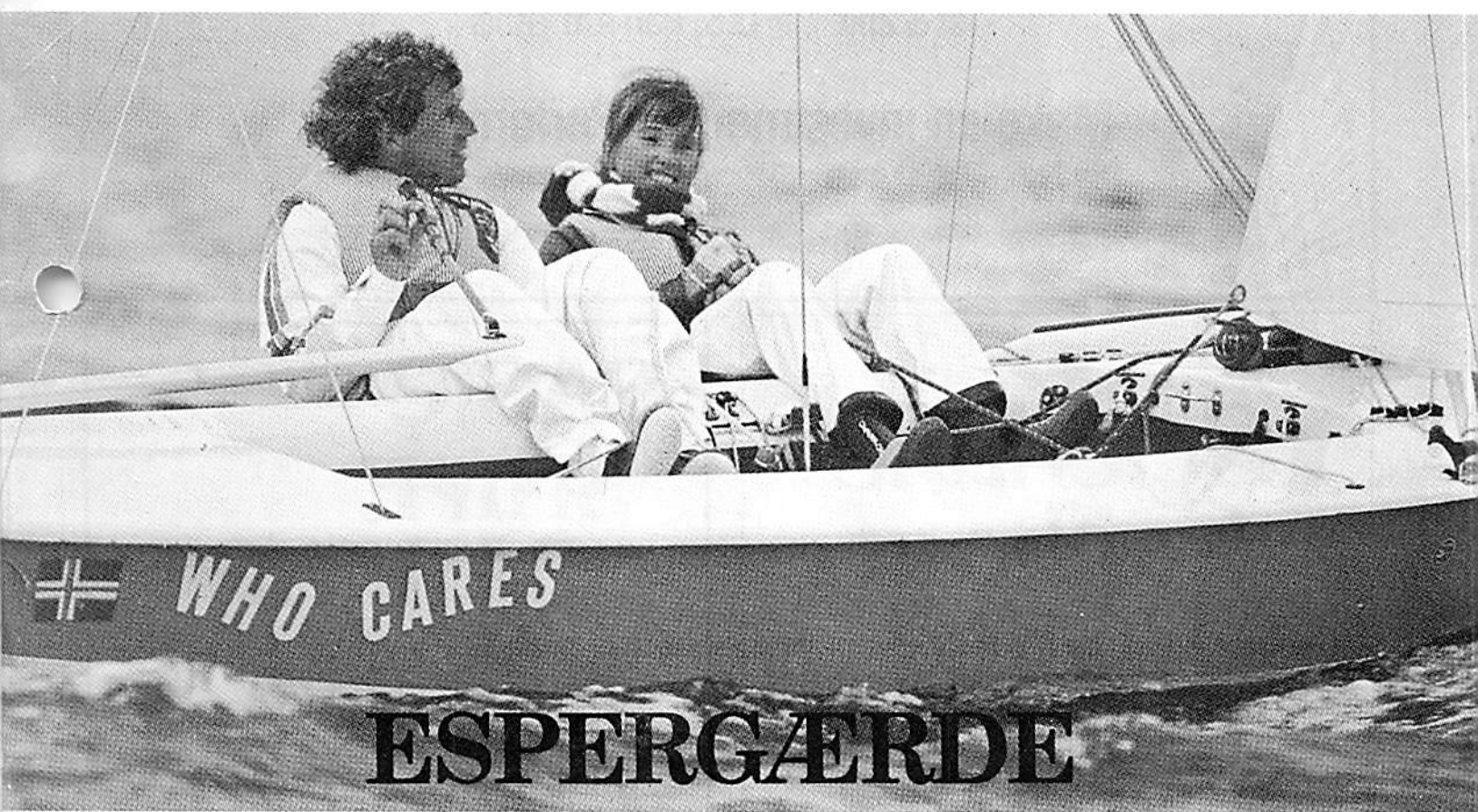
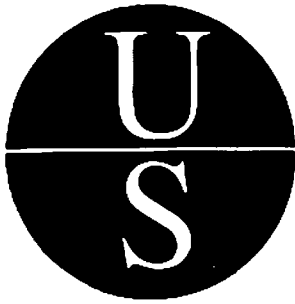




SNIPE BULLETIN



AUGUST 1987



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SNIFE BULLETIN

(USPS 611-500)

**SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION**

AUGUST 1987

Volume XXXVI No. 8

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CHANGE OF ADDRESS

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

AROUND THE SNIFE WORLD

OPINIONS —

Snipe sailors are always assured that their opinions are important to the Class (and most are not shy about expressing those opinions). This month we are featuring an opinion on a rules change from SCIRA Officials in Argentina, a letter from a Snipe sailor in Three Rivers, MI, a discussion of future directions for the Class from the Governor of U.S. District I, and the results of a customer survey by a West Coast sailmaker. All these expressions are well thought out and expressed. We commend them for your consideration.

EDUCATIONAL OPPORTUNITY —

Current World and Western Hemisphere champion Santiago Lange just returned home to Argentina after having won the Princess Sofia Trophy at Mallorca Sail Week for the second time. While in Spain he spent some time giving talks on how he

sails the Snipe and how he sets his mast and sails for all conditions. Santiago is currently working for North Sails, Argentina. Torkel Borgstrom of North has written the SCIRA office that Santi will be sailing in the U.S. and Europe for the next few months and has offered to give talks and demonstrations to U.S. Snipe fleets. The setup used "is not very well known out of South America, and we strongly believe that (it) is much faster."

We have sent this information to all U.S. District Governors so that they can make arrangements for seminars with the fleet captains in their districts.

