

SNIPE

BULLETIN



FEBRUARY 1980



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- 1 ST MISSION BAY FLEET CHAMPIONSHIP
- 1 ST DISTRICT 6 CHAMPIONSHIP

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Left: John McAllister (at left), Junior winner and top junior finisher in Lilly Series, with Paul Dovey, ISC Fleet Captain. Above, left to right: Greg and Patti Fisher, 1st place, Lilly Series, with regatta chairman Tom Townsend and Paul Dovey.

**INDIANA OPEN REGATTA
LILLY SERIES
(Top 20 of 37 entries)**

Boat	Skipper/Crew	Club	Places	Points	Finish
23619	Greg Fisher/Patti Fisher	HYC	1-3-1	5.7	1
23661	Buzz Levinson/Winnie Levinson	ISC	4-2-3	16.7	2
23333	Bob Rowland/Sandy Rowland	CLSA	10-10-2	35	3
22851	Matt Gregory/Karen Gregory	PYC	7-7-7	39	4
21116	John McAllister/A. Landaver	CSYC	13-8-4	41	5
19062	Mike Zalzal/Cheryl Zalzal	Cowan	17-5-6	44.7	6
20988	Paul Levinson/Lisa Levin	ISC	8-1-26	46	7
17560	Jarry Makela/Toni Meredith		3-19-15	51.7	8
20659	Ray Schmit/Robbie Coughlin	Burnham Park	5-18-12	52	9
12192	Harry Levinson/Alinda Levinson	ISC	2-4-38	55	10
20908	Berk Duck/Frank Duck	ISC	6-25-9	57.7	11
22522	Dick Goppert/Nancy Goppert	MYC	12-11-20	61	12
20004	Lee Griffith/Sara Griffith	Barton	19-12-13	62	13
16856	Tom Townsend/Nancy Duck	ISC	11-27-10	66	14
20007	Cindy Braun/Jenny Rudy	Cowan	21-9-18	66	15
21143	Frank Levinson/Sharon Smith		16-6-27	66.7	16
21119	Frank Hiatt/Patsy Hiatt	ISC	15-20-14	67	17
21120	Bob Hill/Mike Hater	Acton	23-17-11	69	18
20878	John Brannan/M.A. Brannan	ISC	18-23-17	76	19
20303	Dick Brackett/Jonathon Brackett	Crystal Lake	27-16-22	83	20

**CALL SERIES
(Top 15 of 25 entries)**

Boat	Skipper/Crew	Club	Places	Points	Finish
17780	William MacCreery/W.M., Sr.	WLYC	4-2-1	11	1
20197	Rob Hill/Tami Wiltshire	Acton	1-1-8	14	2
18116	Jack Samuelson/Ayn Samuelson	ISC	2-3-7	21.7	3
7116	Gale Saint/Nancy Saint	Evergreen	5-8-3	29.7	4
22821	A. Katterheinrich/Bill K.	Acton	3-7-13	37.7	5
20906	Bill Carr/Susan Buckler	ISC	10-13-2	38	6
23595	Tran Alfrey/John Payne	Acton	12-11-4	43	7
18913	Anne Meredith/Don Meredith	Richmond	7-5-15	44	8
19266	Ray Szczepanski/John S.	Carlyle	9-6-12	44.7	9
22350	Erik Witt/Chris Hamilton	ISC	23-4-6	48.7	10
22515	Marvin Lee/Christie Williams	Muncie	8-15-10	51	11
15509	Dave Congden/Steve Congden		14-17-5	53	12
7377	Bill Wiersma/Shirley Wiersma	Wall Lake	6-10-27	60.7	13
20626	David Manpin/Richard Manpin	Acton	13-16-14	61	14
19386	Marshall McCuen/	ISC	25-9-11	63	15

**JUNIOR SKIPPERS RACE
(Top 4 of 7 entries)**

Boat	Skipper	Club	Finish
21116	John McAllister	CSYC	1
22725	Glen Foster	Diamond	2
19366	Andy McDonald	ISC	3
22350	Erik Witt	ISC	4

Greg, Patti Fisher Top Indiana Open Fleet

For the first time in four years, at least, all the elements were favorable for the 1979 edition of the Indiana Open, sailed at Indianapolis Sailing Club on Geist Reservoir, September 8 and 9: blue skies, low humidity, cool temperatures, and above all adequate (Sunday) to enjoyable (Saturday) winds.

