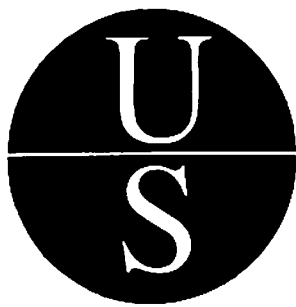


SNIPE ***BULLETIN***



JANUARY 1985



Our results speak for themselves.

1, 2, 3, 4, 5, 6, 7, 8

'84 NORTH AMERICAN CHAMPIONSHIPS

2,3,5	U.S. NATIONAL CHAMPIONSHIPS	'84
1st	U.S. JUNIOR NATIONALS	'84
1st	WELLS	'84
1st	DISTRICTS 2,6,7	'84
1,3,4,5	SOUTHERN CIRCUIT	'84

Make an investment in Performance.

Write or call Jeff Lenhart or Dave Ullman at:

ULLMAN SAILS, 410 29th St., Newport Beach, CA 92663, (714) 675-6970

ASK ABOUT OUT WINTER DISCOUNTS.

Ullman Atlanta (404) 532-7457

Ullman Texas (214) 741-2364

Ullman East (516) 922-3422

COBRA MASTS

PACESETTER BOAT CO.
6415 Grubb Road
Hixson, TN 37343
(615) 877-7099

After more than 20 years of dominating the European market



Now in the US SKIPPER SNIPE

SUGGESTED RETAIL PRICES:

• Snipe complete exclusive sails	3495 00
• Snipe complete exclusive mast boom & sails	3150 00
• Hull without fittings	2795 00
• Main & Jib	350 00
• Mast complete	395 00
• Boom complete	100 00
• Whisker pole	25 00
• Trailer	350 00

All prices are FOB Baltimore, MD

INTRODUCTORY PRICE \$2995

**complete
\$3695**

Get your order on your new SKIPPER in as soon as possible for delivery in the spring. The introductory offer is only for a short time. The new SKIPPER's have an opening under the side decks in the cockpit from the mast to approx. 8" forward of transom

Exclusively in the US, Canada and the West Indies
By



Scandinavian Yachts Ltd. 111 SEVERN AVE ANNAPOLIS MD 21404

SHORE SAILS

Win The 1984 U.S. Nationals!

1st overall: Heinzerling

5 out of top 10: Heinzerling

1st in every race: Heinzerling

1st and 2nd overall: Crosby

1st overall: Crosby/Heinzerling

3rd Junior Nationals

The 1984 SCIRA Nationals was sailed in a wide variety of conditions from a 20-mph blow in flat water to a drifter in heavy chop. Once again SHORE SAILS demonstrated they are the all-around performers by helping our customers achieve the results above.

Don't forget our SPECIAL 10% FALL DISCOUNT!!

Consider us your personal sailmakers.

Call or write
Greg Fisher, Craig Leweck or Bertie Gerling

**WE WILL
HELP YOU
WIN.**



SHORE SAILS

330 West Spring Street
Columbus, Ohio 43215
(614) 221-2410

SNIPES BULLETIN

(USPS 611-500)

SNIPES CLASS
INTERNATIONAL RACING
ASSOCIATION

JANUARY 1985

Volume XXXIV No. 1

S.C.I.R.A. OFFICERS

Commodore
Roberto Salvat
Talchuano 460
Buenos Aires
Argentina

Vice Commodore

Wayne Soares
P.O. Box 327
Devonshire 4
Bermuda

Rear Commodore

Jerry Thompson
79 - 63rd Place
Long Beach, California 90803

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.

PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit).

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee. Second-class postage paid at Hixson, Tennessee and at additional mailing offices.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPES BULLETIN.

CHANGE OF ADDRESS

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

Annapolis To Hold North Americans

The North American Championship is scheduled to be sailed on Chesapeake Bay, Annapolis, Maryland, September 19 through 21, 1985. The host club will be Severn Sailing Association.

"Watch this space" for further details, or write Annapolis Fleet Captain: Jonathan Bartlett, 3 Essex Rd., Annapolis, MD 21401.

HAPPY NEW YEAR (DUES ARE DUE)

"If you want to dance you have to pay the piper." If you want to sail, your dues must be paid, and your current decal must be on your boat, or you aren't officially entered in a SCIRA-sanctioned regatta.

The new decals are black and white, and are available from the SCIRA office for all boats which are measured and have their dues paid.

We hope to hear from you soon.

LETTER TO THE EDITOR

Alternative Penalties — Another View

Before they were invented, the only possibility was a disqualification whatever the case, the importance of the fault, and without considering whether there were mitigating circumstances. So we feel like applauding the use of substitution penalties with a preference for percentage penalties which look fairer.

But on a closer scrutiny, we realize that IYRU has stooped to an easy way-out. The drawback to a disqualification is not that it's so serious, it's that it's *unique*. And so is the substitution penalty although it be less serious: the real problem hasn't been tackled at all. Here are two instances to make my idea clear:

1) I don't like a competitor. I *decide* I'll collide with him port. He protests but I admit my fault and I only get a substitution penalty.

2) Just before tacking so as to avoid a starboard boat, I slip and fall. I finally manage to tack but I touch the other boat slightly without really hampering him. He protests all the same. My crew panics and drops my I flag into the water; I get disqualified.

Thanks to these two instances we can see that admitting a fault doesn't make it less serious. The real question is: Can the fault be excused? Are there any mitigating circumstances?

Besides some rules appear to be deadly sins whereas others are but venial sins. It's

unfair to penalize them the same way — either through disqualification or substitution penalty.

The very notion of substitution penalty doesn't fit. The point is not to replace a penalty by another one, but to organize them into a hierarchy which means two previous steps:

- 1) organizing the rules
- 2) organizing the faults

How is this possible without lapsing into a judicial maze difficult to enforce?