Torkel has also offered special prices for sails delivered at or before the Worlds. Contact him at North Sails Argentina, Cnel. Uzal 3245, (1636) Olivos, BS.As. - Argentina. Phone 54-1-7625220 or 54-1-7620330.

LETTERS

Your April '87 issue on the proposed rules changes prompted me to write. I was especially concerned about the lowering of minimum weight suggestion. It seems like all thought in the *BULLETIN* these days is strictly about racing and how to make the boat go faster. It appears like you're all trying to turn the Snipe into a 470. You might as well increase mast height, lower the boom, add a larger jib, and a trapeze, a spinnaker, and let the young hotshots go flying at one another.

The modern day Snipe seems already to be dramatically different from the first Snipe I sailed years ago which endeared me to the Snipe initially. That first Snipe was an old woodie with a steel board and I was very impressed with its gentle manners and stableness even on a solo sail. The fiberglass Snipe of today seems not to have these qualities and I don't believe its being bred to have these qualities.

Apparently a lot of Snipers feel that we're at some kind of crossroad in terms of the future of the Snipe Class. I'm in favor of doing what needs to be done to keep the Snipe Class alive. (It's too beautiful a boat and too rich in tradition not to.) However, I think there should be an open forum by Snipers to decide what direction it's really necessary to go in to maintain interest in the Class.

If the majority really feel that they need to increase the speed of the boat to attract the young sailor (racer?) then I feel we should make a lot of major changes all at once to turn the Snipe into even more of a highstrung thoroughbred than it has

already become.

Sadly to say, however, it would no doubt mean that I for one would drift further away from the boat I fell in love with originally — the nice, friendly family sloop I could solo sail and race once in a while on a Sunday afternoon.

Sincerely,

Norb Mandrick, #20644

THE COVER

Half the cover of the invitation to the Wiibroe Cup and Gold Cup Regattas features lovely Janett Krefting; a smiling Miss Norway. Her chauffeur aboard Who Cares is Norway's National Secretary Birger Jansen.

The Gold Cup, to be raced August 21-23, at Espergaerde, Denmark, 30 miles north of Copenhagen, is the week before the Worlds. Pioneer Fleet 302 invites world-wide participation. Write: Svend Andersen, Postbox 164, 3000 Helsingor, Denmark.

THE SCORE

Fifty-nine numbers were issued during the month with 30 going to Japan, 25 going to Spain and 4 to the U.S.A. No new fleets were chartered.

Numbered SNIPES — 26995
Chartered Fleets — 801

SHARING OPINIONS . . .

Rules Change Opposed

Pablo Homps, Western Hemisphere Secretary; Pedro Sisti, Rules Committee Member; and Alejandro Viacava, Argentine Measurer; have written the Board of Governors, Rules Committee and National Secretaries that they oppose the proposal to change the Deed of Gift for the Hemisphere and World Championships to prohibit participation of boats which do not meet the specifications in Measurement Sheet "D". (Listed among the changes proposed for consideration in the April Snipe *BULLETIN*.)

"It would leave out not only the well-known series 12000 Brazilian boats but almost 22500 Snipes, and since this prohibition seems to be directed especially to old wooden boats still sailing in our country and Brazil, we must analyze whether they really have any advantage . . . from their measurement or other factors . . .

In our opinion none of the appointed differences make one boat better than others; that is so that all old boats have been measured again prior (to) participating in races, are different within (themselves) — since they were not built on patterns, but one by one, and hand made. We have checked the moment of inertia of all boats and none of them reach the minimum values.

Why (is) a 30/35 years old boat in some conditions and certain places better than the last fiberglass design? Simply because they are more rigid and don't have malformation when sailing.

For that reason, our criteria is not to prohibit, the point is to improve."

They propose a study of different types of material for construction of hulls, and to modify the inside structure of the boat (frames, beams, etc.) or other procedures to add structural stiffness to the boat while retaining the same weight. The study to be concluded six months before the 1989 World Championship.

They state that one of the best Snipe Class qualities is that it is not necessary to change boats frequently, a quality which must be maintained. They feel that the proposed change would negate this quality.

Brazil and Argentina use older boats for economic reasons since for very little money you can buy an old hull, fix same and sail it. Building fiberglass boats or importing them is too expensive. Lineburger still builds wooden boats, "which still

gives the security that if the prohibition should be imposed, our boats will be modified and measured again according to last sheet to still compete at any championship."

From District I Governor Rob Gorman

In response to recent letters sent to District Governors and articles in the *BULLETIN* concerning: 1) number of new Snipes being built; and 2) decline in membership; below are some comments from past and present District I sailors.

1. Regarding the number of new Snipes being built now vs. early '80s:

- In the late '70s klegecell became a key material for the Snipe.

- In the late '70s Snipe builders made slight modifications to the hulls on E. Elms' recommendation.

- In the late '70s and early '80s flexible masts became important.

As a result strong, stiff, high quality Snipes were produced.

- Side decks have not become "soft" as they did before.

- Many people bought new boats in the early '80s because of the modifications and new equipment that was available.

And the end result is people have not

been buying new boats to replace their old boats as often.

The Snipe class should be proud and happy that boats are strong and competitive after many years.

2. Regarding the decline in membership since 1980:

In the late 1970s and early 1980s a couple of changes occurred:

A) The Snipe rigging started changing.

- The mast became more flexible: shift towards Cobra IIs and the removal of the mast stiffener.

- Magic boxes became necessary.

- The boat became more complicated.

- Total crew weight became more critical (as a result of the flexible mast).

B) Collegiate sailors became more involved in the class.

- Kenetics became an integral part of sailing.

- Loyalty to the class diminished — people came and left the class quickly.

- Rules were pushed to the limit (as was taught in college) and protests came more often.