The event was well organized by Tom Townsend, including the superb steak dinner Saturday night which was planned by Nancy and Paul Zent.

62 boats participated, 37 in the Lilly, and 25 in the Call, and of the twenty trophies presented, 14 went to out-of-town skippers. Results for both Lilly and Call follow.

Seven junior skippers participated in the Saturday morning Junior race, with John McAllister of Crescent placing first, Glen Foster of Diamond second, and Andy McDonald of the host ISC third.

Except for a few fleeting moments at the start of each race, your reporter was not sufficiently strategically positioned to give a tack by tack account of how races developed and were won.

For those of you who could not make the Open this year, just remember that events usually come in packages of threes — so we can expect ideal conditions for two more years; put the weekend after Labor Day on your calendar now.

David S. Allen
Indianapolis Fleet 409

SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS

INTERNATIONAL RACING
ASSOCIATION

FEBRUARY 1980
Vol. XXIX No. 2

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THE COMMODORE SAYS

When I was admiring my first Snipe 35 years ago, little I knew some day I would become Commodore of the Snipe Class! The greatest honor of my life! This is my first thought. Thanks to my fellow Snipers, my second thought.

My appreciation goes deep through my life. Snipes have helped me in sorting and overcoming hardships and times of important and difficult decisions. That is why belonging to this class has an extra meaning of confidence and support for all of us.

For a time, I was worried about my performing as Commodore of our Class, I think I lack many of the qualities I have admired in many of my predecessors but Ralph Swanson, Alan Levinson and Lowry Lamb have offered their backing and help in whatever problem may arise; no more worries.

This will be another year for our Class and I do not want it to be different, just to convey as always, a message of strength and an example of well organized sport association.

If you sail a Snipe you belong to a large family that sometimes speaks in different languages, but always carries a common factor: love for our boats and desires of improvement.

To all my friends, all over the World, my sincere effort to help and develop a better communication among all of us. Thanks again!

Gonzalo E. Diaz
SCIRA Commodore

Arturo Delgado Is New SCIRA Rear Commodore

Born in Lisbon, December 9, 1939, the son of a Spanish father and Portuguese mother, being fortunate in having parents keen on nautical sports, I learned to sail at the same time I learned to walk. I started competitive sailing by crewing for my father in Snipe 5680 — cotton sails and pivoting centreboard! Between 10 and 15 I sailed a Moth, and gained a great deal of experience. In 1955/56, my father founded Snipe fleet 420, Sport Alge a Dafundo, Lisbon, which I joined with 10280. I have stayed with the Class ever since, 25 years!

I studied Law in Madrid and Salamanca, and joined the fleet of Club Nautico de Madrid, doyen of sailing clubs on the lakes of the Spanish interior. In my sailing history I have had my ups and downs, but am considered to be above



Arturo Delgado

average. I have competed in races all over Europe and in New York, but more important than my achievements is the wonderful atmosphere of sportsmanship and companionship consistently found in our Class, which even causes me to wonder whether I actually prefer the races themselves or the atmosphere which our Class provides!

I have been fleet captain of the Club Nautico de Madrid, Regional Secretary for Castile, National Secretary for Spain from 1969 to 1973, having resigned this office owing to my transfer to New York,

THE COVER

A world of talent! Mark Reynolds, 22815, and Dave Chapin, 23620, frame the converging pack of Snipes at this mark rounding at the World Championship, North Sydney, Canada. Photo by Per and Inga Gothlin.

THE SCORE

In the final month of 1979 eleven numbers were issued, all to the U.S.A. Our annual total was 441, and our 48-year average is 502. Activity is still very strong and we hope to be back up to our average for 1980.

Japan and Spain were tied for the most numbers, at 100, followed by the U.S.A. with 86. New numbers were issued to 15 nations which shows that we are still growing world-wide.

Argentina	66	Japan	100
Brazil	27	Norway	1
Chile	1	Spain	100
Denmark	13	Sweden	3
Dominican Republic	2	Turkey	1
England	4	U.S.A.	86
Finland	35	Uruguay	1
France	1	Total	441

Numbered SNIPES — 24097
Chartered Fleets — 760

in 1974. At the 1974 European Championship in Finland, I was elected Secretary for Europe and Africa effective January 1, 1975, an office I held until 1978. At the European Championship in August 1978, which I attended as both participant and Secretary, I asked not to be re-elected; I was determined to devote myself more intensively to racing . . . a romantic dream!