Organizing the Rules

It's easy for us to give a number of stars to each IYRU rule:

THE COVER

Our newly elected SCIRA Commodore Roberto Salvat lives in Buenos Aires, Argentina, with his lovely wife, Carmen, who accompanies him and acts as his multi-lingual interpreter on his many travels for the Snipe Class. He is a manufacturer of measurement instruments.

Roberto began his sailing career at Club Nautico Bouchardo in 1945. He raced a club-owned Snipe, "Rio 3," in Argentina's trials for the worlds in 1947. In 1948 he joined Yacht Club San Isidro and is a member of both San Isidro and Club Nautico Mar del Plata, and has served as a member of the board of governors of both clubs.

Roberto was elected as Western Hemisphere Secretary in 1970 and served in that capacity for four years. He has served on international juries for both senior and junior world championships, and was a member of the SCIRA Rules Committee for several years.

In 1976 Roberto became a member of the Argentine Yachting Federation, representing the clubs of the federation for the southern part of Argentina. His most recent service is as a member of the committee for Olympic and International classes.

Roberto has represented Argentina in Bermuda, Chile, and Brazil, sailing in Snipes and other classes. In 1975 he was third in the South American Championship at Vina Del Mar, Chile.

THE SCORE

The sailing season is coming to a close in most countries and only 21 numbers were issued during the month, all going to the U.S.A. No new fleets were chartered.

Numbered SNIPES — 26124

Chartered Fleets — 795

3 stars for an unexcusable fault — disqualification

2 stars for a major fault — 40 to 70% penalty

1 star for a minor fault — 10 to 30% penalty.

Organizing the Faults

After hearing the culprit, the jury appreciates whether he's fully responsible or whether there are any mitigating circumstances. They then pronounce a penalty according to the system explained above.

Note that with this system the notion of admitting a fault completely disappears for two reasons:

1) It's totally unfair to do a favor to someone who has committed a fault on the mere pretext one admits to having done so.

2) The competitor against whom the protest stands may think in good faith that another rule applies. If the jury disagrees, they are free to pronounce the penalty they think fair within the limits of the percentage allowed.

The more I think about it, the more I find this system both simple and fair. Yet I'm ready to bet that by the time it will be used, I'll have long become unable to hold a main sheet in one hand and my tiller in the other one!

*Michel Celerier
SCIRA, France*

Minutes of the Western Hemisphere Secretaries Meeting

San Bernardino, Paraguay, October 9, 1984.

PRESENT: Julio Labandiera, Western Hemisphere Secretary; Roberto Salvat, SCIRA Vice Commodore; Wayne Soares, SCIRA Rear Commodore; Lowry Lamb, SCIRA Executive Secretary; Marcos Mugaburu, Argentina; Henrique Motta, Brazil; Kevin Blee, Bermuda; Miyuki Kai, Japan; Johnny Scarpetta, Paraguay; Horacio Garcia Pastori, Uruguay; and Ralph Swanson, U.S.A.

Secretary Labandiera opened the meeting with an expression of appreciation to all those present; to those from far away for coming to the championship, and those from near-by for helping with the organization.

CHAMPIONSHIPS:

Western Hemispheres: Japan submitted a bid for holding either the Western Hemisphere Championship in 1988 or the world championship in 1989. Since the bid is still open for 1986, Labandiera will request that the bid be extended for that date. If Japan is not able to change the date, the 1988 bid will be accepted. Bermuda ex-

pressed an interest in bidding for 1986. If Japan does not bid for the 1986 championship by January 1, 1985, Bermuda will submit a firm bid at that time.

South Americans: Horacio Garcia Pastori, Uruguay, announced that the championship will be at Punta del Este, Uruguay, April 2-5, 1985. This is an open championship and free accommodations will be available. A new boat sailed in the regatta by a "hot shot" competitor will be offered as a prize.

North Americans: Date and site to be announced in the *Bulletin* as soon as it is set.

World Championship: Marcos Mugaburu announced that November 23 through December 1 will be the dates for the 1985 world championship. Yacht Club San Isidro will be host for the event. Accommodation will be furnished for competitors and SCIRA officials, and at least one boat per country will be made available.

Entry fees and boat fees for championships: At this point Wayne Soares suggested that an insurance fee be charged to cover boat damage. Buzz Lamb recommended a deposit be required to prevent loss of equipment in addition to an insurance fee. Horacio Garcia Pastori requested that while entry fees have traditionally not been charged for SCIRA

(Continued on page 11)



WINTER RACING CIRCUIT

SCIRA MID-WINTER CHAMPIONSHIP

March 10-12, 6 races with one throw-out
On the Gulf of Mexico. Clearwater Y.C., Clearwater, Fla.

DON Q RUM KEG SERIES

March 15-17, 5 races on Biscayne Bay, Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 20-23, two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
M.V. Betty K departs Miami March 19 and returns March 24.
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

