

Numbered SNIPES — 25974
Chartered Fleets — 794



On The Lighter Side

by Lou Joline

YOU CAN WIN 'EM ALL (but do you really want to?)

As the sailing season begins, the fleet champion will be out there trying to extend his string of 13 straight wins in club competition. No doubt these victories are the result of dedicated practice and careful attention to the boat and sails. I have an aversion to practice, and my nine-year-old Snipe gets less attention than the garbage can I was detailed to scrub in June of '74. You might think that such an attitude precludes winning, but I have learned that it is possible to sail and never lose.

"How is this possible?" you ask. There are several ways. My favorite method is to maintain the posture that I am only out to have a good time. You can't beat me because I'm not really racing! My purpose is to enjoy the sun and listen to the waves lap against the hull. I project an image of a person at peace with the world, whose values are right, and who knows how to relax and enjoy life. The other skippers, those who admit to be "racing," are conversely characterized as a snarling, grasping mob, clawing for the tiny scrap of happiness they hope to gain by winning.

Sometimes for variety I assume the pose of one who is racing but who is NOT REALLY TRYING. The hidden message is different but equally attractive: I am amused to see the others straining their guts to win this silly race. If I wanted to, I could win with ease; but there is no one in this race who is worth the effort. I would rather save myself for important causes.

For years I was able to enjoy exclusive use of these ploys but lately others have been horning in. The action at a recent large regatta became completely stalled when none of the competitors would admit to being there for the purpose of racing. In desperation the regatta chairman bribed three of the locals to go out and act like they wanted to start. The act must have been fairly convincing, for the other 76 boats tore off in the direction of the starting line. There must have been a lot of pent-up desire in that bunch, some of whom had been conscientiously not racing for years, because when it was all over we had 23 protests, four boats lost and three persons impaled on whisker poles.

I am giving out all these closely-held secrets because I will no longer need them. I have recently read that being thoroughly and repeatedly thrashed in sailing is the best conditioning one can have for marriage and life in general.

NORWEGIAN CHAMPIONSHIP 1983

Asgardstrand, Norway, July 1-3, 1983

Position	Skipper/Crew	Fleet	Points
1. 24571	Trotto Hartmann/Per Cato Standal	Bergen	0
2. 24967	Finn Hanssen/Iver Hansen	KNS	27
3. 23429	Gunnar Kjendlie/Tomm Solberg	Vestfj.	34.1
4. 24568	Erling Nesse/Rune Kartveit	Bergen	35.4
5. 21687	Jan Hansen/Tor A. Lonningen	Milde	43.1
6. 19428	Viktor Sinding-Larsen/Halvard Kilde	Baarum	45.7
7. 24567	Birger Jansen/Gunnar Astrup	Baarum	47.7
8. 22433	Nils Monstad/Petter P. Lorentzen	Vestfj.	51.7
9. 21689	Otto Book/Jorgen Skaarnaas	Asg.strand	80
9. 24569	Gunnar Karlson/Johnny Karlson	Bundefj.	80
11. 21451	Frank Pettersen/Erik Pettersen	Bundefj.	93
12. 21449	Ola Nygaard/Amund O. Nygaard	Hjellestad	94
13. 22425	Per Loken jr./Erik Ingeberg	Vestfj.	97
14. 24570	Per Jul Hansen/Ove Johannsen	Vestfj.	99
15. 22780	Trond Aasland/Lars Martin Habostad	Vestfj.	100
16. 20326	Knut Beck/Per Berg	Bragd	113
17. 19096	Per-Anders Rosenkvist/Rune Lislerud	Bundefj.	117
18. 19429	Tom Chr. Arnulf/Henrik Marthinussen	Vestfj.	123
19. 21690	Arvid Hordnes/Ivar O. Jacobsen	Hjellestad	125
20. 19349	Tom Skjonberg/Geir Loberg	Asker	126
21. 24564	Sigurd Haug/Tom Huseby	Baarum	138
22. 22782	Ole M. Robertsen/Helge Lenes	Horten	145
23. 23194	Jan Eiof Jonson/Morten Mohn	Bundefj.	148
24. 24566	Arild Neste/Geir Clasen	Bundefj.	153
25. 23656	Bjarte Sandtorv/Tord Hjellestad	Hjellestad	154
26. 23653	Karen Steiestol/Hilde Jorgensen	Bergen	155
27. 23195	Tom Brathen/Cecilie Larsson	Bundefj.	157
28. 20328	Aage Lien/John Kjellevold	Hjellestad	159
29. 22803	Svein Egeland/Tore Thuen	Hjellestad	164
30. 24562	Jon Brambani/Erik Christensen	Vestfj.	181
31. 20705	Arvid Kleven/Peder Kleven	Baarum	183
31. 19094	Alf B. Enger/Kjell Amundsen	Hamar	183
31. 19430	Kolbein Jorgensen/Moyfrid Kjollesdal	Hjellestad	183