In December 1978 I was again elected National Secretary, an office I continue to hold at the present time, and which I intend to combine with that of Rear Commodore, if no incompatibility arises. As National Secretary of the oldest-established and most active Class in Spain I am also a member of the Governing Board of the Spanish Sailing Federation, where I play an active part thanks to my Snipe Class background and experience.

As a SCIRA officer, I have attended the World Championships in Luanda, Rio de Janeiro, Malaga, Punta del Este, and North Sydney. I missed, for unavoidable reasons, the WC in Denmark.

Of the European Championships, I attended those of Oporto, Le Havre, Valencia, and in 1980 I plan to go to Denmark.

Along with my love and weakness for the Snipe Class, I have two others: my

profession as a lawyer, which I have practised for the past 15 years, and naturally and above all else my family, who share my enthusiasm for sailing. At home I live like a Sultan, being spoilt by four women: Teresa, my wife, and my three daughters: Nuria 14, Sonia 10, and Patricia 6. They all accompany me on Sundays to regattas, and Nuria and Sonia take turns sailing with me. When there are no races we all go sailing in a small cruising yacht.

It would be difficult to pin-point the best moments derived from participating in, or attending Snipe regattas. I retain however, especially pleasant memories of my stay in New York, a city I arrived in knowing practically no one. Through the Snipe BULLETIN, I received a call from the Lawsons of the Sea Cliff fleet, and from there our good friend Dana Schnipper, etc. etc. etc., who made it possible for me to continue to enjoy the atmosphere of the Snipe Class for the whole year, and almost to forget the nostalgia caused by my absence from home. That's the Snipe Class!

My activities in the Class have resulted in my election as Rear Commodore, which is a great honor for me. As I told my good friends the Swansons, and the others responsible for my election, I promise nothing in particular. What I do

promise is to remain what I have always been up to now: A Snipe sailor.

Arturo Delgado
SCIRA Rear Commodore

1980 SCIRA Dues Are Due

1980 SCIRA dues are due and will be delinquent as of March 31. Your Fleet Captain or National Secretary is listed in the SCIRA Directory in this month's issue. Call him up and send him your check for your dues now. Get 1980 off to a good start. U.S. dues may be paid directly to the SCIRA office—\$15.00 single owner, co-owners \$11.25 each.

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Don't forget to send the Bulletin a complete report and photos on your Snipe regatta. In the overall results be sure to include names of skipper and crew, home club or fleet, places in each race, total points, and standing in fleet.

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

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Greg Fisher Talks Racing Tactics

A top sailor-sailmaker offers leg-by-leg go-fast strategy

Greg Fisher has been racing boats most of his life. He excelled in collegiate racing, and now makes sails for a living. His experience in two-man and three-man boats helped him work out the following outline for an Olympic race, including hints on when to be bold, and when cautious, and when to go-for-broke.

TACTICS:

Consistency is the key — spectacular finishes are nice but don't always win regattas. Shooting for a number one by gambling works only half the time.

Analyze crew work and practice to polish it. After a race, discuss the pros and cons in your strategy with your crew. Read books or articles on tactics to add to your knowledge. Suggestions: *Tactics and Strategy*, by Schulte; Elvstrom's books; and Stuart Walker's books are O.K. but complicated.

To be consistent have a game plan or set of rules that are always followed. This prevents doing things you would not normally do. Don't push rules situations — nothing is slower than 720s or protests. Play your race conservatively — let the other guys take the chances.

STARTS

Choose the favored end of the line. To do this head the boat to wind, the boat points to the favored end of the line.

Develop a consistent approach. Decide whether you want an attack or a defense. On the port tack approach which we use, come behind the line on the port tack looking for a hole created by a starboard tacker and take his hole — then defend it. That may not be polite, but you must have a good start.

This port tack approach is more flexible than the starboard tack approach which requires defending a good position on the line for a longer period, and defending from both sides. Decide which approach best fits your strategy.

Once in a hole defend it! Use your crew to read moves of other boats both to windward and leeward. Watch windward boats and see when they begin to roll. Stall the fleet to weather by strapping main in and luffing jib, scull to keep boat stopped in the hole. Dive into your hole to leeward.