- No longer did you race to see who could sail around the course the fastest, but — the attitude became "What do I need to do to win — (who do I have to take out of the race, or sit on, etc.)"


As a result, people became discouraged because:

- They could not keep up with all the changes required to be competitive.


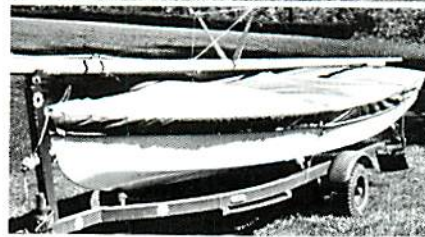

- The rigging became too complicated and sophisticated for some of the people

(Continued on page 6)

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OPINIONS . . .

(Continued from page 5)

who have been sailing Snipes for 40+ years.

- The family crew weight (adult and child or two children) typically does not fall into the critical weight guidelines.

- If you do not have a crew that is willing to slam their body around (kenetics) you are not as competitive.

- You have to become a sea lawyer and be willing to be involved in more protests.

- It has not been the family boat/fun it once was.

More people used to be involved when:

1. The family had a good time together — both on and off the water.
2. The parties and activities on shore were as exciting as the racing on the water.
3. The racing on the water was fun and competitors helped each other as much as possible.

Think back to a few regattas last year. Which ones were well attended, and why?

- Columbus Open — Never hear the sailing mentioned. Does anyone know how good the sailing is there?

- Bolde Mother's — Has anyone ever talked about the racing (or remember)?

- Frigid Digit — Competition on the water is as good as the competition at the beer truck.

- Halloween Regatta — Why do so many people drive for days for three races on a lake (river) without wind or water?

If we want to increase membership (and help SCIRA's financial situation) we should concentrate on the basics:

1. Keep the boat simple (have a fixed jib halyard?) so a young teenager or an older person can be competitive.
2. Put the family (adult and child, two children) back into the boat.
3. Make on-shore activities an exciting part of the weekend regatta.
4. Take time to help the people learning — these are the people who will make the class strong. Help them out so they stay interested.

Rob added the following post script:

Dear Buzz,

Here are a few thoughts on today's situation:

- Number one priority should be: putting the family back into the Snipe. Lack of junior participation is hurting us now and will hurt more in the future (Fred Thurston was a good example — many of the junior sailors that crewed for him are now racing Snipes of their own.)

- As far as our financial situation goes — I think we should look harder at how we are spending our money and how we can make it work better for us. Example: The money we spend on the worlds: Is it to determine who is the best sailor or who has the best boat?

Please do not get the idea I am down on Snipes. I feel very strongly the Snipe is the best boat for family fun, meeting nice people and racing.

*Good luck and good sailing,
Rob. Gorman, (617) 631-1512*

When asked, "What do you think the Class Association should do to better aid the class?", the sailors responded with well-thought plans. The tone was one of concern, and I have relayed these feelings. The Snipe Class is headed by leaders whose decisions dictate our directions; but it is the membership that forms the fleet.

Most of the responses fit into two categories: education and promotion. These two areas are behind the growth of any activity where new skills are needed to participate; this is where the sailors feel the class is lacking. We need to promote our activity so prospects will note its promising characteristics (instead of going to something else without knowing about our activity). Then we need to educate the people who join so they can quickly join in.

No one really enjoys the frustrations of learning to windsurf, but sailboarding is grabbing more of the prospects than any other part of the sport. They have done a better job in displaying their strengths and educating their fellow sailors.

Because Snipe sailing in Wichita failed to remain active and competitive, Reuben Saunders no longer sails in the Snipe Class. He got involved with the local Catalina 25 fleet. As he sees it the class needs to do more public relations and advertising directed toward younger sailors. (Ed. Note: The Wichita Fleet isn't dead or inactive. Currently there are 11 boats plus three co-owners at their new home on El Dorado Lake. Santa Fe Lake, their home for 50 years, gradually accumulated silt causing the move. Perhaps Reuben could have helped rebuild the fleet when there was a problem. However, everyone is free to switch classes.)

Richard Evnen of Lincoln, NE, feels that the class needs to do more to "promote juniors". It is the fleet level of the class that is the most critical if the whole structure is to remain standing. The fleet is what feeds our district and national levels, and it is the involvement of the juniors that will insure active sailing in the future.

One fleet that has been resurrected within the past few years is the San Francisco group. District VII Governor Warren Wheaton said that the key to their growth was in "pirating" other classes.

With all the different one-design classes, it is inevitable that oversaturation will occur. In these cases, the organized classes will be successful in recruiting and others will dwindle or die. To insure the strength of our fleets Wheaton feels the class needs to "concentrate at the grass-roots level. (Let's) help the fleets, do class promotions as the Lightnings and I-14s do." These two classes regularly advertise in national

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From The Members — A Survey By Craig Leweck

(Craig Leweck of Sobstad Sails has shared the results of a survey he did last winter. Craig reports his answers as he received them. In some cases where information is missing we have supplied it. This is in no way intended as a criticism of Craig.)

This winter I conducted a survey of our customers, asking questions concerning our product. I was also concerned with the fleets and in ideas on improving the class.

magazines. Keeping the Snipe name and office address in front of active sailors will remind people we are there. Woody Norwood of Atlanta supports this thought.

A number of comments concerned the Snipe *BULLETIN* and how it could be improved. Considering that it is one thing that unites us, it is worth looking to see if some changes might make it better. Norwood comments "regatta reports should be more timely". (Ed. Note: We agree. The reports should be sent in immediately after a regatta. Lead-time for publishing is common to all publications, and is at least one month for the *BULLETIN*.) John Muhlhausen of Atlanta would like more informative articles. We need to have more people contributing. Some class magazines sectionalize the areas. This would allow incorporation of such features as an interview section focusing on members who stand out in contributing to the class or in racing. The Flying Scots print articles on fleets whose activities and ideas might be useful to the rest of the class. It might be good to have district reports in each issue written by the District Governors. (Ed. Note: Such reports would be welcome, as would reports from National Secretaries. The Snipe *BULLETIN* is international.)

