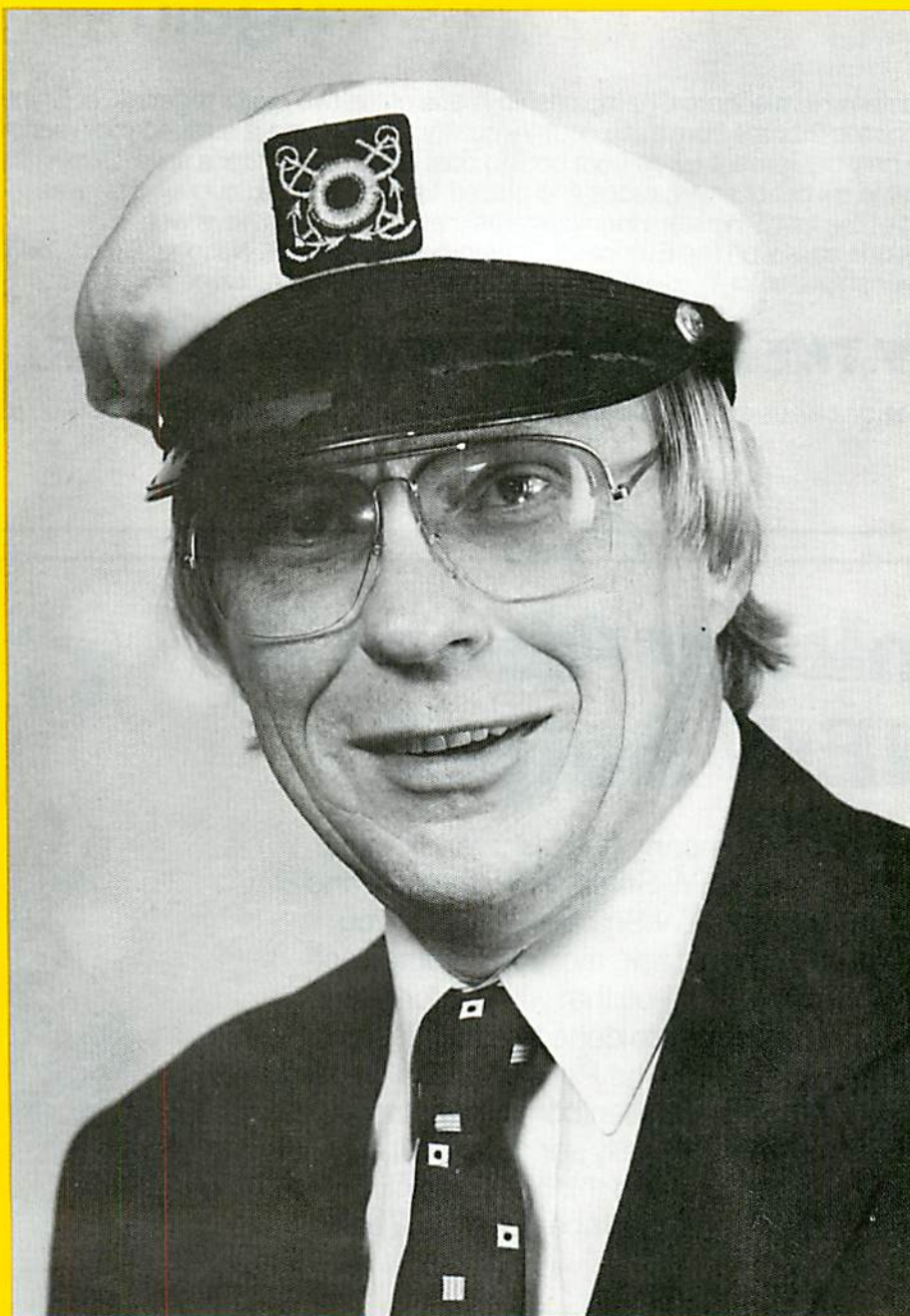


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JANUARY 1984

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(USPS 611-500)

SNIPES CLASS
INTERNATIONAL RACING
ASSOCIATION

JANUARY 1984

Volume XXXIII No. 1

S.C.I.R.A OFFICERS

Commodore

Gene Tragus
7777 Forrest Lane, Suite 321
Dallas, Texas 75230

Vice Commodore

Roberto Salvat
Talchuano 460
Buenos Aires
Argentina

Rear Commodore

Wayne Soares
P.O. Box 327
Devonshire 4
Bermuda

Executive Secretary/Treasurer

Lowry Lamb
Privateer Road
Hixson, Tennessee 37343

RULES COMMITTEE

Chairman: Ted A. Wells
5 Huntington Ave.
Wichita, Kansas 67208

EDITOR

Lowry Lamb

EDITORIAL & BUSINESS OFFICE

Address all correspondence to:
Privateer Road, Hixson, Tennessee
37343, U.S.A.

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

The Cover

Introducing The New Commodore

Dr. Eugene Tragus of Fleet No. 1, White Rock Sailing Club, Dallas, Texas, has been elected 1984 SCIRA Commodore. He sails Snipe 22543, with crew duties being shared between his wife Lovatt and their two young sons.

Gene, born in Shenandoah, Pennsylvania, celebrates his birthday on New Year's Eve. His education includes a B.S. degree from Clemson in 1957, graduate study in zoology also at Clemson, and his medical degree from South Carolina in 1961.

Dr. Tragus practices thoracic surgery in Dallas. He has a long list of credits in professional studies and teaching, as well as publication in medical journals.

Gene, named "Dr. No" by past Commodore Festersen, began his service to SCIRA by working his way through the ranks of U.S. District II. He served as District Governor, and as Chairman for the 1977 U.S. National Championship. He is well known internationally, having served a term on the Board of Governors before being elected Rear Commodore in 1982.

At the World Championship in Alamitos Bay, Gene was appointed chairman of a committee to promote junior sailing within the class, and this has become his special interest.

During 1982 Gene attended the Western Hemisphere Championship in Nassau, where he promised outgoing Western Hemisphere Secretary Bertrand Gayet that he would attend the South American Championship in Paraguay in 1983. There, he served as interpreter, mediator, and international diplomat. He also attended the 1983 World Championship in Portugal, serving as SCIRA Representative to the Race Committee, since Commodore DeSouza was a contestant in the regatta.

Gene's talents in administration, as well as sailing, will serve SCIRA well.

THE COMMODORE SAYS

Now it's "Past Commodore Says" since I missed the deadline for the December Bulletin by the time Jenifer and I returned from our adventures in Portugal and touring after the Worlds. I don't want to get in Gene's way, but I just wanted to express some final comments and thanks.

As for the Worlds, it was quite interesting trying to conduct meetings while at the same time stay competitive in representing the U.S. in the championship.

Our Portuguese hosts did a great job organizing. As usual in a major regatta, the weather wouldn't cooperate completely to make life easy for the host club. The change of racing schedule and meeting times went smoothly.