Greg Fisher in 23619 at U.S. Nationals 1979, Pensacola, Fl. (Gail Colyer photo)

Watch for a sag in the line and use it to your advantage. Locate some reference point on shore so that you know where the line actually is. Frequently there will be a big sag, and the one boat which knows that can be on the line, boat lengths ahead at the start. Use anything for this reference point; we once used a crab pot coincidentally anchored in the middle of the line as a reference. Pattie spotted it, and we used it to gain a huge advantage.

Your priorities for a good start should be: Clean air, be moving at the gun, on the line with the rest of the fleet, be at the favored end. These are in order of importance. Keep in mind that you must have clean air to be moving at the gun. If the rest of the fleet is forcing a recall, you must still go with them in case the race committee lets the start go. Don't give up flexibility in order to be at the favored end. Don't try to be right on the favored end, since it is almost always the most congested place on the line, and would require sacrifice of both clean air and flexibility to tack.

FIRST WEATHER LEG

First of all keep your air clear.

Never be the farthest boat out on either side — stick to the middle unless you have a good reason to go to the side. Use all the shifts — you're not committed to just one. You can take advantage of all of them.

When in doubt of your next move, cross the rhumb line back toward the middle.

Try not to cross a boat, ahead or behind, unless on a lift. This helps you keep "in phase." Once on the inside, wind most likely will come back — you're on the inside, lifted.

Stay with a header a few seconds to be sure it holds. It may be the leading edge of a puff rather than a header.

Take your longest tack — the favored tack to the mark — first. This keeps you more to the middle, and allows you to take better advantage of any shifts.

Watch your relationship with other boats as you cross and recross. Use their gains for your gains. If each of you gains when to the right of the other, then the right is the favored side.

Try to approach the mark on the port tack layline, but NEVER GO TO EITHER LAYLINE EARLY under any circumstances. In doing so, you lose any advantage to be gained by any shift. Again, use all shifts to the end.

If your competition suddenly splits with you, ask yourself why? Does he know something you don't? Keep the whole game picture in mind. Let your competition make the mistakes. Don't win the battle and lose the war by getting in small "close combat" one-on-one situations.

REACHING

The major concern here is to go fast. The best tactic is no tactics. If you are behind, alter course slowly — the boat ahead will alter quickly, and go slower. Aim at ending up on the inside at the mark, and plan this far in advance. Unless you have a founded reason to the contrary, stay basically low on the first reach and high on the second reach — again, not to the extremes — and watch out for puffs filling in.

If you are faster and must pass a boat to weather, work up a few boat lengths to windward to discourage his defense. Once

you commit to high or low, stay there. **MIDDLE GROUND IS SURE DEATH.** Have your pole preset so when you round the mark it goes up fast. At the gybe mark be aggressive, but "talk" to your competitor first. Ask politely if you have room — if they say "no" then holler. Save the fancy moves to end up on the inside of large bundles of boats until the very end of the leg.

SECOND WEATHER LEG

Attack — this is the leg to determine your competition. Watch where they have problems and work on their weak spots. Determine which reach leg was tighter so when you round the leeward mark you know which tack is favored earlier than your competitors. Do you tack right away? Keep a constant eye on the boats behind you. Use their gains for your gains. Ask yourself why are other boats doing things differently? Try to approach the weather mark from a different layline than your competition unless you are faster. This is the only time to gamble on the chance of picking up a shift. If you find you have better speed — stick with your competition — grind them down.

DEAD DOWNWIND

Again, don't gamble; stay near the rhumb line unless you are sure a certain side is favored. Rule: Stay on the gybe

that takes you closest to the mark. On the last gybe, it is best to be on the starboard layline (or inside). Remember to round the mark with a tactical rounding — inside, then close on the far side. Watch trees to determine lifts and headers downwind, the same as upwind. When bow goes above or below trees, you know you have a shift.

LAST LEG AND FINISH

Decide your goal — decide if you will attack or defend. It is tough to do both. Which side is favored? Work the competition to the unfavored side and try to approach the line on the side which is favored. **NEVER CROSS IN THE MIDDLE OF THE LINE** — you waste distance. Cross at the pin or at the boat only.

Tacking duels: If behind — tack on lifts. You gain when you put the weather boat in a "headed" position. If ahead — sail your own race unless you are slower.

To cover loosely, stay between the wind and the competitors, and work them to the bad side or the layline early.

Sit on competitor's wind if he is going the direction you don't want him to go (favored way). Cover loose when he's going the way you want him to (unfavored way.)