Status by Countries

The following is a list of countries that paid dues for 1983. The figures indicate the number of boats on which dues have actually been received. Several countries have not made their final accounting. Estimating the number to be reported would bring our total to better than 3600 which is the same as the figure five years ago; not a bad record when you consider the changes in one-design sailing in that period.

Argentina	103	Korea	25
Brazil	137	Norway	75
Colombia	12	Panama	3
Cuba	16	Paraguay	8
England	76	Portugal	61
France	50	Spain	443
India	6	Sweden	60
Italy	110	Uruguay	12
Japan	1000	U.S.A.	1243
		Total	3437

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Submerged Rules

Gary Boswell, winner of the Western Hemisphere Championship, and many District and local regattas, exhibits that most important talent: the analytical mind.

Here, Gary has used that talent as he dives into the murky depths of the appeals system to expose some of the "submerged rules."

by Gary Boswell

Proper course. What more abused term is there in racing? The rule book defines proper course as follows: "A proper course is any course which a yacht might sail after the starting signal, in the absence of the other yacht or yachts affected, to finish as quickly as possible. The course sailed before luffing or bearing away is presumably, but not necessarily, that yacht's proper course. There is no proper course before the starting signal!" Sitting here in my study, I feel that sounds clear enough. However, once on the water it seems to become blurred.

Some of my most acrimonious debates have been over the meaning of this particular term. One in particular that I remember occurred as follows: Boat A had continually tried to pass Boat B to weather. In defense, Boat B sailed above the straight line course to the next mark. Finally, after both boats were well to weather of the rhumb line and when they were both in the lee of a high bluff, Boat A steered a course to leeward of Boat B. At this point Boat B altered course to leeward also, assuming a course to leeward of what was now the straight line course to the next mark. Boat A claimed that this violated rule 39 which commands that on a free leg of the course a yacht shall not sail below her proper course when a nearby yacht is steering a course to pass her to leeward. Boat B claimed that as she was in the lee of a high bluff her fastest course was to sail out from under the bluff and then assume a course directly to the next mark, this being the course she would have sailed, from this point on, in the absence of the other yacht.

Boat A claimed that if another boat had not been involved Boat B would never have sailed under the lee of the bluff. What do you think? Where is the Submerged Rule,

you ask?. Appeal No. 6 addresses the question of proper course. In resolving the question, the appeals committee wrote the following sentence which is our Submerged Rule #1. "When there is doubt that a yacht is sailing above her proper course, she should be given the benefit of the doubt."

This is certainly succinct. What it means is that in most cases, a knowledgeable protest committee will disallow a protest that claims a yacht is sailing above her proper course. In short, if a boat is wrongfully carrying you above the proper course, you cannot thereby hit her — your only remedy is to protest. The burden of proof is on you! Appeal No. 15 is even more explicit. It states that even if it is established that

a yacht is improperly sailing above its proper course the windward yacht cannot allow contact to occur since the windward yacht is still obliged to fulfill her obligations under Rule 37.1 — "A windward yacht shall keep clear of a leeward yacht."

Now, back to our prior example. I have been unable to find any submerged rules relative to sailing below one's proper course. Does Submerged Rule #1 generalize to sailing above or below one's proper course? I do not know. But if I were on a protest committee and was presented with such a situation I would rule that it does so apply; that is, Submerged Rule #1 generalizes to "When there is doubt that a yacht is sailing her proper course, she should be given the benefit of the doubt."