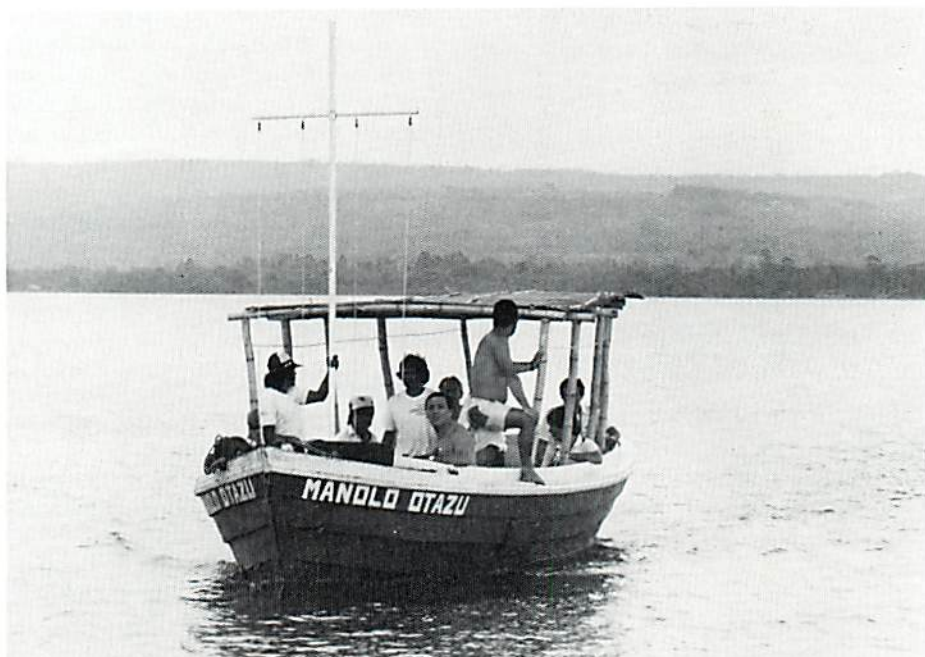
Johnny MacCall Wins Western Hemisphere Championship

Argentinian duo finishes ahead of Japanese entry; USA, Brazil and Uruguay round out the first six places.

New Western Hemisphere champions Johnny MacCall and Sergio Ripol, Argentina, won the title at the XVIII Western Hemisphere Championship held on Lake Ypacarai, San Bernadino, Paraguay, October 6th through 14th. Miyuki Kai and Akira Kansaku, Japan, won the last race, and finished in the runner-up position. Defending champions Dave Chapin and Tim Dixon of the U.S. finished third. The fourth and fifth positions went to two Brazilian teams: Ivan Pimentel and Paulo Rebello, Rio, and Paulo Santos and Cassio Ashave, Sao Paulo. Seven nations were represented in the 16-boat entry.

Lake Ypacarai is large and shallow, and is surrounded by low hills. The average depth of less than three meters results in a short steep chop when the wind pipes up. Although light winds had been expected for the championship, spring-time storms brought maximum winds for one race, and all races had moderate to strong breezes, which took a toll on the borrowed equipment used for this "swap boat" regatta.

Eighteen boats were prepared for the expected eight-nation entry: six new boats built in Paraguay for the championship, three borrowed boats from Brazil, three borrowed from Argentina, and six boats which sail regularly in the Paraguayan fleets. These boats were divided into three categories, based on their presumed quality, with each team to draw and sail two boats from each group in the first six races. The final race would be sailed in a boat drawn from the entire lot.



Manolo Otazu, named for Paraguay's grand old man of Snipe sailing, served as Jury boat for the regatta.

All photos by Buzz Lamb

MONDAY

Race 1. Winds of six to eight out of the north/northeast increased steadily during the first race, which became a shakedown of the borrowed equipment, put to a heavy test by the top-notch competition. Kai of Japan led at the end of the first two beats, only to be overtaken at the finish by Johnny MacCall of Argentina. Steve Suddath of the U.S. finished third. Chapin, Pimentel, Santos, and Viera all suffered boat breakdowns.

Race 2. The committee boat left the dock with the postponement flag flying, as the morning wind had died by the time boats were repaired and swapped for the second race. Clouds were forming in the south, and at the start the fleet split with neither side having an advantage in the drifting conditions.

Puffs came in first from the left side of the course, and then became general as the fleet approached the first windward mark, with MacCall again in the lead. As the fleet rounded the mark, the squall moved in, and the wind increased dramatically, sending the entire fleet onto a plane on the reach.

With puffs in excess of 30, the course was changed to two triangles to avoid a dead downwind run. Several boats, including Chapin, were out again with breakdowns. Johnny MacCall finished first again, followed by Julio Labandiera, also of Argentina, with Kai in third.

TUESDAY

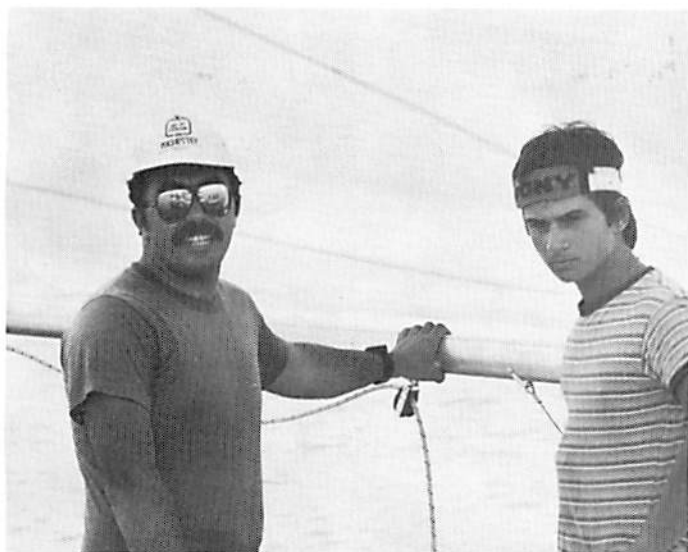
Race 3. Boat repair was the first order, as early morning thunderstorms gradually died away, leaving southerly winds of 12 to 15 at the start. The fleet split again, with the right side having a slight advantage