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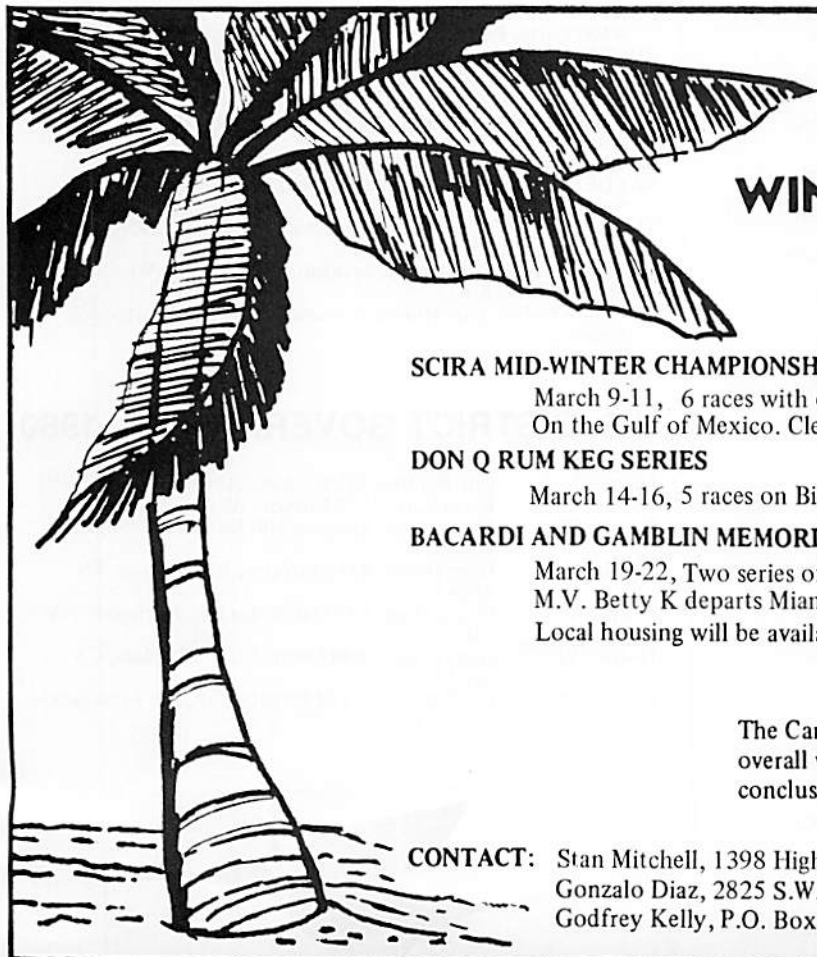
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March 14-16, 5 races on Biscayne Bay, Coconut Grove SC, Miami, Fla.

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March 19-22, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
M.V. Betty K departs Miami March 17, returning March 23
Local housing will be available. If interested write Godfrey Kelly.

The Carribean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Nassau

CONTACT: Stan Mitchell, 1398 Highfield Dr., Clearwater, FL 33516
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SCIRA DIRECTORY

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Sue, Jan Tabor Dominate Call Of Fall Series

"Rites of autumn" celebrated in three end-of-season regattas

Pine Beach Regatta Sailed In Flukey Conditions

Pine Beach's annual Call of Fall Regatta took place September 29 and 30 in less than favorable weather conditions for the hosts, as evidenced by the lack of additions of any new china in their closets. Of the 12 boat turnout, trophies were awarded to Sue and Jan Tabor of CPYC for their fine job of sailing to first place amongst tough competition and in extreme conditions. Second place honors were earned by Eric Purdon and Peggy Bradford, and third place by Bob Blomquist and Teresa Gomez Plata.

On Saturday the Snipers experienced a rare occurrence — lack of wind on Barnegat Bay. This was disappointing to most skippers and their crew although after Sunday's racing, some mention was made that Saturday was better. Sue Tabor did an excellent job finding the elusive wind and topped the others by taking a 2nd and a 1st. Saturday's third race was not held due to lack of wind, heavy rain, and hunger pains.

Saturday evening the PBYC Snipers held a cook-your-own-steak cookout in the pouring rain. Somehow, everyone managed to cook steaks, and all enjoyed a good meal and the company.

If Saturday's wind was elusive, then Sunday's was just the opposite. There was plenty of it coming from every direction. The RC decided to set the course in front of PBYC on the Toms River, rather than fight the 2 to 3 foot chop and high winds in Barnegat Bay. This decision proved exciting as several other clubs along the river elected to do the same.