As you can see by the race results in the December Bulletin, no one country or type of equipment dominated. It shows me that if you can win the Worlds with a 25-year-old boat and have new boats just as competitive, most of the rules changes over the years have been well thought out.

Speaking of rules changes, make note of those printed in the December Bulletin that may affect you. The two that should be noted right away is the band to be painted on the board, and that "low point" scoring system can now be used at all regattas.

In my adventures of going to Worlds, Western Hemispheres, Jr. Worlds, U.S. Nationals, North American Championships and other various regattas, I have found that there is always one person or a small handful of people who are working deep in the hierarchy that make a regatta so enjoyable for the participants. Usually these few get little or no recognition for their efforts but they certainly make life just a bit easier by just being there. I wish I could pull all of the names out of my head for personal thank yous, but it seems the old computer doesn't have total recall any more.

These people always remind me of an old saying I once heard: "If you want to get something done, find somebody who's busy." Somehow they manage to get the "little" jobs done that are really 75% of the regatta.

I would also like to thank all the people who have sent letters about rules changes or subjects on Snipe functions. I'm sorry I could not write back personally to all of you, but your ideas have been carried to the Board meetings. Also, the face to face discussions at regattas bring in a lot of information. From talking to people who sail in other classes, I really believe SCIRA is on a good track.

I hope that the junior sailing program can be pushed back up to the levels that

THE SCORE

Eighteen numbers were issued last month with 10 going to Argentina and eight to the U.S.A. No new fleets were chartered.

Numbered SNIPES— 25731
Chartered Fleets — 790

it was before all these other distractions came along. I believe you will see some interesting developments for junior programs coming from the SCIRA Board in the future.

As for U.S. sailors, New Orleans is already in high gear for the Nationals in 1984. Be sure to make early plans since it sounds like the area will be crowded.

Over the past eight years it has been interesting to say the least, serving on the Board and a definite challenge being Commodore. I have one year left on the Board, so I am still open for ideas to help our Class. It has been a pleasure working for you!

*Happy New Year
Doug DeSouza*

Correction

In the minutes of the Board of Governors (November 1983 issue) it was reported that there would be a "Grandfather clause" for the new minimum weight. This is incorrect. The minimum weight will apply to ALL rudders after January 1, 1984.

The Board has voted to establish a 2.75 kilo (6 pound) minimum weight effective January 1, 1984.

Letter to the Editor

Notes From A Novice

This August Oakville Y.C. Fleet 321 was host to the North American Championship in Oakville, Ontario. It happened to be my second opportunity to crew at Oakville with my husband, Jim, and it was as fantastic as my first opportunity to crew one year ago for the Northeastern International and Canadian Open Championship. My purpose for jotting down these notes and impressions is to offer encouragement to all novice crew members. Being an "over 30" sailing novice, entering this sport with some sailing competitors having 20 years experience on you can be overwhelming!

Do not be intimidated by your lack of knowledge and experience on the water. If you were not fortunate enough to start sailing instruction at an early age, there is a wonderful group of sailors out there who share their knowledge and welcome you to the sport when they see that you are genuinely enthused and willing to put in "hard work" time on the water. This is true in spite of the fact that, for you, spotting a puff doesn't come easily at first, and jibing the pole in high wind is not your favorite passtime! Last year I finally started

breathing regularly by the second day of racing. By the end of the week I had heartily survived — having loved it all!

This summer my experience at the North American Championship was enhanced by yet one more year on the water and a greater sense of confidence in my crewing ability. It was amazing to see how much we had progressed in one year. Needless to say my husband, Jim, has been extremely supportive in my "novice efforts." Also the efforts of Fleet 321 once again set the stage for a great Regatta and a super sailing experience for this enthusiastic novice.

*Susan Conlin
Fleet 110, No. 22363
Portage Lakes Yacht Club
Akron, Ohio*

1984 SCIRA Dues Are Due

The 1984 SCIRA decals are now available on payment of 1984 dues. The new decals are yellow and green — such a bright combination that the absence of a decal should be obvious to any observer.

Decals are required for all SCIRA races. Dues are due as of January 1 and are delinquent on March 31.



WINTER RACING CIRCUIT

SCIRA MID-WINTER CHAMPIONSHIP

March 11-13, 6 races with one throw-out
On the Gulf of Mexico. Clearwater Y.C., Clearwater, Fla.

DON Q RUM KEG SERIES

March 16-18, 5 races on Biscayne Bay, Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 21-24, two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
M.V. Betty K departs Miami March 20, returning March 25.
Local housing will be available. If interested write Godfrey Kelly.

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

CONTACT: Francis Seavy, 1840 Stevenson Ave., Clearwater, FL 33515
Gonzalo Diaz, 5520 S.W. 72 Ave., Miami, FL 33155
Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas

Hints For Better Boat Handling

Veteran sailor/author offers guidelines to improve seamanship.

Excerpted from **THE ANNAPOLIS BOOK OF SEAMANSHIP** by John Rousmaniere, illustrated and designed by Mark Smith, and published by Simon & Schuster Inc. Copyright 1983 John Rousmaniere.

Once under way, you'll be facing plenty of challenges — trimming sails, finding your position, avoiding other boats, and coping with an ever-changing environment. All these problems are important, but while you're dealing with them, keep

in mind these five basic guidelines for better boat handling:

1. Keep the boat moving. Steerageway is an absolute necessity for avoiding obstructions or just changing course. Know your boat well enough so you're certain when she has or doesn't have steerageway. When planning a maneuver, make sure you allow enough time and room for developing steerageway and for using it once you have it.

2. Be especially careful near land. Almost any boat can survive a storm in open water, but few boats can survive running into land. If you're unsure of your boat-handling capabilities or if the weather is dangerous, stay as far as possible from floats, piers, shallow water, and the land itself.

3. Take nothing for granted. Aboard a boat you must constantly anticipate new wind and sea conditions, equipment breakdowns, crew errors, and the approach of other boats. Develop a standard operating

procedure (S.O.P.) for handling sails, for piloting, and for reporting changed conditions. As skipper you don't have to be a martinet, but you should be alert to everything that's going on near or on your boat, and also feel confident that your crew is doing their best to avoid trouble. While every sailor should concentrate on the job he is performing — whether it's steering or rigging docking lines or hoisting a sail — he should be sensitive to what's going on elsewhere on deck.

4. One hand for yourself, one for the ship. This old-time sailor's adage means that the seaman should always watch out for his own safety while he does his job. In rough weather wear a life jacket so you won't drown if you fall overboard. Remember that your shipmate depends on you not only to perform certain tasks but also to be healthy and ready to pull your own weight.

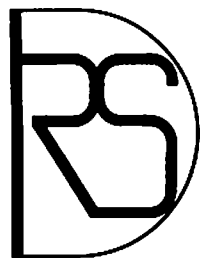
5. Stay with the boat. On dinghies, this means hanging on if you capsize or swamp. While she probably won't sink, you almost certainly will if you try to swim for it — especially in cold water, where body heat and strength are quickly lost. Under way, the sailor's main job is to help the boat sail through the water. When you are in the water, let your boat help you.