WESTERN HEMISPHERE CHAMPIONSHIP

Boat	Skipper/Crew	Country	Finishes	Points	Position
24598	Johnny MacCall/Sergio Ripol	Argentina	1-1-5-4-DNF-1-3	23.7	1
25873	Miyuki Kai/Akira Kansaku	Japan	2-3-6-2-5-3-1	27.4	2
24702	David Chapin/Tim Dixon	U.S.A.	BD-BD-14-1-1-6-5	41.7	3
15235	Ivan Pimentel/Paulo Rebello	Brazil	BD-5-3-7-12-2-2	42.7	4
13504	Paulo Da Silva Santos/Cassio Ashaver	Brazil	BD-6-8-5-2-4-4	48.7	5
24594	Alberto Viera/Christopher Schewe	Uruguay	BD-8-1-6-3-16-8	55.4	6
21671	Julio Labandiera/Pablo Contouris	Argentina	8-2-4-3-9-9-BD	55.7	7
20560	Jeff Lenhart/Tom Devlin	U.S.A.	7-4-2-9-4-12-BD	57	8
22206	Carlos Murguia/Jose Torre	Uruguay	4-BD-10-8-7-10-7	77	9
24807	Steven & Connie Suddath	U.S.A.	3-9-9-DNF-6-8-11	78.4	10
25077	Kiki Bosch/Shevaun Adcock	Bermudas	6-BD-15-11-8-5-10	82.7	11
20997	Wayne & Beverly Soares	Bermudas	5-10-7-10-13-11-BD	87	12
25161	Minoru Sato/Kazuo Kurogi	Japan	9-BD-12-13-11-7-6	89.7	13
22272	Carlos Gorostiague/Raul Amigo	Paraguay	BD-7-13-12-10-15-9	97	14
23421	Carlos & Camilo Schaumann	Paraguay	10-BD-11-DNF-15-13-13	110	15
22311	Wijbe Beekhof/Manuel Lopez	Paraguay	BD-11-16-DNF-14-14-12	116	16

BD = Breakdown points awarded for this race.

(Continued on page 8)



Western Hemisphere Secretary Julio Labandeira and Pablo Contouris represented Argentina in the regatta.



Commodore Roberto Salvat and Paraguay's National Secretary Johnny Scarpetta before the Opening ceremony.



Breakdown! Johnny MacCall and Sergio Ripol drop out of a race, as the fleet sails away.



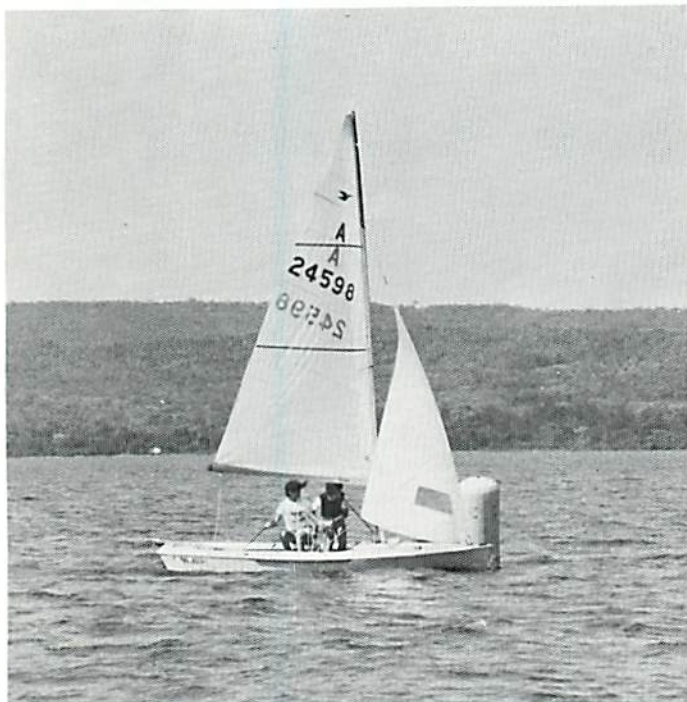
Regatta chairman Bertrand Gayet with Argentina's National Secretary Marcus Mugaburu operated a mark-setting boat.



Bermuda's Team with unofficial member Rear Commodore Jerry Thompson. (l to r): Shevaun Adcock, Kiki Bosch, SCIRA Vice Commodore Wayne Soares, Jerry Thompson, and Beverly Soares.



The Commodore demonstrates the depth as Ivan Pimentel, Brazil, adjusts his main. Crews led boats to deep water, attached the rudders, and scrambled aboard for the ride to the course.



The winners. Johnny MacCall and Sergio Ripol shown leading a race with no competition in sight.



Second Place Miyuki Kai was a threat all the way to the finish of the last race.

Western Hemispheres (Continued from page 6)

when the boats converged at the mark. Lenhart led at the end of the first two beats, but going for the finish, he elected to cover the Argentine and Brazilian boats, rather than Uruguay's top-notch junior sailor Alberto Viera. Viera finished first, Lenhart second, and Ivan Pimentel third.

Race 4. The wind direction and course were the same as for the morning race, and Chapin, Kai, and Labandiera led the first triangle in that order. As the fleet came on to the second beat the wind picked up into the twenties. Suddath had his rudder pop up and was out of the race. Schaumann and Beekhof, both of Paraguay were far back and elected not to finish in the heavy going.

With boats spread out on different legs of the course there was no opportunity to shift marks in response to the windshift which turned the last leg of the course more and more into a one-tack beat. Those who rounded early had to tack back to cover those who rounded later resulting in a dramatic finish which still left Chapin in the lead, Kai second, and Labandiera third.

THURSDAY

Race 5. The wind was again out of the north at 10 to 12, and very shifty. The right side was favored as the wind shifted more northerly throughout the race, although the windward mark was moved on the second beat to compensate for the shift. Chapin lead all the way, finishing with a horizon job over Paulo Santos, Brazil, in second, and Viera, who had another good race, in third. Johnny MacCall finished with a

DNF, having dropped out at the end of the second beat.

Race 6. The wind, still shifty, was light, and a little more northerly for the afternoon race. Johnny MacCall lead at every mark, but Kai, who went right on the last beat threatened to lift into the finish in first, before a shift gave the lead back to MacCall. Ivan Pimentel finished second, with Kai in third.

FRIDAY

Race 7. Johnny MacCall had been favored to win after placing first in the first two races, but if Kai won the last race Johnny had to finish fourth or better to win the championship. Chapin also had an outside chance at the top spot.