At several points during Sunday's 3 races, the Snipers found themselves surrounded by boats much larger than 15½ feet. The combined effect of the high shifty winds and the blanketing of bigger boats' sails made for extremely capricious conditions. Nevertheless, Sue and Jan Tabor proved that Saturday was no fluke, as they sailed to a 4th, 2nd, and 3rd en

route to capturing the 1st place trophy. A hard charge by Eric Purdon fell just short, but gained him and his crew a respectable 2nd place.

The trophy presentation marked the end of the 1979 season at PBYC. Thanks to you all — and see you next year.

*William H. Bateman
Pine Beach Fleet 256*

Strong Winds On Tap At Lake Mohawk

Jack Kelly of Cottage Park won the Call of the Fall at Lake Mohawk Yacht Club (Fleet 10) held on October 6 and 7. His new boat from the Pan-Ams, fine sailing, and a good crew garnered him 4 firsts and a fourth.

After three races on Saturday in winds of 20 mph average and gusts of 30-35, a driving rain, and temperatures in the 40's, futility was on the faces of all but Kelly who had three bullets and led at every mark except the first weather leg of the third race. Keith Donald had sailed consistently as had Art Margulies, Rob Gorman, Bill Houghton, and Sue Tabor and finished the day in that order.

Sunday, the sun came out and the winds dropped to a steady 15-20 range and again in the fourth race Kelly led all the way. Not dismayed by this, the fleet went at it in the fifth race and Larry White and son, Andy, did a number on the fleet and finished some place over the horizon.

There were 17 boats entered representing 9 fleets. Seven different fleets were represented in the first ten places.

Saturday night the group gathered at the Lake Mohawk Country Club exhausted, cold, and dejected except for John Kelly, but, after some libation these conditions of depression disappeared and a good time was had by all. Wives of the Snipe, Lightning, SunFish and Super SunFish fleets put on a great cocktail party and dinner. Next year the gals promise us even a better bash.

LMYC Commodore, Tom Bierman, a

Vice-President of the lightning Association, served as Race Committee Chairman setting excellent courses and provided some colored liquid between races to raise the body temperature.

Lake Mohawk, Fleet 10

Indian Summer Warms Frigid Digit Races

A long overdue Indian summer greeted 26 Snipes in Annapolis for the annual Frigid Digit Regatta sponsored by the Severn Sailing Association, October 20-21. Clear skies and temperatures in the low 80s allowed wetsuits to be abandoned and faces to catch a late-season suntan.

The fall migration brought John Johns south from Barton B.C. to sail a near-perfect regatta. John won all but the third race. New Yorker, Andy Fox, wasn't far behind, and placed no less than third in any race. Gregg and Patti Fisher, Columbus, completed the top three finishers. Consistently fine sailing by these three skippers eliminated any anticipation about who the trophy winners would be long before the presentation.

Saturday dawned warm, but foggy, making the weather mark difficult to see in the first race which was sailed in a light southerly. As the fog lifted, the wind strengthened slightly for the second race, allowing everyone to hike fully by the finish. By mid-afternoon a solid 14 mph breeze had settled in and the third race was sailed in that famous Chesapeake Chop which always manages to confound at least a few Snipes.

Sunday's first race was sailed in another light southerly that nearly died between races. Fortunately, the breeze picked up again just in time for the start of the fifth and final race of the series.

Local Snipers, Keith Donald and Eric Purdon, finished within 3 points of one another to lead the home town participants. Keith's fourth place finish gave

PINE BEACH CALL OF FALL

Boat	Skipper	Club	Places	Points	Finish
19257	Sue Tabor	CPYC	2-1-4-2-3	19.7	1
19915	Eric Purdon	SSA	6-3-1-1-2	20.4	2
23182	Bob Blomquist	SSA	7-2-2-5-1	29	3
11900	Larry White	SSA	5-4-3-4-7	44.7	4
18044	Gina Blomquist	SSA	4-6-7-3-6	50.1	5
20685	Fred Abels	Sea Cliff	3-5-5-9-5	50.7	6
14238	Charlie Eshleman	PBYC	1-9-8-8-9	58	7
9106	Art Margulies	Quassapaug	9-7-6-6-4	59.4	8
21640	Chris Nord	PBYC	10-8-9-10-11	78	9
16853	Michael Chapman	SSA	12-11-11-11-10	85	10
17892	Robert Dull	SSA	8-10-dns	87	11
10178	Bill Bateman	PBYC	11-12-12-12-12	89	12