One area of my job that gives me great satisfaction is lecturing at sailing seminars.

If well organized, more areas of our sport can be discussed than can be digested. It is also what people seem to want more of. In the Spring of 1986 Jeff Lenhart, Mike McLaughlin, Greg Fisher, Bill Simons and I were the instructors at a "Super Seminar" organized by District IV and held at Lake Lanier SC. It was well attended and a multitude of topics were covered in addition to on-the-water drills and racing. References in the survey approved of getting more of this type of events organized. (Note the offer of Santiago Lange in this issue. It has been sent to all District Governors.)

Seminars are frequently done before regattas in the Olympic classes. This idea could make the Nationals or the Districts more attractive to the fleet level sailor who might not otherwise attend. Dick Evnen had the idea to: "hold a midwinter district (or area) meeting/social gathering with seminars, displays (new boats, used boats, sailmakers)". A seminar at the start of the sailing season is a good way to get people in their boats and fired up again.

The Star fleet in San Diego annually schedules the Brown Star event, where a guest speaker is brought in. Boats are first paired with others of comparative speed for race/tune runs to get the boats going fast. Then skippers are put into other

groups of four (skippers again are matched in ability) where races and drills are conducted. During these two periods coaches give criticism to all participants. All boats are then brought together for practice starts and races. That night a panel of top sailors fields questions from the group. Discussion is encouraged to completely cover each topic brought up. The next day there are more drills and races, after which the coaches award the Brown Star to the person who demonstrated the greatest improvement through the weekend.

Though local fleet officers must motivate fleets while also trying to recruit new members, it is the District Governors and Class officers who must plan to keep the Snipe Class in the U.S. on top. We need a plan. Without a plan that the members are aware of (printed in the *BULLETIN*) there is no way they can help improve the situation on the national level. If every District had a list of things to achieve, like getting five more boats at their District Championship, or having a district sponsored clinic, then we could take a look at how each district did at the end of the year. This would allow us to check the goals to see if they are realistic or not challenging enough. In this manner we can monitor the pulse of the Class.

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25045	Buzzy Heausler/Gail Heausler	1-4-1-2-1	8.25	2
24807	Steve Suddath	4-3-5-3-7	22	3
25872	Paul Gillis/M.J. Gillis	3-5-7-6-3	24	4
2	John Muhlhausen/K. Muhlhausen	5-7-4-4-4	24	5
25948	Jess Coburn	10-2-8-5-8	33	6
24994	Frank Pontious/Marylin Pontious	6-6-6-8-10	36	7
21627	Patrick Kennedy/Mary Jo	11-8-3-10-5	37	8

Twelve registered Snipes from Georgia, Florida and South Carolina competed with Brent McKenzie and Steve Burke edging Buzzy and Gail Heausler (and Heausler to be) by three quarters of a point. The McKenzies are also expecting; could this be the latest go-fast?

The conditions were absolutely perfect. Sunny, highs in the low 80s, and winds 10-15. All that coupled with great race committee work by Bill Lyons, Henry Mullins, and company made for a great five-race regatta.

The hospitality of the Florida Yacht Club was once again outstanding, and so was the party Saturday night. After a delicious homemade pasta dinner there was dancing late into the night to a '50s-'60s band. The highlight of which was Steve Suddath taking over lead vocals and all the Snipers dancing to Shout! horizontally. Gail Heausler assured us all the next day that we had a great time. The Muhlhausens captured it all on video; I'm still not sure if that's good or bad. Connie Suddath was studying and couldn't sail, but did take a break and party with us Saturday night.

Once again thanks to Steve and all the people at the Florida Yacht Club. It was a great regatta that is sure to grow.

Paul Gillis
AYC Fleet 330

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'Ringer' Wins Canada's Spring Trials

This was an open event and to fill out the entry we imported some "ringers". Steve Callison and Jane Faust won and were fast. Although fourth this time, Doug Nugent and Howie Sutton so dominated the Fall Trials that they did not really have to win.

The conditions were light on Saturday for the first three races. Sunday looked good but became fluky with lots of major holes. I was stuck in a rut all weekend.

Results:

1. Steve Callison/Jane Faust, 1-1-1-2; 2. Kirk Donaldson/Phyllis, 3-2-3-1; 3. Jack Mitchell/Ken Mitchell, 2-3-4-3; 4. Doug Nugent/Howie Sutton, 4-4-2-4; 5. Chris Hains/Don Hains, 5-5-5-5; 6. Jeff Mitchell/Mike Paulssen, 7-6-ns-ns; 7. George Hock/Andrea Hock, 6-ns-ns-ns.

Chris Hains
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Marblehead Snipe Fleet 797 and the Eastern Yacht Club
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**SNIPE NORTH AMERICAN
 CHAMPIONSHIP**

**Marblehead, Massachusetts
 September 10-12, 1987**

Regatta Chairman: Rob Gorman (617-631-1512)
 Housing Chairman: Carolyn Brodsky (617-631-0247/0825)

REGISTRATION

Wednesday, Sept. 9, 7:00-9:00 p.m. / Thursday, Sept. 10, 8:30-10:00 a.m.