The wind was heavy for the start of the last race: 18 to 20, and still from the north. With the wind both shifty and puffy, Ivan Pimentel grabbed an early lead, which he held for most of the race. Kai, who showed an uncanny ability to read the wind, charged into a photo finish to win over Pementel on the finish line. Johnny MacCall managed to hold off Paulo Santos, finishing third. Dave Chapin had not been lucky on the final draw, and faded from second at the first mark to a fifth place finish.

General chairman for the regatta was Bertrand Gayet, with special help from Paraguay's National Secretary, Johnny Scarpetta. Horacio Garcia Pastori was Race Chairman, Pedro Sisti was SCIRA Representative, and Ralph Swanson served

as chairman of the protest committee.

SOCIAL SCENE

Paraguay is a land with two languages, and it seems to a visitor that Spanish is used for business, while Guarani is for fun. As an example of this dual nature of the country the visitors at the Western Hemispheres were treated to a regatta where business and hard work were always tempered with good nature and good fun. Contestants were guests in private homes in the pretty little resort town of San Bernardino on the shores of Lake Ypacarai.

The traditional flag raising was preceded by a blessing of the fleet, and by rousing marches played by Paraguay's Marine band. A picnic lunch on the lawn of Yacht Club Lago Azule followed. Contestants then began their feverish preparation of boats for the first race, as the rest of the guests watched folklore dances performed by the Municipal Ballet.

Wednesday was a lay-day with sightseeing and shopping in Asuncion, followed by a cocktail party at the Yacht and Golf Club on the Paraguay River. Other planned activities included a traditional barbecue and sing along around a bon fire on the beach by the lake. The final banquet under a huge tent at Lago Azule was beautifully decorated, and contestants were treated to an unusual fashion show — bathing suits and furs! Which seemed to make a hit particularly with Alberto from Uruguay. He received a special trophy — a kiss from the prettiest model.



Adams, 26099, on his way to a port tack start.



Steve Callison stuffs tiller in the water rounding the leeward mark. Flag in background foretells a further shift.

Flukey Winds Shorten Atlantic Coast Regatta

The legendary Narragansett Bay sea-breeze proved to be a myth during the 1984 Atlantic Coast Championship, as Newport, RI served the 43-boat fleet two straight days of some of the flukiest wind that lifetime locals could remember. The fickle breeze caused one race to be thrown out as the result of a race committee error, and allowed only three races to be counted to decide the series.

Aided by the cancelled race, in which they had an 18th, Ed and Meredith Adams were able to count a 4-1-1 record to win the championship for the third straight year. Jonathan Bartlett and Alex Stout, who won the canceled race, finished second overall, counting finishes of 8-3-9. Losing a last race duel with Bartlett to finish third were Art and Jennifer Rousmaniere.

Attempts to start the first race characterized the weekend. The fleet sailed out to the race course in an easterly, only to have it fill in from the south, then the northwest, then northeast, southwest, southeast and then back to the east. The first race was thrown out after the race committee gave an incorrect compass course to a moved mark, caused by an inaccurate compass. The second race consisted of three, nearly one-tack beats because the race committee was now afraid to move marks. That race was won by Fred Ables.

Saturday's dinner proved the high point of the weekend, with steak, beer, and door prizes followed for many by an evening of dancing on the town. There were a few cries of foul when John Lally and Griff Hall both won half price coupons on new jibs for the second year in a row.

Sunday served up much of the same weather as Saturday, much to the consternation of the race committee. Racing was held closer to Newport Yacht Club, be-

tween Goat and Rose Islands, to have more time to get off the series, and with more help and a compass accurate enough to move marks, two respectable races were run. The huge flag on top of the Goat Island Sheraton foretold of major wind shifts 10 minutes in advance. In the first race, it was a dash to the Goat Island shore to pick up an imminent easterly and get out of the adverse current. Those who got too close to shore, however, were blanketed by the hotels and condominiums of Newport. Ed Adams played the shore carefully to work his way out to a big enough lead to overcome a 30-degree windshift that jumbled the fleet on the last beat.

In the second race an easterly fighting a northerly split the fleet on the first beat. The northerly won, and Skip French led the pack out of that side to win the race with ease. As he crossed the finish line his jib sheet broke, but his good luck was not to last, as he later found out that he was over early at the start. Ed Adams rounded the first mark in ninth and slowly worked his way back to the front as the wind increased from five to 15 knots.

Next year the regatta will be moved back to its original date in late July, so our legendary smokey southwester can't desert us for the August doldrums.

Lou Burns

Narragansett Bay Fleet 17

ATLANTIC COAST CHAMPIONSHIPS

(Top 34 of 43 Finishers)