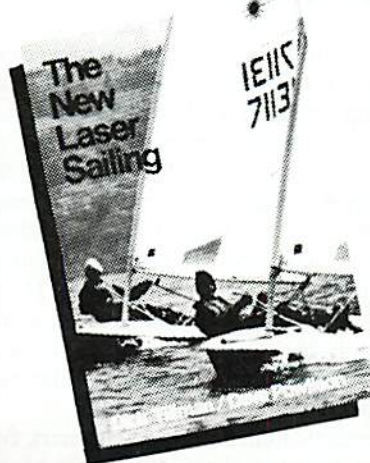


Gary Boswell

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Jerry Thompson Top Snipe At Bermuda Race Week



Thompson leads an orderly parade of Snipes away from the starting line.

by Ron Hunt, Bermuda News Bureau

Snipers will remember this year's International Race Week at Bermuda for a long time, purely for the response of a quality fleet to spanking conditions. And, racing aside, for the daily (and nightly) fun and frolics.

This time, Bermuda Race Week organizers gave the running of the center-board classes to Spanish Point Boat Club, whose race committee under chairman David Barnes left no doubt about its ability to perform at international standard.

Jerry Thompson of Long Beach, CA, fulfilled an ambition by winning the Bermuda series at his fifth attempt. Thompson and Long Beach crewmate Grant Hill scored only 6.25 points with 2-1-1-1-2 placing in five heats. This brought them clear victory without having to sail the final heat which Canadians Doug Nugent and Patrick Gardner of Oakville, Ont., won to secure second overall place with 11 points. Thompson's previous best at Bermuda was a second overall in 1981.

Including the first heat, which was another of Nugent's sharp performances, all of Thompson's starts were basically superior to everybody else's. Thompson was consistently in the top two of the fleet of 22 moving off the line; this was the key to his success in such lively racing conditions. In steady winds that never fluttered to afford any competitor an advantageous lift, Thompson proved to be a very sensible upwind sailor. He had good boat speed and did not once have to struggle through being enveloped in the belly of the fleet.

Two heats on the opening day were sail-

ed in 15-17 knot breezes. Nugent made a clever initial start, but was beaten to the weather mark by Thompson. Both were amazingly fast on the reach, where they opened up on the fleet and Nugent regained the lead going hell bent for the leeward mark. Thompson was unable to reduce Nugent's lead next time upwind and the Canadian hit the finish line a comfortable winner by 58 seconds. Penny Simmons then screamed in to snatch third place from Bill Buckles by inches.

The remainder of the series belonged to Thompson and Hill. Heat 2 saw them leading at every mark. Nugent, in fourth position behind Buckles and Sam Mollet going into the reach, climbed to second before the second weather mark was passed. Nugent clung to this slot while Indianapolis cousins Harry and Paul Levinson moved up from seventh to claim their first in a trio of third placings.

Next day the committee made a mark in Snipe series history at Bermuda by setting a splendid course in open water off the colony's north shore. The northwesterly breeze was down to 12-14 knots and Thompson loved it. He won the third heat by a 1:33 margin over Buckles and the Levinsons came in third. The finish of this heat spoke much for the course alignment and uniformity of wind and sea conditions: from a distance out, 11 boats tacked to lay the line on starboard, the other 11 did likewise on port. They all finished within 6:19 of Thompson. Nugent's jib came down moments after the start of this heat and he scored a weighty 11th.

Simmons fouled the weather mark first time upwind in heat 4. Before he re-

rounded, Thompson snatched the lead and sailed on to take another first. Nugent, moving in fast on an opposite tack, was a good second and Simmons was third. Mollet capsized a boat's length from the line while attempting to luff instead of tacking round Simmons' stern. Eight other boats crossed over before Mollet was able to right his and do likewise.

When racing resumed after a day's break, Mollet made amends by winning heat 5 handsomely. Thompson took a safe second and the series was his, with Nugent down to a sixth in this heat. But the excitement was not over, as Nugent, Simmons and Buckles all had their eyes on second overall.

Nugent overtook Simmons on the reach of the final heat which was sailed in the fiercest conditions of the series, with winds at 20-22. Then Mollet moved in behind Nugent. Simmons was leading again, going to the second weather mark. But he fouled this mark, did a penalty rounding and was running in second position when he ploughed under. Among the front runners at this stage and eventually finishing fifth in the heat was SCIRA Rear Commodore Wayne Soares who had his 12-year-old daughter Beverly as an able crew. Several boats had to retire; Ron Fox, at the helm of one that capsized, lost his daggerboard.

Mollet followed Nugent over the finish line and the Levinsons were third. Local skipper Peter Lavelle crossed while crewmate Paul Watson was hanging alongside by his heels. He'd hiked out too far and was unable to get inboard when Lavelle (11th) swung on a final hitch.