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Festersen Triumphs At U.S. Masters

Twenty "oldsters" vie for trophy on Lake Manawa, Iowa.

The Iowa-Nebraska Sailing Association hosted the fifth annual U.S. Masters Regatta on September 22-24, 1983. Twenty participants, from as far away as Newport Beach, California, were treated to cool fall weather and brisk winds on Lake Manawa, Iowa, which is just across the river from Omaha.

Five former SCIRA International Commodores were in attendance: Ted Wells, Fred Schenk, Eddie Williams, Floyd Hughes and Paul Festersen, with all but Floyd competing and showing they had ample skills as skippers as well as administrators.

By statute, the Masters is a low-key event. The races cannot start before noon, so few felt inhibited at the complimentary evening functions at the homes of the INSA sailors. Fred Schenk deserves special recognition for his round-the-clock efforts to explain his California lifestyle to nearly all the local ladies! Everyone survived the revelry, however, and retained enough vigor to make the racing extremely competitive.

In the fourth race the lead changed hands no less than seven times, and the first eight boats crossed the finish line within a ten second time period! One under-aged member of the race committee was not impressed with this excitement and commented that the close racing among his elders was caused by "consistently mediocre skills." By unanimous resolution



Five past commodores at the U.S. Masters: Floyd Hughes, Ted Wells, Eddie Williams, Fred Schenk, and Paul Festersen, 1983 Masters Champion.

he was banned from all future Masters Regattas, should he happen to reach those golden years in spite of his manners.

One sailor, at least, was definitely not mediocre, as past SCIRA Commodore Paul Festersen quickly established a commanding lead for himself. He could have stayed on shore for the last race but instead

went out in the blustery air and added another bullet to his score.

Awards were also given to the sailor traveling the farthest distance — Fred Schenk, oldest combined age (skipper & crew) — Hal Gifford and John Thomas, top finishers age 40-49 — Paul Festersen, age 50-59 — Jack Wagner, age 60-69 — Fred Schenk, and over 70 — Eddie Williams.

The race committee did a superior job all weekend. It was headed by Henry Davis and included INSA Commodore Glenn Ruff, Floyd Hughes and Scott Hughes.

The Iowa-Nebraska Sailing Association thoroughly enjoyed hosting and participating in this event. Many of us are planning to attend future Masters, and we hope it becomes one of the premier national events. It's fun!

*Dave Haggart
Iowa-Nebraska Fleet 309*

U.S. MASTERS CHAMPIONSHIP

Boat	Skipper/Crew	Club	Places	Points	Finish
25052	Paul Festersen/Sigrid	INSA	2-1-2-6-1-1	17.7	1
23271	George Rood/Mary Ann	INSA	7-2-11-9-2-3	56.7	2
19600	Dave Haggart/Barbie	INSA	4-4-7-7-3-5	57.7	3
24111	Eddie Williams/Doug Goppert	Lotawana	3-11-12-2-10-2	62.7	4
23757	Fred Schenk/Doug Day	Newport Beach	1-18-1-11-4-8	63	5
24242	Jack Wagener	Lincoln	9-10-8-1-5-9	70	6
24801	Jim Hoyt/Dale Schulte	Quivira	8-3-13-4-9-6	73.4	7
24089	Bob Jones/Sara Jones	INSA	13-8-9-3-8-4	75.7	8
25025	Ted Wells/Mary Ann Rix	Wichita	11-12-3-5-7-7	76.6	9
25075	Dick Goppert/Nancy	Lotawana	6-5-5-8-12-11	80.7	10
22324	Phil Eberhart/Connie	INSA	5-6-6-12-13-10	86.4	11
19939	Larry Briggs	Lincoln	15-9-10-10-11-12	103	12
24095	Ed Weitz/Libby	INSA	12-7-4-13-ns-ns	108	13
24102	Stu Simon/Pennie Davis	INSA	14-15-nf-ns-6-16	122.7	14
23712	John Skoog	INSA	16-17-16-14-14-14	127	15
20936	John Layman	Lincoln	19-13-14-15-17-15	129	16
21803	John Maultsby/Joyce	Quivira	10-nf-nf-ns-16-13	131	17
20555	John Gondring	INSA	18-14-nf-ns-15-17	136	18
24100	Jerry Toohey	INSA	17-16-ns-ns-ns-ns	140	19
23759	Hal Gifford/John Thomas	INSA	nf-ns-15-nf-ns-ns	144	20

JUNIORS

24111	Doug Day/Doug Goppert	Lotawana
24090	Henry Davis/Scott Ruff	INSA
23712	Jon Skoog	INSA

U.S. Sailors Dominate Oakville Race Week

Ed Adams wins North Americans.

In the beginning there was alcohol and delusions of grandeur. At the end there was another successful Oakville Race Week, August 19-26, 1983. Three series totalling sixteen races were held. The series were the North American Championship, the Ontario Open and the Canadian Open.

North Americans

The first series was the North American Championship, August 19-21, 1983. A total of 44 boats entered from Georgia, Illinois, Indiana, Maryland, Massachusetts, New York State, Ohio, Rhode Island and Canada. Six races were held, two each day. The first two races on Friday were in light Southwest wind. Ed and Meredith Adams won the first race by a wide margin with Fred Abels and Chris Varley second and Eric and Lynn Eiffert third. The fleet at Irondequoit Bay had a good day as Steve Callison and Christine Allen won the second race. The pros from Columbus, Dick Mitchell and Patti Fisher were second, followed by Fritz and Jane Gram.

Friday evening was the Green Can party. The can was drained completely before ten P.M., the first time ever. The contents of the Green Can allowed those partaking to look and feel their very best for Saturday's races.

The two races Saturday were sailed in an increasing offshore or northwest wind. This breeze at Oakville is shifty and tends to have 50% or larger holes in it. Ed and Meredith Adams won again with a large margin. Oakville's fleet came through with Doug Nugent and Dan Gandy taking second. Steve Callison and Christine Allen were third.

The offshore breeze at Oakville is noted for being shifty and full of holes. John Irvine used these characteristics of the conditions to move up dramatically in the second race to win it. Ed and Meredith Adams were second. Steve Callison and Christine Allen finished third.

There is a very good squash club built upon the hill overlooking the Oakville Harbour. The kitchen at The Club, as it is known, is very good and provided the sailors with a superb banquet Saturday night. In attendance at the banquet were

two past commodores of SCIRA, Harold Griffith and Red Garfield, and Snipe builder Mike McLaughlin. Red Garfield expressed some question about the legality of the new boats today in light of the rule that a Snipe completely equipped with sails was not to cost more than \$300.00. Demands for rebates were heard from much of the crowd. It was a highly successful dinner party.