Boat	Skipper/Crew	Fleet	Finishes	Points	Position
26099	Ed & Meredith Admas	Narragansett Bay	4-1-1	5.5	1
25761	Jonathan Bartlett/Alex Stout	Annapolis	8-3-9	20	2
25412	Art & Jennifer Rousmaniere	Winchester	6-4-12	22	3
25483	Leonard Dolhert/Diana Healy	Mass. Bay	3-22-2	27	4
25430	Chris Friend/Pam Pimental	Narragansett Bay	10-11-6	27	5
25165	Matt Corbishley/Blake Middleton	Narragansett Bay	15-8-8	31	6
25764	Susan Dierdorff/Scott Taylor	Annapolis	2-27-4	33	7
25409	Reb Bartlett/William Warlick (Jrs.)	Annapolis	20-15-3	38	8
24608	Steve Callison/Pete Halligan	Rochester	12-16-11	39	9
23584	Bryan Dougherty/Judy Hays	Sea Cliff	7-17-16	40	10
24108	Bill Brangiforte/Kevin Breen	Weymouth	9-24-13	46	11
25708	Ron & Anne Sandstrom	Winchester	13-31-7	51	12
25167	Brad Dellenbaugh/Hanna Swett	Fairfield	DNS-5-5	52	13
25779	Lori Jones/Jennifer Lawson	Annapolis	21-13-24	58	14
25460	Fred Ables/Todd St. John IV	Sea Cliff	1-40-18	59	15
22285	Harry Levinson/Sarah Crane	Boston	18-30-14	62	16
25489	Fred & Jan Rozelle	Crescent Sail YC	DSQ-6-10	63	17
23391	Charles Hagedorn/Kevin O'Grady	Winchester	32-10-21	63	18
25711	Frederick Hagedorn/Michael Bowers	Winchester	30-14-23	67	19
25810	Rob & Lisa Gorman	North Cove	29-20-19	68	20
26004	Lee & Karla Griffith	Pine Beach	26-18-26	70	21
22696	Jay Readyhough/Rick NeBiolo	Narragansett Bay	19-39-15	73	22
25710	James & Jim Bowers	Winchester	28-7-DSQ	74	23
19383	Paul Cannon/Matt McDeamott	Annapolis	22-9-DNS	75	24
21917	Peter & Gail Sorensen	Narragansett Bay	35-21-20	76	25
23749	Griff Hall/Margaret Richardson	Annapolis	11-23-DNS	78	26
25737	Bill Butis/Doug Wefer	Sea Cliff	31-12-DNF	78	26
24077	Ron Barber/Linda Dull	North Cove	25-37-17	79	28
25411	Art Cunningham/Sandra Czibik	North Cove	24-36-22	82	29
24997	Bruce Patterson/Dave Bergeron	Stamford, Ct.	5-34-DNS	83	30
24999	Martin & Scott Fraser	Medford	33-28-25	86	31
25781	Eric & Lynn Eiffert	Rochester	23-19-DNS	86	31
24369	Philip & Carrol Garland	Narragansett Bay	DSQ-2-DSQ	88	32
24998	John Lally/Laura Kelly	Mass. Bay	27-26-DNF	88	32

Keith Zars Wins Oldest Snipe Regatta

Memories of this year's Southwestern Regatta remain vivid though winter breezes begin to blow. White Rock Sailing Club, Fleet 1, proudly hosted the 48th Annual Southwestern at White Rock Lake in Dallas, Tx., May 26, 27.

On a historic note, White Rock Lake was the founding waters of SCIRA (1932), and the Southwestern is the oldest Snipe regatta held anywhere in the world.

The winners of this year's historic regatta were Keith Zars with crew Mark Aneritt from San Antonio, Tx. A very close second place was awarded to Dallasite Greg Gust and crew Shawn Burke of Atlanta. Nickie Adamson and Doug Snyder of Rockwall, Tx. captured third place. Adamson with crew Shawn Burke, up and coming U.S. youth champions, were also awarded the first place Juniors Trophy.

We were fortunate to have 40 boats eager for competition; at least one third of these Snipe sailors were visitors from several Texas cities, Oklahoma, Nebraska, and Mississippi. Triangular courses were set for all the races. Saturday's winds ranged from 8-12 knots while Sunday's gusted to 20 knots. Pumping, rocking/skulling were common protests issued by the race committee.

White Rock's own Gene Soltero with Beth Soltero as crew won the first race after moving ahead from midway in the pack in the second upwind leg. A hard left-shore tack gave Soltero a lift and a first place. Keith Zars took second followed by Jon Skoog of Omaha, Ne. with third.

Ricky Adamson/Doug Snyder sailed away with a first in the second of Saturday's races. Greg Gust followed with a se-



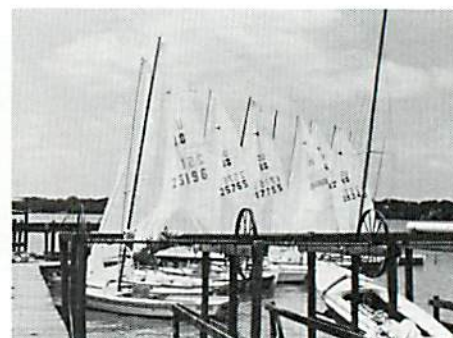
First place winners, Keith Zars & Mark Aneritt.



Second place winners, Greg Gust & Shawn Burke.



Third place winners, Nickie Adamson & Doug Snyder.



At ease!

cond and Pete Fenner of Dallas finished third.

Sunday's race was literally rip roaring. For the entire race Greg Gust and Nicky Adamson, with four to six feet of challenge, battled for first in a tacking duel. Gust crossed the line first. Keith Zars was able to slip over the line second only a few seconds before Adamson who took third. Zars' timing was critical in that the race committee averaged his first and third races because of the committee's failure in the over-early procedure during the second race. First place in the 48th Annual Southwestern went to Keith Zars.

Total attendance including skippers,

crews, families and fun seekers totalled well over 100. Cooperation by WRSC club members was terrific; good food, libations and hospitality were plentiful. Saturday night's entertainment centered around a video presentation of the day's sailing events as well as "up close and personal" interviews with Snipe personalities. Trophies were presented Sunday to the top 10 of 40 sailors. The enthusiasm and fraternity of all participants at the 48th Southwestern encouraged all to look forward to the next.