Doug Nugent (KC24116) leads Jerry Thompson (20369) in the first heat of the Bermuda series. Both of them have some distance on the rest of the fleet.



A fast reach. Identified between SCIRA Rear Commodore Wayne Soares (KB20997) and Eugene Simmons (KB24069) is Fritz Gram of Cuba, NY, in US16699.



With less than 30 seconds to the gun, Canada's Doug Nugent and Patrick Gardner, in KC24116, cross a bunch of Snipes bearing down on the line. Nugent then went about in a good starting slot and continued on to win the first race.



Jerry Thompson (right) and Grant Hill, both of Long Beach, CA, were Snipe Class winners at Bermuda's International Race Week.

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SNIPES BERMUDA RACE WEEK (Top 15 of 22)

Skipper	Places	Pts	Posn.
Jerry Thompson/Grant Hill, Long Beach, CA	2-1-1-1-2-ns	6.25	1
Doug Nugent/Patrick Gardner, Oakville, Ont.	1-2-11-2-6-1	11.5	2
Bill Buckles/James Jacob, Lorraine, OH	4-4-4-4-5-6	21	3
Harry Levinson/Paul Levinson, Indianapolis, IN	5-3-3-9-9-3	23	4
Eugene Simmons Larry Lindo, Bermuda	3-8-6-3-3-nf	23	5
Sam Mollet/Brian Mollett, Massillon, OH	10-5-7-12-1-2	24.75	6
Brian Dougherty/Ellen Wefer, Glen Cove, NY	11-7-5-7-8-9	36	7
Wayne Soares/Beverly Soares, Bermuda	8-14-9-6-16-5	42	8
Chris Hains/Donald Hains, Oakville, Ont.	13-9-16-8-11-4	45	9
Fritz Gram/Jane Gram, Cuba, NY	7-6-14-nf-7-nf	45	10
John Johns/Midi Potter, Ann Arbor, MI	dq-10-2-19-4-nf	46	11
Ron Fox/Karen Fox, Long Beach, CA	15-11-21-5-12-nf	54	12
Richard Greenfield/Martin Greenfield, Bermuda	12-nf-13-10-13-8	56	12
Ray Pitman/Samantha Adcock, Bermuda	14-12-12-15-10-ns	63	14
Ron Barber/Stam Cruwys, Norwood, MA	16-15-8-21-18-7	64	15

(Note: nf points assessed on finishers, each heat)



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Midwinters (clearwater) - 3rd*
Don Q - 4th

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*Partial Inventory

Mission Bay Spring Invitational Won By National Champions

Thirty boats arrived at Mission Bay Yacht Club to enjoy the tight, shifty, beautiful weather for the MBYC Spring Snipe Invitational, April 14 & 15.

Saturday dawned with little wind and an uncharacteristic fog. The juniors got off two races with local sabot ace Phil Smerdon pulling off two bullets.

As crews began pulling on extra sweat-shirts, the California sun burned through and the seniors made their way to the starting area, and after a couple of recalls (so beach launcher Keith Dodson could make the start), the fleet got off.

National Champions Doug and Jennifer Desouza and, of course, Captain America showed the fleet through the light, shifty, full-of-holes air on Saturday. The racing was tight behind them with nine boats having between 12 and 19 points at the end of the day. Because of wind deterioration, Race Committee Sam Butler decided to postpone all racing until high noon Sunday.

Saturday night's entertainment consisted of a slide show of various fleet members' trips to assorted international snipe regattas. Of course, bootleg slides were inserted, causing laughter, embarrassment and explanations from many members' escapades!

Sunday dawned clear and a bit more breezy, 15 knots. Junior National Champion Scott Lindley got the jump and won the morning's Junior race.

The seniors were eager to get going as exhibited by the five or six recalls (I lost count!) and finally everyone got tired of starting practice and began to race. Tom Nute and crew Joe Parker showed the "Low Budget" stern to the fleet to win the first race. In the just-as-breezy second race, Jay Butler went low on the first run and never relented his lead. Pan American champion Jeff Lenhart and wife, Peggy, began to make their move, and Grant Hill's consistency put the top three boats within 2½ points of each other.

As the wind began to die late Sunday afternoon, Robin Gales and Scott Lindley proved that the right hand side was due to pay off and nailed down second overall with their first place.