LMYC - CALL OF THE FALL REGATTA
(Top 10 of 17 entries)

Boat	Skipper	Club	Places	Points	Finish
24005	John Kelly	Cottage Park	1-1-1-1-4	8	1
14002	Keith Donald	Severn S.A.	2-2-4-3-9	34.7	2
9106	Art Margulies	Seacliff	5-6-2-4-3	38.4	3
11810	Rob Gorman	Cedar Point	3-5-5-2-6	40.4	4
19257	Sue Tabor	Cottage Park	4-4-7-5-2	42	5
22394	Bill Houghton	Lake Mohawk	8-3-3-10-5	51.4	6
11900	Larry White	Severn S.A.	9-11-10-6-1	59.7	7
21458	George Hoch	Onandaga	7-7-6-7-7	63.7	8
14238	Charlie Eshleman	Pine Beach	6-9-dnf-9-8	75.7	9
22393	John Marx	Lake Mohawk	11-8-8-11-10	78	10

FRIGID DIGIT
(Top 15 of 26 entries)

Boat	Skipper	Club	Places	Points	Finish
23279	John Johns	Barton B.C.	1-1-2-1-1	3	1
23978	Andy Fox	(moving)	3-3-1-2-2	17.4	2
23619	Greg Fisher	Columbus	2-2-4-4-4	30	3
14002	Keith Donald	Annapolis	4-12-6-5-9	62.7	4
19915	Eric Purdon	Annapolis	6-4-8-13-7	65.7	5
18100	Jonathan Bartlett	Annapolis	7-dnf-5-10-3	75.7	6
19793	Lucias Bugbee	Cuba Lake	11-7-17-3-12	76.7	7
23182	Bob Bloomquist	Annapolis	dns-5-3-7-11	77.7	8
9106	Arthur Margulies	Quassapaug S.C.	5-8-10-8-dnf	80	9
19714	Kin Yellott	Annapolis	8-18-7-12-8	83	10
23394	Bob Tan	Annapolis	10-9-19-9-10	87	11
18917	Hugh Donald	Annapolis	14-11-20-14-5	93	12
18640	Stan Watkins	Annapolis	17-6-9-19-16	97.7	13
11900	Larry White	Annapolis	16-21-12-6-20	104.7	14
14238	Charles Eshelman	Pine Beach	12-20-18-11-14	105	15

him second in the Call-of-Fall series. John Bartlett, while no stranger to Snipes, completed a very successful first season as skipper with his 6th place. He managed to squeak ahead of Lucius Bugbee, one point back in 7th. Rounding out the top ten finishers were Bob Blomquist, sailing his second homebuilt masterpiece, Art Margulies in the fleet's oldest - but you'd never guess it - Snipe, and Kin Yellott, sailing a good-ole Chubasco.

Saturday night the fleet feasted on a spaghetti dinner at the club, under a balmy, star-filled sky. Let's all hope the Farmers' Almanac is wrong again next year - and please come join us.

District Governor Eric Purdon presented first place trophies for the Call-of-Fall series to Sue Tabor (in absentia), second to Keith Donald, and third to Art Margulies.

Fred Betz
Annapolis Fleet 532



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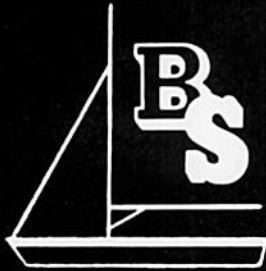
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AUGUST 2-3, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

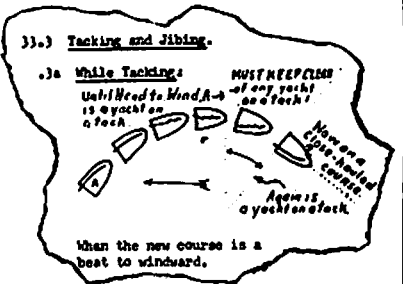
AUGUST 4-8, U. S. NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

AUGUST 16-23, EUROPEAN CHAMPIONSHIP, Espergaerde Fleet 585, Espergaerde Sejlklub, Strandvejen 167, Postbox 59, 3060 Espergaerde, Denmark.

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