Donna Robinson
White Rock Sailing Club
Snipe Fleet 1

BASIC SNIPE SAILING MANUAL

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

48TH SOUTHWESTERN REGATTA

(Top 24 of 40)

Boat	Skipper/Crew	Fleet	Finishes	Points	Position
25533	Keith Zars/Mark Annesitt	San Antonio	2-2-2	6	1
24679	Greg Gust/Shawn Burke	Dallas	4-2-1	6.75	2
25517	Nicky Adamson/Doug Snyder	Rockwall, Tx.	10-1-3	13.75	3
23712	John Skoog/Anneliese Festersen	Council Bluffs, Ia.	3-4-7	14	4
25550	Martin & Ana Marie van Wolfswinkel	Houston	9-6-5	18	5
23662	Jim Bookout/Beth Poort	Dallas	8-8-5	21	6
30492	Jim Slomski/Nancy Graham	Irving, Tx.	12-11-9	32	7
25086	John Brodnax/Ann Fritz	Dallas	26-6-6	38	8
19392	Brown Horner/Arnette Ingram	San Antonio	7-14-18	39	9
25375	William Felder/Carol Donohue	Dallas	11-16-13	40	10
20013	Martin Bebb/Katherine Parrish	Muskogee, Ok.	16-13-15	44	11
19906	Don & Peggy Bynum	Heath, Tx.	24-9-14	47	12
25515	Pete Fenner/Fred Elliot	Richardson, Tx.	5-3-40	48	13
25089	Roy & Rhonda Whitehead	Dallas	25-15-10	50	14
25087	Gary & Margaret Boswell	Dallas	17-22-11	50	15
20934	Steve Sherman/Cheri Clark	Irving, Tx.	6-7-41	54	16
25376	Ed Olson/Pat Melly	Oklahoma City	20-12-13	55	17
25196	Gene & Beth Soltero	Dallas	1-17-41	58.75	18
23277	Bill Jackson/Stephen Williams	Dallas	13-DSQ-8	61	19
23183	Tommy & Doe Ann Binion	Sugarland, Tx.	19-24-19	62	20
23660	Chuck Laird/Joe Rozier	Dallas	15-18-DNF	63	21
2550	Leif & Felice Zars	San Antonio	22-23-20	65	22
22317	Bob Henry/Shelly Futts	San Antonio	18-27-22	67	23
20387	Sue Mitchell/Tony Leal	Belleaire, Tx.	28-19-21	68	24

Minutes

(Continued from page 5)

championships that consideration be given to charging such fees. This will be recommended for consideration at the next board meeting.

World Junior Championships: Horacio Garcia Pastori handed out the notices for the regatta to be held at Yacht Club Uruguayo in Montevideo, December 2-8, 1984. Lodging will be at the club. Lamb will mail announcements to national secretaries.

BOARD POSITION FOR VICE-SECRETARY: Labandiera requested that the board of governors consider inclusion of the Western Hemisphere Vice-Secretary as a member of the board. The European Vice-Secretary is a member. After discussion the vote was taken to recommend the inclusion of the Vice-Secretary on the SCIRA Board.

PAN AMERICAN GAMES, 1987: The games are now scheduled for Ecuador, a change from Chile which was the original site. Salvat has been in contact with the president of the sailing federation, and if Ecuador is the host, Snipe will be included. There is some doubt that the economic position of Ecuador will be such that they will be able to host the games. Salvat and Labandiera will keep the class informed of developments. Labandiera asked that Lamb write the Sailing Federation in Ecuador offering whatever help is needed in getting boats for the championship, etc.

ELECTION OF OFFICERS: Julio Labandiera was nominated and elected to a two-year term as Western Hemisphere General Secretary. Id Crook, Canada; Henrique Motta, Brazil; and Jose Torre, Uruguay were nominated for Vice-Secretary. Motta withdrew from consideration. Labandiera requested consideration be given to keeping a balance in the Western Hemisphere by having a North American Vice-Secretary. He said this will help the secretary communicate within the hemisphere. Id Crook was elected.

There being no further business the meeting was adjourned.

Weather Conditions Test Sailors at Winchester Regatta

Twenty-seven pairs of brave and slightly crazy souls congregated over the soggy weekend of July 7 and 8 to continue the 28-year-old tradition of trying to outwit the Muystical Mystic Lakes for the Winchester, Massachusetts Invitational Regatta. Historically, there has been no such thing as "the home court advantage" but the Winchester team of Art and Jennifer Rousmaniere found the monsoon-like conditions to their liking as they won the six-race, one-throwout event. Two out-of-townners finished in the top five: Newporter Meredith Adams, one half of the 1983 Winchester Invite winning team, along with Pease Hernden ended up in second while 1979 Invite champ Joel Zackin and Karen Ray from Quassapaug, Ct. finished in fourth. Winchester sailors rounded up the top five with first-year Snipers Ron and Ann Sandstrom finishing third and veterans Dave Lence and Dave Koepp ending up in the fifth position.

The sailors were greeted Saturday by a firm sou'wester and shaky forecasts but it wasn't until all the boats were out on the lake preparing for the first race that the heavens opened up. Telltales were useless in the deluges as they hung heavily on sails and shrouds as the apparent strategy became one more of trying to sail near one of the few boats with mast-head flies. Apparent puffs on the water turned out to be even fiercer downpours as many sailors became disoriented, confused (not uncommon even on a clear day on the lake) and generally soaked to the bone. Despite the

rains, the crack efficient Race Committee was able to complete three olympic-course races in the moderate and fairly steady breezes before calling it a day.

Ralph and Berta Swanson helped to warm up at least the spirits of all the contestants by opening up their house for pre-dinner drinks and war stories. The rejuvenated mariners were then treated to another fine steak dinner at the Boat Club before retiring for the night.

Sunday brought on a stiff northwesterly breeze along with progressively clearing skies and proved to be adequate to hold three more races. The day was highlighted by past SCIRA Commodore Ralph Swanson's lesson to the fleet in the second race of how to win a race and make it look easy. Ralph started at the favored port end of the line, flipped over onto port tack, and never looked back. Peter Costa along with daughter Jessica of Cottage Park YC finished the regatta off on the right foot with a bullet in the last race as they went right into the northeasterly puffs on each windward leg and caught boats each time.

The final scores showed that the racing was tight as a mere fourteen points separated the tenth and fourth place boats and while the environmental conditions may have made the racing a trifle uncomfortable, the breezes were fair, the racing was good, the party was great . . . and we didn't have to wash our sails after the regatta.