Trophies consisting of 8×10 color photos taken the day before by Paul Bowers, were handed out to the first five seniors and top three juniors, as everyone had one more beer and headed home to do their taxes.

Special thanks to race committee Sam Butler, Regatta chairman Pat Muglia, Fleet Queens Jerelyn Biehl and DeAnn Reynolds, and MBYC Snipe fleet members for pulling off another regatta. Rookie fleet of the year goes to King Harbor YC, Party points to ABYC fleet, and making this another international California regatta, Jim Belford from Canada. *Sean Biehl*

Mission Bay Fleet 495

MISSION BAY SNIPE SPRING INVITATIONAL

Seniors	Skipper/Crew	Club	Places	Points
18321	Doug and Jennifer Desouza	MBYC	1-1-6-12-2	21½
24060	Robin Gales and Scott Lindley	MBYC	4-15-7-4-1	30¾
20560	Jeff and Peggy Lenhart	MBYC	2-13-4-2-10	31
24677	Grant Hill and Jenny Dyer	ABYC	10-2-3-7-13	35
24025	Keith Dodson	ABYC	8-6-5-14-4	37
23969	Ray Treppa	SDYC	9-9-16-5-3	42
23820	Andy Barnes and Rob Spring	MBYC	17-4-9-6-8	44
21801	Sean and Jerelyn Biehl	MBYC	5-7-15-10-7	44
22816	Dennis Allison and Phil Smerdon	MBYC	6-8-10-8-18	50
23280	Tom Nute and Joe Parker	MBYC	7-20-1-3-20	50¾
Juniors				
22816	Phil Smerdon and Ross Blomgren	MBYC	1-1-3	4½
21801	Scott Lindley	SDYC	4-2-1	6¾
23280	Joe Parker	MBYC	3-3-2	8
24495	John Jackman	MBYC	2-4-DNS	11

SNIPE HUNT (Top 14 of 28 entries)

Boat	Skipper	Club	Places	Points	Finish
24264	Means Davis	AYC	1-3-1	5.7	1
25007	Tom Smith	LLSC	2-2-3	11.7	2
24807	Steve Suddath	LLSC	3-1-5	15.7	3
23663	Skip Remter	Pensacola	5-8-4	32	4
25100	Woody Norwood	AYC	4-5-8	32	5
24774	Martin Zonrenberg	LLSC	11-7-2	33	6
24600	Brad McFaden	AYC	7-4-7	34	7
25407	Scott Henderson	AYC	12-11-6	46.7	8
21112	Paul Gillis	AYC	13-6-10	46.7	9
21627	Tom Mayberry	Charleston	9-12-9	48	10
24699	John Ruff	AYC	8-9-15	50	11
16951	Dave Ferguer	Barefoot	6-16-14	53.7	12
23172	Tut Campbell	AYC	10-14-12	54	13
24791	Bob Kwasha	LLSC	15-10-16	59	14

Snipe Hunt Foiled By Flukey Weather

The fifth annual Snipe Hunt was held the weekend of April 27, 28, 29, out of Van Pugh park on Lake Lanier. We had a great turnout of 26 boats. Most of the boats were from AYC, LLSC and Barefoot. But we want to especially thank those crews from Charleston, Tom Mayberry and Pensacola, Skip Remter for traveling the distance.

First place was taken by Means and Peggy Davis from AYC, (and supporters of Barefoot), second place was Tommy Smith and Shawn Burke and third went to Steve and Connie Suddath, both from LLSC.

The first and only race on Saturday was delayed for two hours by lightning and thunderstorms that rolled through the area. There was talk of cancellation, but everyone held together and as we headed out to the line the sun broke through to give us hope. After all the weather, we ended up with moderate but very shifty winds, which died at the end of the race. The master sailor, Means, reading through all the hocus pocus that the wind was giving us, took an early lead and kept extending it to take first. Tommy Smith and Steve Suddath fought it out for second and third in this race. The dying wind after the end of the first race took away our hopes for two races on Saturday. Dinner that night was at the Tannery in Buford.

Sunday started off with the promise of some great wind as everyone put on foul weather gear, wet suits and life jackets. But as race time approached, it died considerably, and by mid-race, everyone was shedding clothes. The results of the second race reversed the first with Steve firsts, Tom second and Means third, but it seemed like much more of a battle took place.