The two races Sunday were sailed in light east wind. The first race was won by Fritz and Jane Gram with Ed and Meredith Adams second. Dick Mitchell and Patti Fisher were third. The second race was run in a steadily lightening east wind. The race committee stopped the race at the top of the second windward leg giving Fred Abels and Chris Varley the win. Fritz and Jane Gram were second with Fred and Jan Rozelle third.

Overall, Ed and Meredith Adams won by a large margin. It was close between Steve Callison and Christine Allen, and Dick Mitchell and Patti Fisher for second and third. Fred Abels and Chris Varley were fourth. John Irvine and Vance Place finished fifth. The final prize winners were Fritz and Jane Gram. The top Canadian boat was Jim and Phyllis Belford in thirteenth position.

Ontario Open

Oakville is a place where the wind and sea conditions change almost daily. A day of good wind can be followed by a day of nothing or wind so unsteady as to make racing impossible. The first day of the Ontario Open, August 22-23, 1983, was one of those impossible days. The light wind would not stay in one direction for more

NORTH AMERICAN CHAMPIONSHIP (Top 25 of 44 entries — Best 5 of 6 races)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
US 24684	Ed Adams/Meredith Adams	Narragansett Bay	1-6-1-2-2-12	17.7	1
US 24608	Steve Callison/Christine Allen	Newport	4-1-3-3-20-7	32.4	2
US 25676	Dick Mitchell/Patti Fisher	Hoover	8-2-6-4-3-5	38.4	3
US 25460	Fred Abels/Chris Varley	Sea Cliff	2-5-ns-20-4-1	47.0	4
US 24271	John Irvine/V. Place	Cowan Lake	7-9-9-1-5-25	53.0	5
US 16699	Fritz Gram/Jane Gram	Cuba Lake	27-3-18-24-1-2	62.7	6
US 25777	Fred Thurston/Marshall Brown	Annapolis	6-8-10-6-9-11	68.4	7
US 23751	Terry Timm/C. Donaldson	North Cape	28-16-12-5-7-9	78.0	8
US 25489	Fred Rozelle/Jan Rozelle	Detroit	19-19-16-10-6-3	80.4	9
US 19740	Matt Fisher/Lisa Fisher	Hoover	9-15-19-7-12-8	81.0	10
US 24624	Means Davis/Peggy Davis	Atlanta	21-12-5-15-10-10	81.0	11
US 25370	Eric Eiffert/Lynn Eiffert	Newport	3-10-14-ypm-20-15	81.7	12
KC 25433	Jim Belford/Phyllis Belford	Oakville	23-17-4-14-27-21	87.0	13
US 25414	Skip French/Debbie French	Narragansett Bay	10-11-7-16-21-14	88.0	14
US 24682	Jeff Evans/Julie Hansen	Island Bay	13-4-27-22-8-18	93.0	15
KC 23397	David Belford/John Haire	Oakville	26-7-11-33-15-6	94.7	16
US 24688	Wade Edwards/Aliza Edwards	Detroit	12-26-17-13-18-19	99.0	17
US 23279	John Johns/Kate Heywood	Barton	16-14-31-9-19-12	100.0	18
KC 24116	Doug Nugent/Dan Gandy	Oakville	30-32-2-8-16-20	101.0	19
US 24110	Rob Gorman/Lisa Gorman	North Cove	24-24-8-11-18-16	107.0	20
US 22285	Harry Levinson Jr./Sarah Crane	Indianapolis	11-33-21-35-11-4	108.0	21
US 23624	Sami Mollet/Neil Berren	Portage Lakes	17-18-15-12-17-27	109.0	22
US 24332	Leigh Savage/Sally Savage	Detroit	20-31-29-17-14-17	127.0	23
KC 24806	Chris Hains/Donald Hains	Oakville	18-20-30-12-33-36	143.0	24
US 16333	Guy Lovejoy/Chuck Bastian	Keuka Lake	14-30-26-30-23-22	145.0	25

ONTARIO OPEN CHAMPIONSHIP (Top 10 of 27 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
US 24264	Means Davis/Peggy Davis	Atlanta	1-2-3	8.7	1
US 25676	Dick Mitchell/Patti Fisher	Hoover	3-3-1	11.4	2
US 16699	Fritz Gram/Jane Gram	Cuba Lake	2-4-2	14.0	3
US 25460	Fred Abels/Chris Varley	Sea Cliff	7-1-4	21.0	4
KC 23397	David Belford/Pat Gardner	Oakville	9-5-6	36.7	5
US 24688	Wade Edwards/Aliza Edwards	Detroit	4-8-10	38.0	6
US 24608	Steve Callison/Chris Allen	Newport	8-6-7	38.7	7
US 23751	Terry Timm/Mike McLaughlin	North Cape	6-11-8	42.7	8
KC 25433	Jim Belford/Phyllis Belford	Oakville	16-7-5	45.0	9
US 25489	Fred Rozelle/Jan Rozelle	Detroit	11-9-9	46.0	10

than ten minutes at a time. The sailors amused themselves by playing frizbee on the water and in water fights. Race Week race committee Don Hains finally cancelled for the day when a squall appeared headed our way. Ashore, before long, Hoser Night in Canada was underway.

The following day the twenty-seven entries went out for three races in a light and lumpy east wind. Means and Peggy Davis won the first race with Fritz and Jane Gram second and Dick Mitchell and Patti Fisher third. Fred Abels and Chris Varley won the second race with Means and Peggy Davis second and Dick Mitchell and Patti Fisher third again. The pros were not to be denied, and the third race was won by Dick Mitchell and Patti Fisher. The Grams were second and the Davis's third, for a day's work of 1, 2, 3 and 8.7 points and the Ontario Open Championship.

Overall results were: second, Dick Mitchell and Patti Fisher; third, Fritz and Jane Gram; fourth, Fred Abels and Chris Varley; fifth, David Belford and Pat Gardner; sixth, Wade and Aliza Edwards.

Canadian Open

The conditions at Oakville change quite rapidly and rarely are the same two days in a row. The first two days of the Canadian Open were a surprise when a good east wind produced swells rarely seen here in summer. The 21 entries were delighted and on the way in from the first day's racing more than a few rebel yells were heard. The pros from Columbus dominated the racing all three days winning four out of seven races and having a fifth in the seventh race as a throw-out. Dick Mitchell and Patti Fisher were able to win in the wind and big waves the first two days and in the light stuff on the third day.

It was not even close for second despite two wins by Steve Callison and Christine Allen. Fritz and Jane Gram were up at the front but really came on when the wind and waves went down on the third day to be third in the sixth race and win the seventh race by a large margin. It was close between the Grams and Sam Mollet and Neil Berren for third and fourth with Sam being only 6/10ths of a point out of third. Means and Peggy Davis were fifth overall. Doug Nugent and Dan Gandy were sixth overall and top Canadian boat. They were awarded the John Leckie Trophy for Canadian National Champion. Jim and Phyllis Belford were next Canadian boat in seventh place. Jim and Phyllis were the top Canadians in the Race Week, overall, after 16 races. David Belford and Pat Gardner were third Canadian boat in tenth place.