REGATTA HIGHLIGHTS

- 8-race series will be sailed Thursday-Saturday. Sunday is for travel and recuperation from Saturday night's party.
- Post-race refreshments every day and Saturday night dinner included in entry fee. Lobster dinner will be offered at an additional charge for anyone interested.
- Housing is available as follows:
 Limited housing in fleet members' homes. Call Carolyn Brodsky for information. Rooms are available at the Eastern and Corinthian Yacht Clubs (CYC is 1/4 mile from EYC). Charge is \$35-\$65/night. Call Rob Gorman or Carolyn Brodsky for reservations. Hotel rooms are available at the Hawthorne Inn in Salem (15 minute drive) for \$70-\$90. Call 617-744-4080.
 Many bed and breakfasts are available within a 18 minute drive of EYC. Prices are approximately \$50-\$60 per night. Contact Helena Champion at 617-921-1336 for information and reservations.
- Entry fee \$60 for preregistration forms received by Sept. 1. \$75 to register at regatta.
- Famous Marblehead sightseeing and boat watching. Boston is only 15 miles away, for more serious tourists.

PREREGISTRATION FORM

(must be received by Sept. 1)

Skipper _____ Crew _____

Skipper's address _____

Yacht Club _____

Sail # _____ Hull Color _____ Skipper's phone _____

____ Charter boat needed. (Note: Sailors are urged to bring their own boats. Charter boats will be available on a first-come, first-served basis. Distance traveled will also be taken into consideration.)

Box lunch for Thursday
 Box lunch for Friday
 Box lunch for Saturday

(Add \$4.50 to entry fee for
 each lunch ordered)

Mail form and check for \$60 (payable to "Marblehead Snipe Fleet") to Rob Gorman,
 80 Jersey Street, Marblehead, MA 01945.

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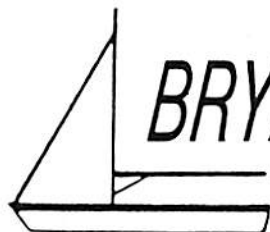
Timm, Donaldson Top Bermuda Race Week

Terry Timm and crew Kirk Donaldson emerged victorious from the trenches of the war of Bermuda Race Week 1987. Going into the final race there were four or five boats that could have taken overall honors, but Timm prevailed.

Once again the weather turned out to be the big deciding factor as heavy air and big seas abounded just about every day. Monday saw only one race being sailed out of the scheduled two and this race wasn't made up until Friday. Racing on Tuesday and Thursday went as scheduled. Friday turned out to be the best sailing day with the westerly breeze starting out at 10 knots and increased to 12-15 by the end of the races. Sunny skies combined to end the regatta in true, Bermudian style.



Terry Timm and Kirk Donaldson before the start of Friday's racing. (Photos by Kevin Blee)



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1987 BERMUDA RACE WEEK

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26384	Terry Timm/Kirk Donaldson	North Cape	14-3-2-4-3-2	14	1
18321	Doug DeSouza/Mike McLaughlin	Mission Bay	1-6-9-3-6-1	16.5	2
25761	Jonathan Bartlett/B. Fishback	Annapolis	9-1-7-2-4-5	18.75	3
26764	Bill Buckles/Fred Hunger	Cleveland	4-2-6-5-12-6	23	4
25077	Steve Dickinson/Wesley Tucker	Bermuda	7-4-1-35-14-3	28.75	5
20369	Jerry Thompson/Shevaun Adcock	Alamitos Bay	6-7-11-26-1-4	28.75	6
25810	Rob Gorman/Wayne Huntley	Marblehead	8-8-3-6-15-8	33	7
26485	James Jacob/Lisa Foulke	Annapolis	13-5-10-9-5-7	36	8
26757	Ron Fox/Russell Fox	Alamitos Bay	2-10-8-14-23-10	44	9
26299	John Johns/Cathy Johns	Barton	3-25-13-1-16-13	45.75	10
26699	Fritz Gram/Jane Gram	Cuba Lake	11-11-4-10-10-12	46	11
24116	Doug Nugent/Howie Sutton	Oakville, CA	5-13-12-13-7-30	50	12
25864	Wayne Soares/Beverly Soares	Bermuda	10-16-15-7-17-9	57	13
24087	Sam Mollett/Neil Gerren	Portage Lakes	21-9-29-11-2-15	58	14
25846	Rich Greenfield/Paul Watson	Bermuda	16-14-14-19-13-18	75	15
19059	John Plested/Bernard Watt	Bermuda	18-19-16-8-19-17	78	16
25843	Gwen Crook/Jim Weber	Oakville, CA	30-12-5-26-24-14	81	17
26064	Stephen Soares/Brian Smith	Bermuda	12-20-18-12-21-20	82	18
26092	Brian Dougherty/Eleanor D.	Sea Cliff	30-17-20-32-9-11	87	19
26106	Chris Hains/Don Hains	Oakville, CA	20-15-19-18-22-16	88	20
24069	Ronnie DeSilva/Francis DeSilva	Bermuda	19-21-22-32-8-25	95	21
24077	Ron Barber/Stam Cruwys	Marblehead	22-23-17-17-20-21	97	22
25393	Conrad Soares/Leo Murphy	Bermuda	15-22-35-26-18-19	100	23
24703	Kiki Bosch/Samantha Adcock	Bermuda	23-24-21-32-11-22	101	24
26091	Dana Schnipper/Chris Roehrer	Sea Cliff	17-18-23-26-30-26	110	25
25948	Jesse Coburn/Susan Coburn	Atlanta	32-30-25-16-28-23	122	26
25777	Fred Thurston/Dianne D'Arcey	Annapolis	24-28-24-32-19-30	125	27
24675	Rob Borer/Richard Borer	No Fleet	30-26-35-15-25-30	126	28
24602	Brett Wright/Tonya Marshall	Bermuda	30-27-32-20-27-27	131	29
23181	Billy McNevin/Jeff Burgess	Bermuda	25-29-29-26-32-32	141	30
21714	David Kuhn/Stephen Roberts	Bermuda	30-32-32-32-26-24	144	31
14888	Carlos Bosch/Ermina Bosch	Bermuda	32-32-32-32-31-32	159	32

Except for the opening race, Timm sailed a very consistent series. He finished in the top four the remaining five races. He was pressed hard all the way by Doug DeSouza and Mike McLaughlin who had two firsts and Jonathan Bartlett with Bryan Fishback who recorded a first and second.