The third race followed and as the wind died further, the race was shortened to four legs. Means put on another of his great races and took first by a good margin followed by Martin Zonrenberg from LLSC. Martin took a tack to the middle and then passed a host of boats on a lift to the finish line. Third was Tommy Smith, fourth, Skip Remter and fifth, Steve Suddath.

Some special thanks to some folks for putting this race together; Craig and Sannie Jones for doing the hospitality and whatever it took to get the job done; Don and Rita Williams, for doing such a great job with the meal and refreshments, Hoyt Hurt, for the trophies, Robert and Kathy Scholl for keeping track of the records, Flo Lovelace for keeping the races going, and Tom Bishop and crew for the great race and protest committee work.

Ron Casto

Barefoot Sailing Club Fleet 726

Privateer Fleet Wins Cracker Barrel Team Race

Chattanooga's Privateer Fleet won the District IV Team race trophy from the defending Lake Lanier Fleet at the 1984 Cracker Barrel Regatta, Chattahoochee Sailing Club, Columbus, Georgia. Pete and Ann Duvoisin teamed with Matt and Holly Gregory to nose out Tom and Beth Smith with Brent McKenzie and Steve Burke, taking the trophy for the Tennessee fleet. Third place team was Means and Peggy Davis with Tarasa Davis and Johnny Sinclair from Atlanta Yacht Club. Brad and Martha McFadden teamed with Woody Norwood and Laura Pontious also of the A.Y.C. fleet for fourth place. Fifth place went to Bill and Sherrie Simons, teamed with Ken Simons and Mark Garrett, all of P.Y.C.

The regatta, moved to May 5th and 6th from its regular October date because the lake is scheduled to be lowered for dam

repairs later in the season, drew teams from five fleets.

Saturday's race turned into the traditional Lake Harding drifter, with the fleet lucky to complete one race for the day.

On Sunday the wind was gusty and shifty, with plenty of push for two races. Sudden shifts, with the resulting changes of fortune are also a tradition on Lake Harding. In Sunday's second race, those who chose the previously favored right side of the course found themselves retracing their tack back to the mark far behind those who had gone left. In such conditions team tactics took a back seat to lady luck in some of the finishing positions.

The Chattahoochee Yacht Club hosts invited District IV teams back for the 1985 regatta when the Cracker Barrel returns to its regular calendar slot.

CRACKER BARREL TEAM RACE REGATTA

Boat	Skipper/Crew	Fleet	Finish
19091	Pete Duvoisin/Ann Duvoisin	Privateer	1
26026	Matt Gregory/Holly Gregory		
25007	Tom Smith/Beth Smith	Lake Lanier	2
24774	Brent McKenzie		
24264	Means Davis/Peggy Davis	Atlanta	3
24605	Tarasa Davis/Johnny Sinclair		
24600	Brad McFadden/Martha McFadden	Atlanta	4
25100	Woody Norwood/Laura Pontious		
20848	Bill Simons/Sherrie Simons	Privateer	5
24742	Ken Simons/Mark Garrett		
21112	Paul Gillis/M.J. Gillis	Atlanta	6
24265	Frank Pontious/Mickey Pontious		
24699	John Ruff/Scott Powers	Atlanta	7
25407	Scott Henderson/Ashley Smither		
23172	Tut Campbell/Ruth Brodhead	Atlanta	8
21600	Orie Wade	Kat Munson	
21377	Andy Colb/Sue Hogg	Chattahoochee	9
23663	Skip Remter/Laurie Remter	AYC	
24142	Don Hackbarth/Derek Fernon	Atlanta	10
16104	John Muhlhausen/Kitza Muhlhausen		
24605	Robert Scholl/Cathy Scholl	Barefoot	11

BASIC SNIPE SAILING MANUAL

Sam Chapin's handbook, written twenty years ago — revised and brought up to date in a new format. Intended for the beginning Snipe sailor or crew. Glossary of nautical terms; knots with illustrations; boat handling; tacking; running; reaching; jibing; heave-to; capsize; racing rules; thumbnail tactics; Snipe measurements. Invaluable — still not complicated. \$3.00 per copy — \$20.00 for 20. From SCIRA only.

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Sanctioned Snipe Regattas

AUGUST 4-5, BROADSTAIRS OPEN, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

AUGUST 4-5, MIDWESTERN CHAMPIONSHIP, Wichita Fleet 93, Ted Wells, 5 Huntington, Wichita, KS 67206.