On shore the regatta was also a success. Wednesday evening most people went to



At left: Heavy traffic at the leeward mark in the fourth race.

Below: Steve Callison and Christine Allen showing the thrill of victory, second race, North Americans. (Dave Richards photos)



Ontario Place and the Canadian National Exhibition in Toronto. Thursday evening was again Hoser Night in Canada. The presentations were at the Club on Friday afternoon. The Club, as well as being a squash club, is now the home of the new Oakville Harbour Yacht Club and it appears that they are going to be the hosts for next year's Ontario Open.

The 1984 Canadian Open has been awarded to the Northern Yacht Club, North Sydney, Nova Scotia. A race week appears to be in the plans and everyone is invited to come and enjoy the Cape Breton hospitality, the superb natural beauty and fine sailing in the area.

Chris Hains
Oakville Y.S. Fleet 321

CANADIAN OPEN CHAMPIONSHIP (Best 6 of 7 races, Top 10 of 21 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
US 25676	Dick Mitchell/Patti Fisher	Hoover	1-3-1-2-1-1-5	8.7	1
US 24608	Steve Callison/Christine Allen	Newport	4-1-2-1-3-4-6	24.7	2
US 16699	Fritz Gram/Jane Gram	Cuba Lake	5-5-3-6-6-3-1	43.1	3
US 23624	Sam Mollet/Neil Berren	Portage Lakes	6-4-4-5-2-6-2	43.7	4
US 24264	Means Davis/Peggy Davis	Atlanta	14-10-6-3-4-8-4	60.1	5
KC 24116	Doug Nugent/Dan Gandy	Oakville	2-2-9-8-5-13-15	64.0	*6
KC 25433	Jim Belford/Phyllis Belford	Oakville	3-6-7-9-8-5-12	69.4	7
US 25777	Fred Thurston/Marshall Brown	Annapolis	11-7-10-4-10-9-4	76.0	8
US 23625	Dick Hand/Tony Horn	Portage Lakes	7-14-8-7-9-11-7	85.0	9
KC 23397	David Belford/Pat Gardner	Oakville	10-12-5-dsq-7-10-8	87.0	10

*Winner of the John Leckie Trophy for Canadian National Champion.

NORTH SHORE TROPHY FOR TOP CANADIAN IN OAKVILLE RACE WEEK (Aggregate score all three series. All series must be sailed to qualify.)

1. Jim Belford, Phyllis Belford — 87.0, 45.0, 69.4 — 191.4
2. David Belford, John Haire/Pat Gardner — 94.7, 36.7, 87.0 — 218.4
3. Doug Nugent, Dan Gandy — 101.0, 70.0, 64.0 — 235.0
4. Chris Hains, Don Hains — 143.0, 81.0, 92.0 — 316.0
5. Gweneth Crook, Id Crook — 157.0, 60.0, 112.0 — 329.0

Evans/Dixon Team Romps At Governors Cup Regatta

Brisk to strong winds prevailed throughout the entire five-race Governors Cup Regatta held by Snipe Fleet 91 at Island Bay Yacht Club June 11th and 12th. Excerpts from "The Morning Flasher," sub-title: Sunshine at your Fingertips, (as illicit yellow sheet surreptitiously distributed after the first series) include that top honors should belong to Tom Lewis and his crew when mechanical failures prevented them from registering, or to Joe Spain, down from Burnam Park who, with his super light crew, ventured only thirty yards from the mouth of the harbor before deciding the best part of the regatta was to get out of Chicago, and headed for the Lincoln Shrines.

Those who stayed and sailed saw lots of Jeff Evans' transom as he racked up three first place finishes on the first day. Jeff and his crew, Tim Dixon, then added two second place finishes the next day to complete the five-race regatta in first place with only six points. Paul Dovey and crew Lisa Dovey placed consistently high and had all the locals psyched-out with their new Snipe with no holes in the transom and its hanging whisker pole. Their 22.7 points gave them a solid second place in the regatta.

Lou Dixon, with his wife Kim (Fleet Captain and Regatta Chairperson) crewing, had some of his boat hardware crumble resulting in a third race DNF, but came back with two great first place finishes moving him into third place for the regatta. Veterans Bill Coberly, with crew Chad Coberly, and Buzz Levinson, with Phil St. John crewing, managed a fourth place tie on points, with Buzz taking fourth on the skipper beating the other the most times, and Bill received the fifth place award.

An experienced Race Committee headed by "Tut" Greening of the Star fleet set excellent courses and kept the races going right on schedule. The early finishers hoping to duck back into the harbor between the back-to-back races found no opportunity to gain much respite from the strong winds. Good races on good courses in good air made for lots of conversation at the beer truck at the end of the day.

Everyone attending enjoyed a well-organized, well-run regatta, and is looking forward to this annual event same time, same place next year.

*A. Sterling Mealeymouth
Springfield, IL*

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*Standing, l to r: Bill Coberly, Jeff Evans, Buzz Levinson, Paul Dovey, Lou Dixon.
Kneeling, l to r: Chad Coberly, Tim Dixon, Phil St. John, Lisa Dovey, Kim Dixon.*

GOVERNORS CUP REGATTA

Boat	Skipper/Crew	Club	Places	Points	Finish
24682	Jeff Evans/Tim Dixon	IBYC	1-1-1-2-2	6	1
25420	Paul Dovey/Lisa Dovey	ISC	2-2-2-3-4	22.7	2
24681	Lou Dixon/Kim Dixon	IBYC	4-4-D-1-1	29	3
25114	Buzz Levinson/Phil St. John	ISC	5-5-3-4-3	39.4	4
18886	Bill Coberly/Chad Coberly	Decatur	3-3-4-5-5	39.4	5
13026	Nancy Peterson/Phil Peterson	IBYC	6-7-5-D-D	59.7	6
18039	Val Simhauser/Mark Hayner	IBYC	7-6-6-D-D	60.4	7
23425	Jim Donath/Bill Donath	IBYC	D-D-D-6-D	64.7	8
21365	Joe Spain/Mike Woonan	Burnam	D-D-D-D-D	66	9

Exciting Competition Seen At Mass Bay Open

A tie-breaker was needed, there were four different winners, and the final race was as exciting as the America's Cup, which this year conflicted with the Mass Bay Open. An emerging star, an established pro, and a team that has come alive, were featured in the battle for the top three spots, with Len Dolhert and Diana Healy shading Rob Gorman and Wayne Huntley, both just ahead of Sue and Jan Tabor.

Saturday's three races were sailed in light air and in the first, Newport's Bill and Ellen McInnis led most of the way, dropped back to fourth in the flukey conditions, but made a good comeback on the last leg to edge Lee and Carla Griffith. Gorman won race two when Dolhert split tacks on the last beat, but in race three, Len, after a mediocre start, sailed to the

right hand side of the course and led at every mark.