Bill Buckles and Fred Hunger hung tough for a fourth place finish while Bermudians Stevie Dickinson and Wesley Tucker, sailing in their first Snipe regatta, put on an impressive display to record a first and third for a fifth place finish. They beat out three-time winner Jerry Thompson, who was sailing with local crew Shevaun Adcock, on Retrogression. Rounding out the top 10 were Rob Gorman, James Jacob, Ron Fox and John Johns.

The usual partying ensued all week although "Team Annapolis", obviously missing the support of the Stouts, put up a very poor showing. The general consensus was bringing along wives and girlfriends did much to contribute to this state of affairs.

Once again the race committee helped make the week enjoyable with their excellent courses and timely, if not welcome, postponements and cancellations when the sailors really needed respite from the conditions.

Thanks to all the people who volunteered their time, efforts, equipment, and spiritual support, Race Week 1987 was once again the highlight of our racing year.

Kevin Blee, National Secretary



Sanctioned Snipe Regattas

JULY 30-AUGUST 2, NATIONAL CHAMPIONSHIP PORTUGAL, Nazare, Domingo Borralho, c/o Promec, Av Duque de Loule 75-6 ESQ, Lisbon 1000, Portugal

JULY 30-AUGUST 2, SCANDINAVIAN CHAMPIONSHIP, Sweden, Lars Angus, Alphhydevagen 9, S-13135 Nacka, Sweden.

JULY 31-AUGUST 2, U.K. NATIONAL CHAMPIONSHIP, Broadstairs, Kent, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

AUGUST 1-2, SUNFLOWER REGATTA, Shawnee Fleet 597, Glenn Roth, 2710 SE 32nd, Topeka, KS 66605.

AUGUST 3-8, JUNIOR EUROPEAN CHAMPIONSHIP, Rimini, Italy, Enzo Perini, c/o Circolo Nautico Chioggia, Calle S. Croce, 1221/A, 30015 Chioggia, Italy.

AUGUST 8-9, BROADSTAIRS OPEN, Broadstairs, Kent, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

AUGUST 8-9, SNIPE OCEAN REGATTA, Ronald Payne, 901 S.E. 17th St. Causeway, 209, Ft. Lauderdale, FL 33316.

AUGUST 8-9, DISTRICT III JUNIOR CHAMPIONSHIP, Portage Lakes Fleet 110, Sam Mollet, 4500 Lahm Dr., Akron, OH 44319.

AUGUST 15-16, GULL LAKE OPEN, Gull Lake Fleet 190, John Crookston, 11925 Scott Park, Delton, MI 49046.

AUGUST 15-16, ATLANTIC COAST CHAMPIONSHIP, Sea Cliff Fleet 4, Steven Shepstone, 26 Sheppard St., Glen Head, NY 11545.

AUGUST 15-16, BRIDY CUP, Newport Fleet 103, Philip A. Lange, 255 Mulberry St., Rochester, NY 14620. (716) 461-5138.

AUGUST 21-23, SNIPE GOLD CUP, Denmark, Niels Johansen, Gl. Strandvej 42, DK 3050 Humlebaek, Denmark.

AUGUST 22-23, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet 231, Michael Elser, 517 Allerton Rd., Naugatuck, CT 06770, (203) 758-8435.

AUGUST 22-23, CAMPIONATO ADRIATICO, Italy, Enzo Perini, c/o Circolo Nautico Chioggia, Calle S. Croce, 1221/A, 30015 Chioggia, Italy.

AUGUST 22-23, CSYC OPEN, Detroit River Fleet 5, Leigh H. Savage, 850 N. Oxford, Grosse Pte Woods, MI 48236.

AUGUST 29-30, PINE BEACH CALL-OF-FALL, Pine Beach Fleet 256, Margaret J. Fletcher, 1115 Brookwood Ln., Secane, PA 19018.

AUGUST 29-30, SOONER (OR LATER) REGATTA, Oklahoma City Fleet 14, Ed Olson, 3016 Elmhurst, Oklahoma City, OK 73120

AUGUST 29-SEPTEMBER 5, WORLD CHAMPIONSHIP, La Rochelle, France, Louis-Paul Lamarque, 35, Domaine de Hontane, Le Taillan-Medoc, 33320 Eysines, France.

SEPTEMBER 10-12, NORTH AMERICAN CHAMPIONSHIP, Marblehead Fleet 797, Rob Gorman, 80 Jersey St., Marblehead, MA 01945.

SEPTEMBER 12-13, INDIANA OPEN, Indianapolis Fleet 409, Larry Lasek, 5154 San Paulo Circle, Indianapolis, IN 46220.

SEPTEMBER 16-18, U.S. MASTERS CHAMPIONSHIP, Indianapolis Fleet 409, Buzz Levinson, 7634 B Sand Point, Indianapolis, IN 46240.

SEPTEMBER 19-20, UK NORTH WEST CHAMPIONSHIP, Budworth, Cheshire, John Broughton, 24 Empress Drive, Chislehurst, Kent, England BR7 5BD.

SEPTEMBER 19-20, MYSTIC LAKE OPEN, Medford Fleet 777, Martin Fraser, 120 Eldridge St., Taunton, MA 02780.