AUGUST 4-5, ATLANTIC COAST CHAMPIONSHIP, Narragansett Bay Fleet 17, Ed Adams, Box 441, Newport, RI 02840.

AUGUST 11-12, DISTRICT III JUNIOR DISTRICTS, Gull Lake Fleet 190, Ray Croasdale, 501 Bronson Med. Center, Kalamazoo, MI 49007.

AUGUST 11-12, MASTERS OF SNIPE (40 yrs. and over), Airisto Segelsallskap i Abo., Roger Nylund, Itainen Pitkakatu 9 B 28, 20520 TURKU, Finland.

AUGUST 16-19, ARGENTINA'S NATIONAL CHAMPIONSHIP, Luis, Rudoy, Rosario, Argentina. Phone 389460.

AUGUST 18-19, ONTARIO OPEN, Oakville Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ontario, L6L 4Z7, (416) 844-6315.

AUGUST 18-19, BOARD OF GOVERNOR'S REGATTA, Quassapaug Fleet 231, Dave Rogers, Jr., Hill Rd., Naugatuck, CT 06770.

AUGUST 21-26, CAMPEONATO d'ESPANA ABSLUTO, Mallorca, Francisco Perez Lopez, Avenida Rector Jose, Loustrou 3-10, A, Murcia 6, Spain.

AUGUST 25-26 (rescheduled) SOONER (or later) REGATTA, Oklahoma City Fleet 14, Ed Olson, 3016 Elmhurst, Oklahoma City, OK 73120.

AUGUST 25-26, CALL-OF-FALL/NEW JERSEY OPEN, Pine Beach Fleet 256, Lee Griffith, P.O. Box 2058, Princeton, NJ 08540.

AUGUST 25-26, GRAND PRIX, SILVERSNIPES, Motala, Tomas Franzen, Wrangelsgatan 24, 242 40, Helsingborg, Sweden.

AUGUST 25-26, CAMPEONATO ADRIATICO, Chigia, Enzo Perini, c/o Circolo Nautico Chioggia, 1121 A, Calle S, Croce, 30015, Chioggia, Italy.

SEPTEMBER 1-2, VIKINGSNIPEN, Vestfjorden, Norway, Gunnar Kjendling, Folke Bernadotte Vei 27B, Oslo 8, Norway.

SEPTEMBER 7-9, NORTH AMERICAN CHAMPIONSHIP, Alamitos Bay Fleet 218, Steve Bloemke, 7310 Equitation Way, Orange, CA 92669.

SEPTEMBER 8-9, LONG ISLAND OPEN/CALL-OF-FALL, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

SEPTEMBER 8-9, RONALD PRIME MEMORIAL, North Cove Fleet 127, Arthur Cunningham, P.O. 7243, Concord, NH 03301.

SEPTEMBER 8-9, BIRD BATH REGATTA, Muscle Shoals Fleet 784, Bill Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

SEPTEMBER 8-9, MALDON, S.E. SNIPE CHAMPIONSHIP, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD, England.

SEPTEMBER 15-16, BUDWORTH, N.W. SNIPE CHAMPIONSHIP, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

SEPTEMBER 15-16, JOE RAMEL MEMORIAL, Missouri YC Fleet 49, Lou Joline, L22 Lake Lotowana, MO 64063.

SEPTEMBER 15-16, MASS BAY OPEN/CALL-OF-FALL, Mass Bay Fleet 244, Diana Healy, 30 Crestview Dr., Malden, MA 02148.

SEPTEMBER 15-16, PACIFIC COAST CHAMPIONSHIP, St. Francis Y.C., San Francisco Fleet 12, Warren Wheaton, 2001 Union St. -430, San Francisco, CA 94123.

SEPTEMBER 22-23, MYSTIC LAKE OPEN, Medford Fleet 777, Martin W. Fraser, 382 Watertown St., Newton, MA 02158.

SEPTEMBER 27-29, U.S. MASTERS CHAMPIONSHIP, Quassapaug Fleet 231, Ned Daly, Nichols Hill Rd., Washington, CT 06720.

SEPTEMBER 29-30, BATTLE OF ATLANTA, Lake Lanier Fleet 781, Tom Smith 369 Stafford St., Marietta, GA 30064.

SEPTEMBER 29-30, OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Jim Hater, 230 Solarama Ct., Cincinnati, OH 45238.

OCTOBER 6-7, FRIGID DIGIT, Annapolis Fleet 532, Jonathan Bartlett, 3 Essex Rd., Annapolis, MD 21401.