Sunday found the left side favored, and those who went right were far back. Both races belonged to the Tabors, who have been sailing fast and smart this year. The final race had Gorman leading for a while, Dolhert gaining the lead on the second beat, and Tabor doing an Australia II on both of them on the run. A tight last beat saw Dolhert hold onto second, which gave him the regatta. Always consistent, Dave Lence was fourth overall, and Sea Cliff's Brian Dougherty was fifth. The traditional lobster dinner was served Saturday evening, and on Sunday race committee chairman Dave O'Brien presented trophies to the top five.

John Kelley, Mass Bay Fleet 244

MASS BAY OPEN (Top 10 of 22 entries)

Skipper/Crew	Fleet	Places	Points	Finish
Len Dolhert/Diana Healy	Mass Bay	3-3-1-6-2	26.1	1
Rob Gorman/Wayne Huntley	Newport	6-1-2-3-3	26.1	2
Sue Tabor/Jan Tabor	Mass Bay	5-8-3-1-1	29.7	3
Dave Lence/Bill Aliberti	Winchester	7-4-5-2-5	44	4
Brian Dougherty/Kris Meyer	Sea Cliff	8-11-4-4-4	55	5
Lee Griffith/Karla Griffith	Pine Beach	2-6-10-9-7	58.7	6
John Kelley/Joanna Bresnahan	Mass Bay	4-2-9-19-6	62.7	7
Martin Fraser/Kathy Aliberti	Medford	11-18-6-5-8	76.7	8
Wayne Jeveli/Michele Goll	Mass Bay	16-10-8-13-13	90	9
Bill McInnis/Ellen McInnis	Narragansett Bay	1-5-nf-nf-nf	90	10

Oxford Incident/Accident Boasts Ideal Racing Conditions

The 16th Annual Oxford Incident/Accident Regatta was held on Sept. 24 and 25, 1983, at Acton Lake, Oxford, Ohio. Thirty-nine Snipers enjoyed ideal racing weather with sunshine, mild temperatures and 10-15 mph southeasterly winds straight down the lake, providing one of the longest windward legs in the regatta's history.

Two triangular courses were sailed on Saturday. Bob and Sandy Rowland from Cowan Lake, led the A Fleet with two firsts followed by Matt Fisher from Columbus and Jim Richter from Indianapolis. In the B Fleet, Karl and Lauren Ritters were first with Addis Katterheinrich and Bill Crossley close behind.

An excellent day of racing was concluded by a pizza dinner and party at nearby Camp America with plenty of drink, food and good companionship.

Sunday morning provided two more races, one a triangular course followed by an olympic, the weather an exact copy of the day before. Bob and Sandy Rowland secured their lead to win the Incident with a sixth and fourth place, while Jim Richter, with crew Krista, finished in second with fifth and fourth.

Karl Ritters out-distanced all with a commanding two firsts to win the Accident.

Bill Crossley finished second, with a third and fourth. Trophies were awarded to the first seven A Fleet and the first five B Fleet finishers.

Junior trophies were presented to the best Junior skipper in the A and B fleets who did not receive any other trophies. Since the A fleet did not have a junior skipper, the trophy was awarded to the best junior crew, Danny Benz, sailing with Bob Hill. The B fleet best Junior was Mike Hater.

The Oxford Accident is the final series for the C-MOM trophy, which is awarded to the best B Fleet skipper of the following three regattas: Middlefork's George E. Howell, Cowan's Riff-Raff and Acton's Accident.

This year's winner is Bill Crossley from Cowan Lake.

We hope to see everyone again next year, hopefully with the same fair winds, colorful scenery and invigorating weather.

Jim Hater
Snipe Fleet 515

OXFORD INCIDENT (Top 10 of 22 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24272	Bob Rowland/Sandy	Cowan Lake OH	1-1-6-4	19.7	1
24500	Jim Richter/Krista	Indianapolis IN	5-2-5-2	26	2
19740	Matt Fisher/Lisa	Columbus OH	2-5-1-8	27	3
25676	Dick Mitchell/Pam Evans	Columbus OH	10-3-9-1	36.7	4
18886	Bill Coberly/Chad	Decatur IL	12-8-3-3	43.4	5
25379	Brad Warne/Penny	Westerville OH	4-6-7-9	47.7	6
21021	Matt Gregory/Holly	Chattanooga TN	3-7-10-11	51.7	7
24124	Don Pettigrew/Jane Sherry	Acworth GA	7-12-2-12	52	8
23288	Jamey Hill/Robin	Acton Lake OH	8-13-8-6	58.7	9
23624	Sam Mollet/Neil Gerren	Canton OH	15-9-4-10	60	10

OXFORD ACCIDENT (Top 6 of 12 entries)

25410	Karl Ritters/Lauren	Cowan Lake OH	1-4-1-1	8	1
21777	Bill Crossley/Guy	Cowan Lake OH	2-5-3-4	26.7	2
20536	Bill Flack/Betsey	Cowan Lake OH	6-3-6-2	32.1	3
22821	Addis Katterheinrich/Linda	Acton Lake OH	5-1-7-6	34.7	4
25252	Howard Wolff/Kris	Chippewa Lake OH	4-6-2-7	35.7	5
20988	Don Johnson/Rose	Indianapolis IN	8-7-4-3	40.7	6



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Bill Leffler Tops Cannon Cup Fleet

The American Lake Sailing Club hosted Tacoma Fleet 765's first sanctioned regatta as a part of its annual Cannon Cup Regatta on April 30 and May 1, 1983. Ten Snipes competed in the five-race event.

American Lake lived up to its reputation for shifty winds for the three races on Saturday. After a short postponement, the first race was started in very light wind. Boats that worked their way up the left side of the course took an early lead, but when the wind filled in it was those on the right side that were first to round the windward mark. Jim and Kathy Baltar sailing "Jalapeno" found the conditions to their liking and won the race. The wind picked up only slightly for the second and third races which were both won by Bill Leffler whose crew was sailing in a Snipe for the first time. The Baltars took a fourth and second in the final two races of the day to set the stage for Sunday's sailing.

Sailors from all the classes converged on a local pizza parlor Saturday evening. From the comments overheard, it was obvious that the close competition in the Snipe fleet had not gone unnoticed by those in the other classes.

Threatening skies greeted everyone Sunday morning, but there was good wind that continued to build. The race committee set an Olympic course, putting an island in the middle of the triangle. Everyone, except the locals, were surprised by the swirling wind in the slot between the island and the far shore. Big leads disappeared on this supposedly downwind leg of the course. Baltar's captured first in the fourth race and to win the regatta needed to put at least one boat between themselves and Bill Leffler in the fifth and final race. In the final race, sailed in near planing conditions, Baltar's again finished first, but Leffler won the regatta by taking second. Local knowledge was only valuable enough to help Pete Bristow to third place. Tom Cawrse held off Dave Patterson to take fourth overall.