SEPTEMBER 19-20, COLUMBUS OPEN, Hoover Lake Fleet 760, Brad Warne, 7000 Constitution Place, Worthington, OH 43221.

SEPTEMBER 26-27, OHIO OPEN & OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Bob Hill, 9 Devon Court, Fairfield, OH 45014.

SEPTEMBER 26-27, RON PRIME MEMORIAL REGATTA, North Cove Fleet 127, Arthur J. Cunningham, 136 North Shore Rd., Derry, NH 03038.

SEPTEMBER 26-27, LONG ISLAND OPEN CALL-OF-FALL, Sea Cliff Fleet 4, Steven Shepstone, 26 Sheppard St., Glen Head, NY 11545.

SEPTEMBER 26-27, BATTLE OF ATLANTA, Lake Lanier Fleet 781, Raymond Burke, 5614 Cobb Meadow Dr., Norcross, GA 30093.

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

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

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

McKenzie Repeats As Redneck Champion

Fourteen boats competed in the Redneck Regatta at the Jackson Yacht Club on May 2-3, 1978. Brent McKenzie of Atlanta took the Redneck Interdistrict Trophy home for the second year in a row. John McGowan of Jackson took second place with Paul Gillis and Woody Norwood taking third and fourth places, respectively. Jackson's newest Snipe sailor, Peter Debeukelaer, finished fifth.

The first race of the four-race series kept skippers and crews guessing as a light and occasionally gusty wind circled almost 360 degrees during the race. Although Scott Cline led for most of the first race, he was displaced by those who chose the west side of the course, taking advantage of a shifty breeze to cross the line first. The smart tacticians included Peter Debeukelaer, first, Paul Gillis, second, and Albert Lamar, third.

The second race, shortened because of a thunderstorm, was won by Brent McKenzie with John McGowan and Woody Norwood in second and third respectively.

Sunday's races enjoyed a strong steady breeze. Winners of the third race were Brent McKenzie, first place; Scott Cline, second; and John McGowan, third. Winners of the fourth race were John McGowan, Brent McKenzie, and Scott Cline,



Trophy winners L to R: John and Diane McGowan, Peter and Miri Debeukelaer, Woody and Pat Norwood, Brent McKenzie and Steve Burke, and Paul and M.J. Gillis.

first, second and third respectively.

Stormy weather Saturday kept racers from attending the Jackson blues and jazz festival as planned, but the Redneck barbecue went forward as usual.

Robert J. Muller
Magnolia Fleet 604

REDNECK REGATTA

Boat	Skipper	Club	Places	Points	Finish
25840	Brent McKenzie	LLSC	11-1-1-2	14.5	1
26075	John McGowan	JYC	9-2-3-1	14.75	2
25812	Paul Gillis	AYC	2-6-4-7	19	3
26100	Woody Norwood	AYC	10-3-5-5	23	4
26664	Peter Debeukelaer	JYC	1-7-14-4	25.75	5
25234	Albert Lamar	JYC	3-8-9-9	29	6
24093	Scott Cline	PYC	13-15-2-3	33	7
22413	Robert Muller	JYC	7-5-10-11	33	8
25720	P. Wuescher	SYC	5-15-8-6	34	9
25074	Peter Kahle	SYC	6-9-12-8	35	10
25071	Don Hackbarth	AYC	5-15-6-10	35	11
24120	Mike Hackbarth	AYC	8-4-13-14	39	12
16607	Nick Longworth	Memphis	14-15-7-13	49	13
22412	Zeke Downey	JYC	12-15-11-12	50	14

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

MUELLER 22476. Light blue hull with white deck, two masts, Lindsay rudder, Shore sails, custom rig with Harken blocks and color coded lines, trailer, good racing record. \$1,950. (401) 789-3462.

REWARD FOR LOST SNIPE: \$25 reward for information leading to location of Snipe 9738 (once named NIGHTMARE — in 1954). Last seen in Buffalo, NY area around 1956-57. Please contact Stan White, 222 Camp St., Barre, VT 05641, or (802) 479-9887 collect, evenings. Last known owner was a minister.

FOR SALE: FAST USED SAILS! Save 70%, buy fast proven sails! Write for details: Gonzalo Diaz, Jr., 5520 S.W. 72nd Ave., Miami, FL 33155. Call evenings (305) 667-0492.

CHUBASCO 22321. Very good condition, white with yellow and green trim. 2 suits sails, Proctor mast. Centerboard and rudder bags. Galvanized trailer with fenders. Deck compass. All Harken hdw. Building house and must sell. Paid \$2,800. Asking \$1,800. (205) 383-1635.

McLAUGHLIN 24115. White deck, yellow hull, teak trim. Cobra mast, 2 suits sails, 2 rudders. Top cover; excellent condition; heavy duty trailer,

spare wheel. Jack Scalisi, (217) 483-2902, Medford, MA. \$2,800.

SNIPE 19365. Navy hull, good condition, trailer, 3 sets North sails, like new. \$950. Chris Armstrong, 722 E. South St., Ogdensburg, NY 13669. (315) 375-8202 or (315) 393-4676.

LEMKE 20586. Excellent condition, good racing history, trailer, cover, three sets of sails. \$1,300. Ken Reid, 3830 Ferndale Ave., Kalamazoo, MI 49001. (616) 345-3962 or (616) 875-1245.

McLAUGHLIN 26026. Excellent condition, light grey hull, white deck with 1/4 blue stripe. Cobra II mast, Cox trailer, Shore sails, top, bottom, rudder, board covers. \$4,600. Evenings. Matt Gregory, (614) 488-8870. Sorry guys, twins on the way. Will be back!