OCTOBER 6-14, WESTERN HEMISPHERE CHAMPIONSHIP, Lake Ypacarai, Paraguay, Bertrand Gayet, Algodonera Guarani S.A., Cassilla de Correo 787, Asuncion, Paraguay. Phone 502-080. Telex 222 PYAGUSA.

OCTOBER 13-14, LAKE MOHAWK CALL-OF-FALL, Lake Mohawk Fleet 10, John J. Marx, 448 W. Shore Tr., Sparta, NJ 07871.

AUGUST 11-12, SUNFLOWER REGATTA, Shawnee Fleet 597, Phil Morse, 4416 W. 13th, Topeka, KS 66604.

OCTOBER 27-28, HALLOWE'EN REGATTA, Atlanta Fleet 330, Paul or M.J. Gillis, 3201 Shadowwood Lane, Marietta, GA 30064. (404) 971-0298.

Gormans Cop Whittemore-St. Johns

A perfect sunny day greeted the Snipe crews for the annual Whittemore-St. John Regatta held on beautiful Lake Quassapaug in Middlebury, CN, June 9th and 10th.

The first race held in 3- to 5-knot southwesterly winds was won by Rob and Lisa Gorman, with Len Dolhert and Diane Healy second, and Dave Lence and Dave Koepp third.

The wind clocked to the west for the second race and built to a nice 8 to 12 knots. This time Dolhert led all the way for the win followed by Lence, who just did hold off the fast-charging Todd St. John IV and crew Dan Santiere who finished third.

The third race, same wind direction and velocity, was again won by Dolhert with St. John coming from fifth at the leeward mark to grab second. Third place went to Jennifer and Artie Rousmaniere.

The dinner and party were a smashing success as live music played in the background and cold beer poured in the

foreground. After three races Dolhert was leading with two bullets and a second.

Sunday morning dawned, and the lake was like a mirror. By the time race four began, though, the wind was from the southwest at 5 to 7 knots. Gorman led wire to wire to edge St. John in second and Sue and Jan Tabor in third. Dolhert finished eighth to make things interesting going into the final race, with the championship still up for grabs.

The same conditions as the previous race prevailed for the fifth and final race. The anticipated duel between Gorman and Dolhert ensued with Gorman getting the gun and the regatta. Dolhert finished second and the Rousmanieres placed third to nail down third overall.

Everyone spent the rest of the afternoon sunning and swimming and trying to finish off the keg.

*Nick Windward
Quassapaug Fleet 231*

WHITTEMORE-ST. JOHNS REGATTA (Top five finishers)

Skipper/Crew	Fleet	Races	Points	Pos.
Rob and Lisa Gorman	North Cove	1-5-4-1-1	11.25	1
Len Dolhert/Diane Healy	Mass Bay	2-1-1-8-2	13.50	2
Jennifer and Art Rousmaniere	Winchester	4-4-3-5-3	19	3
Dave Lence/Dave Koepp	Winchester	3-2-8-4-5	22	4
Todd St. John/Dan Santiere	Quassapaug	9-3-2-2-9	25	4

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.

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McLAUGHLIN, 23274, off-white hull with teak trim, trailer, top cover, Cobra mast, very fast, excellent condition. \$2,900. R.B. DeYoung, (912) 354-4626.

MUELLER-EICHENLAUB 22474, excellent condition, Ullman sails, white bottom, tangerine hull, ivory deck. All covers, Harken blocks throughout. Will deliver reasonable distance. \$1,700. Carl Holtved, 1254 Cummock Cr., Oakville, Ontario, L6J 2N5. Off. (416) 842-8133, home (416) 844-3803.

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PHOENIX 23757, Cobra II, 2 suits sails. Deck, rudder and centerboard covers. All Harkens \$2,200. Doug Day (816) 741-7006.

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Race Finish position	Conditions	
	Sea	Wind Kts.
1st	Smooth	0 - 6
1st	Slight swell	3 - 10
1st	4' swell, chop	7 - 12
1st	12' swell, mixed chop	15 - 25
1st	6' swell, chop	8 - 18

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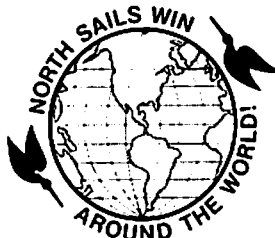
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