Bill Leffler also took home the "Fleet Challenge Trophy" for the Seattle Fleet. This traveling trophy, a framed print of a Snipe by Bart Lindstrom entitled "Hiking Out," was initiated last year to encourage traveling between the Seattle, Portland and Tacoma fleets.

The good time and competitive sailing were reasons enough for everyone to look forward to next year's Cannon Cup Regatta.

Peter Bristow
Tacoma Fleet 765



L to R: Cliff Wright, Ken Wright, Tom Cawrse, Marie Cawrse, Kathy Baltar, Jim Baltar, Bill Leffler, Dave Patterson, Connie Roades, Tom Koppang, Paul Thackara.

CANNON CUP

Boat	Skipper/Crew	Fleet	Places	Points	Finish
23964	Bill Leffler/Kathy Green	Seattle	2-1-1-2-2	7.5	1
16791	Jim Baltar/Kathy	Seattle	1-4-2-1-1	8.25	2
20686	Pete Bristow/Nick Zimmerman	Tacoma	3-2-4-4-6	19	3
24011	Tom Cawrse/Marie	Seattle	5-5-3-3-8	24	4
20354	Dave Patterson/Karen Maule	Portland	4-3-8-5-7	27	5
15677	Steve Miller/Dave Haley	Seattle	9-6-9-6-3	33	6
18648	Tom Koppang/Connie Roades	Portland	7-9-5-7-5	33	7
18927	Cliff Wright/Ken Wright	Seattle	6-8-7-9-4	34	8
18930	Bill Maule/Carole	Portland	8-7-6-8-9	38	9
14586	Rick Tanis/Bev	Tacoma	10-10-10-10-10	50	10

Dick Mitchell Wins Briody Open Regatta

The Newport Yacht Club hosted the 1983 Briody Open, sailed July 16 and 17 on Irondequoit Bay in Rochester, N.Y. Dick Mitchell of Columbus took first by .4 over Steve Callison of the host fleet. Defending champ Fritz Gram was third, followed by Eric Eiffert and George Hock.

Steve Callison won the first race in medium air from the North. In the afternoon two races were sailed in increasingly gusty and shifty winds. While Fritz Gram and Dick Mitchell won these two races, many of the rest of us battled just to remain upright and in one piece. Wisely, RC chairman Warren Duerr decided to abandon a fourth race suggested by a certain sailor who shall remain nameless.

After a super Saturday night steak dinner (many thanks to all who helped), the forecast for Sunday was for light air from the North. The forecast was true and two races were sailed back to back in more typical conditions of the bay. Dick Mitchell won the fourth race, and Steve Callison won the last and almost won the regatta with Dick Mitchell in fourth. Fritz Gram

nailed down third place overall with a pair of seconds, and Eric Eiffert retained fourth with two fifth places. George Hock had a ninth and 13th, but his strong sailing the first day was enough to easily win him fifth placed overall.

This regatta was the last in the Retzhaupt series. The Trophy goes to the skipper with the best total score in the N.Y. state, District V, and Briody championships. This year's winner was Steve Callison with an impressive 35.8 points. Other trophies were awarded to Fritz Gram in second, George Hock in third, Jon Pegis in fourth, and Gweneth Crook in fifth.

Jon Pegis, Regatta Chairman
Newport Fleet 103

RETZHAUPT TROPHY

Skipper	Club	Points	Finish
Steve Callison	Newport	35.8	1
Fritz Gram	Cuba Lake	80.2	2
George Hock	Newport	190.7	3
Jon Pegis	Newport	219.7	4
Gweneth Crook	Oakville	250.7	5
Bud Booth	Onondaga	250.7	6
Denny Bush	Chautauqua	272.7	7
John Dentinger	Newport	410	8

BRIODY OPEN REGATTA (Top 15 of 22 entries)

Boat	Skipper	Club	Places	Points	Finish
24307	Dick Mitchell	Hoover	2-2-1-1-4	14	1
24608	Steve Callison	Newport	1-3-2-3-1	14.4	2
16699	Fritz Gram	Cuba Lake	3-1-6-2-2	23.4	3
25370	Eric Eiffert	Newport	5-4-3-5-5	43.7	4
23276	George Hock	Newport	4-5-5-9-13	62	5
20311	Chuck Fox	Newport	11-18-11-4-3	69.7	6
16333	Guy Lovejoy	Keuka Lake	nf-7-4-7-7	75	7
24806	Chris Hains	Oakville	10-12-7-15-6	79.7	8
8038	Jon Pegis	Newport	12-14-9-6-9	79.7	9
25379	Brad Warne	Hoover	7-11-13-8-16	85	10
22850	Gweneth Crook	Oakville	8-16-10-13-10	87	11
24802	Bill Willmarth	Barton	13-10-12-12-11	88	12
24688	Wade Edwards	Crescent	nf-8-14-10-8	92	13
18650	Wolf Goethert	LDYC	14-13-8-14-12	92	14
25450	Bud Booth	Onondaga	9-6-16-17-15	92.7	15

Dick Mitchell Captures District III Title

Crescent Sail Yacht Club, Fleet 5 was host to the 1983 District III Championship Regatta, July 8, 9, 10 on Lake St. Clair. Dick Mitchell, with crew Patti Fisher of Columbus came back to his home waters to win the Chalmers/Burns Trophy, while Robby Hill and Joey Benz of Acton Lake won the Dunphy Trophy.

Friday's qualifying series saw the best winds of the weekend with a 15 mph breeze, and the Lake St. Clair chop making for some exciting racing. John Irvine with his crew Andy Place of Cowan lake won the first race, but Fred and Jan Rozelle of Crescent showed excellent speed and perhaps a little home pond know-how in winning races two and three.

Dick Mitchell found Saturday's lighter winds more to his liking for the Chalmers/Burns series, with a win in the first

race. Leigh and Sally Savage of Crescent were second, with John Walton and Ann Teahan, also from Crescent coming in third. Race two was no different, as Mitchell won again, this time with Walton second, and John Irvine third. Saturday's third race was sailed in somewhat stronger breeze with Irvine first, Jeff Evans and Jim Crabtree of Island Bay Yacht Club second, and Mitchell third.

In the Dunphy series, Robby Hill and Joey Benz of Acton Lake had no trouble in Race 1 as they won, with Tom and Nancy Gougeon of Cowan Lake second, and Bill and Nancy Wilmarth of Barton Pond third. Race two saw Hill again winning, this time with Karl and Lauren Ritters of Cowan Lake second, and Peter and Sue Griffin of Crescent, third. The third race in Saturday's Dunphy series was won by Paul and Kathy Wood of Portage Lake, with Hill second and Gougeon third.

On Sunday morning, the fleet left the harbor in a dying northeasterly breeze



Starting line action at District III championship.