CHUBASCO 21362. Blue hull, grey deck, teak trim. Good condition. Cobra mast, Ullman sails, low center board trunk; fat rudder, compass, mostly Harkens, trailer. \$1,300. Knarr, Iowa City, IA. Home (319) 354-7838, work (319) 338-0581 Ext 363.

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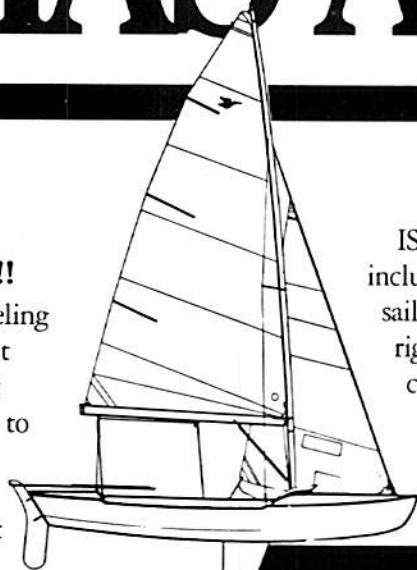
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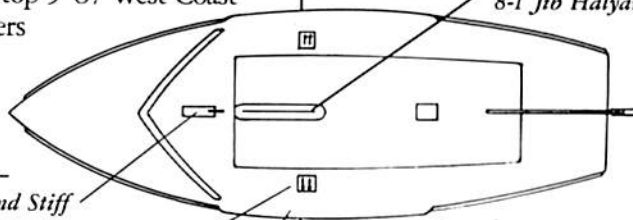
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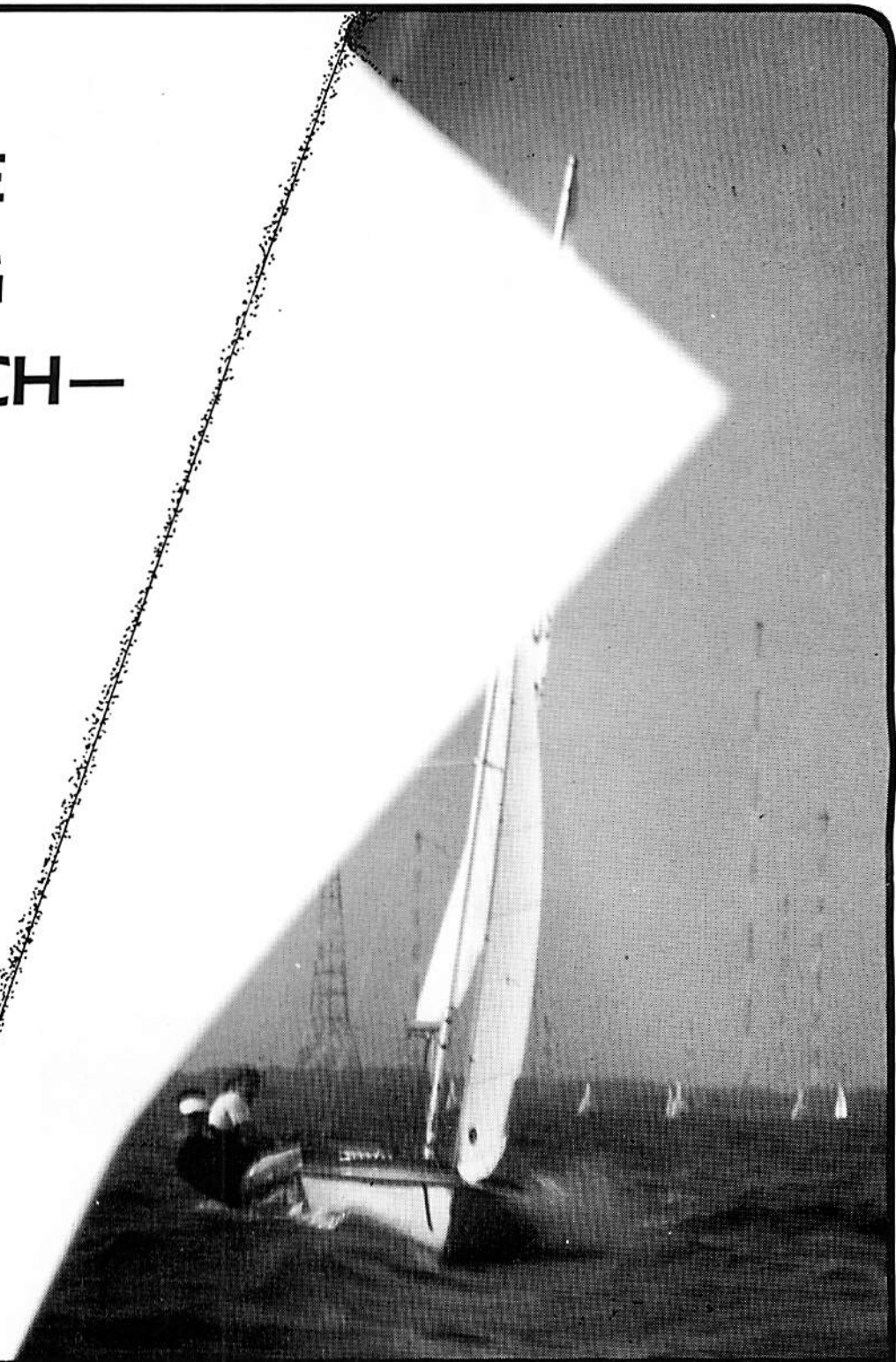
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Northwest, Kvichak Boat Co., 1715 N. 34th St., Seattle, WA 98103 (206) 545-8485 Jack Christianson
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