DISTRICT III CHAMPIONSHIP Chalmers/Burns Trophy (Top 7 of 13 entries)

Boat	Skipper	Club	Places	Points	Finish
24307	Dick Mitchell/Patti Fisher	Hoover YC	1-1-3	5.7	1
24271	John Irvine/Andy Place	Cowan	4-3-1	13.7	2
25418	John Walton/Ann Teahan	CSYC	3-2-4	16.7	3
24332	Leigh Savage/Sally	CSYC	2-4-8	25	4
24682	Jeff Evans/Jim Crabtree	Island Bay	32	5	
25489	Fred Rozelle/Jan	CSYC	5-8-5	34	6

Dunphy Trophy (Top 6 of 12 entries)

Boat	Skipper	Club	Places	Points	Finish
21120	Robby Hill/Joey Benz	Acton Lake	1-2-2	3	1
20302	Tom Gougeon/Nancy	Cowan Lake	2-5-3	18.7	2
23968	Paul Wood/Kathy	Portage Lake	4-9-1	23	3
24333	Pete Griffin/Sue	CSYC	5-3-6	27.4	4
25410	Karl Ritters/Lauren	Cowan Lake	8-2-8	31	5
24802	Bill Wilmarth/Nancy	Barton	3-7-9	33.7	6

which went to nothing before a race could be started. The race committee waited an hour and a half with no wind in sight before sending the fleet back in.

The final results in the Chalmers/Burns had Mitchell/Fisher first, Irvine/Place second and Walton/Teahan third. In the Dunphy series, Hill/Benz were first, with the Gougeons second and the Woods in third.

Good times and great sailing were enjoyed by all and we hope to see everyone back when we have our next regatta.

Leigh Savage
CSYC Fleet 5

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MARCH 21-24, BACARDI CUP and GAMBLIN
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MAY 19-20, BLUE CIRCLE INTERNA-
TIONAL/U.K. JUNIOR CHAMPIONSHIP, John
Broughton, 24 Empress Dr., Chislehurst, Kent
BR7 5BD, England.

JUNE 16-17, STONE INTERNATIONAL, John
Broughton, 24 Empress Dr., Chislehurst, Kent
BR7 5BD, England.

JULY 1-7, U.K. NATIONALS (OPEN), John
Broughton, 24 Empress Dr., Chislehurst, Kent
BR7 5BD, England.

JULY 14-15, U.S. JUNIOR NATIONAL CHAM-
PIONSHIP, New Orleans Fleet 116 and District
IV, Jerry Blouin, 6885 Wuerpel St., New Orleans,
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ACRYLIC SNIPE DRYSAIL COVERS, yacht-
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744-8500.

FOR SALE CHUBASCO SNIPE 21601. Proctor
mast, Elms sails: main & jib. Trailer \$1,900. Con-
tact Mark Knoedel, Home (918) 834-9249, Work
(918) 835-1174.

SNIPE 21508 white hull, teak trim, good trailer,
top & bottom cover, two boards, new Cobra II
mast. \$2,000. Fred Bradshaw. (404) 231-9567.

PHOENIX 23757, Cobra II, 2 suits sails. Deck,
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WANTED: Daggerboard, line, odds and ends.
Rebuilding 1947 Snipe. Peter Bellak, 5064
Niagara St., Apt. B, San Diego, CA 92107. (619)
222-2181.

SNIPE 18336, wood deck, Highland trailer, mov-
ing, must sell. \$1,200. Brian Slark, Box 219, San
Juan Capistrano, CA 92693. Work (714)
493-5252. Home (714) 493-8795.

MUELLER 24572. Excellent condition, used in-
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mast, compass, covers, trailer. Must sell. \$2,600.
(401) 245-5865 (R.I.).

JULY 16-20, U.S. NATIONAL CHAMPIONSHIP,
New Orleans Fleet 116 and District IV, Jerry
Blouin, 6885 Wuerpel St., New Orleans, LA
70124.

JULY 21-27, EUROPEAN CHAMPIONSHIP,
Snipe Sweden and Royal Gothenburg Yacht
Club, Marstrand, Sweden, Jan Wennergren,
Plantagegatan 4, 41304 Goteborg, Sweden.

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

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
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1st — U.S. Nationals, Griffith, Overall
2nd — U.S. Nationals, Crosby
2, 3, 5 — U.S. Jr. Nationals
1, 2, 3 — U.S. Nationals, Wells
4, 5* — U.S. Nationals, Heinzerling
1, 2, 4 — Bermuda Race Week
2, 4*, 5 — SCIRA Midwinters
2nd Overall — Southern Circuit
1st — '82 English Nationals
2nd — '82 Finnish Nationals
2, 4 — '82 Japanese Nationals
2, 3, 4, 5 — '82 Canadian Nationals
1st — '82 Minneford/Richner, U.S. Low Point

1, 2, 3, 4, 5 — Atlantic Coasts
1, 2*, 3 — Southern
1*, 2, 3 — Gulf Coast Champs
1st — New England Champs
1st — Northeasterns
1, 2, 4 — District I
1, 2, 3, 4 — District III
1st — District IV
1st — District V
1, 2, 3 — Colonial Cup
1, 2, 3 — Winchester
1, 3, 4 — Barton Pond
2, 3, 4, 5 — Ohio Open

Shore sails were also on the winning boats at the Briody Cup, Frigid Digit, Cuba Lake, Chattanooga Michelob, Oxford Incident/Accident, Mardi Gras and many others!

Keep in mind that these results have been achieved by many different sailors over the full range of conditions! Shore Sails are the BEST all-around performers! Ask any Shore customer!

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and be sure to ask about our fall discount Sept. 1-Nov. 31.*

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1st, 2nd, 3rd*, 5th, 7th*, 8th Overall

... with first place finishes in 5 of 7 races!

... and 1st and 2nd in the U. S. Nationals!

But what is so different about the new North Snipe sails?

Consumer orientation capsule report: The North #1 model main

— In designing the #1 main, we wanted a main that would be:

1. Faster than any other main on the market
2. Durable
3. Easy to trim
4. All-purpose

The #1 main would have to be powerful in light to medium winds, yet blade out nicely in heavy winds with balanced twist characteristics. To this end, we changed fabric toward more balanced stretch characteristics while obtaining more durability than any main we've made in the past. Then we went to work on the critical area where the jib overlaps the main. Incorporated into the #1 is a flatter entry in the jib overlap area. The result is less backwind from the jib or our maximum efficiency slot (M.E.S.).

Complimenting the advantages of our M.E.S. is a lens foot. The lens foot remains folded on the boom upwind, then bags out adding fullness to the lower 33% of the sail when the outhaul is eased. This gives a powerful shape for reaching. With features like M.E.S. and a lens foot, North's new #1 main has proven itself in major competitions. Just look at the following performance grid at this year's World Championships.

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

Look for upcoming reports describing our new leechcut jib which won one race at the U.S. Nationals and was used in 50% of the races by the 2nd place boat at the Worlds.

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