*Art and Jennifer Rousmaniere
Fleet 77*

1984 WINCHESTER INVITATIONAL

(Top 10 of 27 Finishes)

Boat	Skipper/Crew	Fleet	Finishes	Points	Position
25412	Art & Jennifer Rousmaniere	WBC	1-1-3-1-(8)-4	9.25	1
26099	Meredith Adams Pease Hernden	Newport	3-6-1-(11)-2-5	16.25	2
25708	Ron & Ann Sandstrom	WBC	5-3-5-3-4-(8)	20	3
24573	Joel Zackin/Karen Ray	Quassapaug	7-(13)-6-6-3-7	29	4
25435	Dave Lence/Dave Koepp	WBC	12-4-2-5-(12)-10	33	5
25483	Leonard Dolhert/Diana Healy	Cottage Park	2-7-(20)-2-11-11	33	6
25430	Chris Friend/Pam Pimental	Newport	6-2-13-4-10-(14)	35	7
23391	Charles Hagedorn/Kevin O'Grady	WBC	9-9-9-8-(14)-2	37	8
25710	Jim Jr. & Jim Sr. Bowers	WBC	3-10-10-(23)-13-3	39	9
25003	Sue & Jan Tabor	Cottage Park	8-15-4-10-(22)-6	43	10



*We build the
fastest Snipes . . .
in the world!*

4737 Adams Road
Hixson, TN 37343
(615) 875-4040

MIKE
McLAUGHLIN

THE BEST SNIPE OF THE WORLD IS AGAIN

LINEBURGER WOODEN BOATS

World Championships

1959 the famous 12000

1967 1st

1969 2nd

1983 1st and 4th

P. O. BOX 331 88800 CRICIUMA SC BRAZIL

Blue Circle Snipe Fleet, UK Introduces a 24-Hour Race

Blue Circle Snipe Fleet had a busy month of June. The club, at the narrowest end of a large lake, holds by tradition the annual UK Snipe Junior Nationals and their own International Open. To this was added a new venture — a 24-Hour Snipe Race!

For the Junior Nationals perfect sailing conditions prevailed. Michael Townsend took the title of British Junior National Champion 1984. Coming in second was the young brother/sister crew from Stone fleet, Alexander and Juliet Lewin. Whilst Michael Fish, Blue Circle, took third position. A worthy result for his first full season of Snipe competition.

The International Open was a case of "local boys make good." Blue Circle fleet took the first three positions. The winning trophy went to young Michael Townsend crewed by David Mason. Tom Parkinson took second and the popular UK Treasurer Paul Mason with crew Kevin Harvey took third overall. Fourth overall went to Budworth Fleet sailor Alan Williams.

The new venture of a 24-hour race came the weekend following the club's Open event. The start gun went at 11 a.m. Saturday and closed the race at 11 a.m. Sunday. Throughout the 24 hours the wind just about showed its presence and the sun shone unmercifully during daylight hours, taking its toll on many burnt backs.

There were four crews to each boat and changes took place approximately every two hours. In their eagerness to keep their respective Snipes moving during change-



Blue Circle 24-Hour Race: David Jones, third winning team leader in his Snipe 24705.



U.K. Snipe Junior Nationals, 1984. Junior crews preparing for the race.

over some crews took an unscheduled ducking in losing their footing whilst jumping in or out of boats. Others nursed bruised heads where the regular supply of canned beer was aimed a little high!

The safety factor was well catered for at check points, marks were illuminated during darkness. All crews carried whistles and torches whilst safety boats kept a constant watch. The Fleet Captain, Derek Crouch, with wife Avril, ran a very efficient barbecue. After many hours the whole area was filled with the mouth-watering aroma of chops, steaks and beans.

The night fishermen arrived to protest. But, outnumbered by the motley collection of sailors, they retreated to a patch with shallow stagnant water, mumbling in their mugs of thermos tea. Being forced to listen

to the all-night disco and knowing the fish were all enticed around the club area where there was an abundance of food being dropped in and the alcohol level increasing with beer being slopped from the endless jugs of beverage being consumed.

On the closing gun the many crews echoed "never again." But a day later, revived with sleep, they all agreed to go ahead and plan for 1985!

The winning team was headed by Peter Wolstenholme in his Richard Martin Skipper. Second came Paul Mason's team in Danish Skipper 19327, beating David Jones' team by five seconds in their British Bryland Snipe 24705. Fourth in was another Danish Skipper, 21724, owned by John Fish. All four positions went to Blue Circle boats.

To organise such an event was fraught with problems. With much forward planning and eagerness, the fleet put together a show well worthy of praise.

*John Broughton
UK Snipe National Secretary*

3 COVERS IN 1



**IN STOCK FOR
IMMEDIATE DELIVERY!**



FULL DECK TRAILING & MOORING COVER

(3 photos above)

- Can be trailed or used with mast up
- Extra reinforcement at all stress points
- 5/16" elastic shock cord in hem under rubrail
- Heavy duty nylon zipper
- Loops for under hull straps

CANVAS or NYLON or POLYESTER \$147.00 p.p.d.

YACHTCRILLIC White \$161.00 p.p.d., Color \$171.00 p.p.d.



FOOTBALL SHAPE COCKPIT BAG \$11.00 p.p.d.

- Hangs tied into cockpit, zips closed, clear see-through panel

BOTTOM COVER \$152.00 p.p.d.

- Flannel lined waterproof grey canvas with drainhole
- Fits with shock cord in hem that clings to deck

DAGGERBOARD COVER \$26.00 p.p.d.

- Flannel lined canvas
- Specify size & shape

RUDDER COVER \$20.00 p.p.d.

- Flannel lined canvas
- No zippers or snaps to scratch rudder

Satisfaction
Guaranteed
Send check to:

THE SAILORS' TAILOR
191 Bellecrest, Bellbrook, OH 45305
Bob Rowland 513-848-4016

OR see us in
Snipe #24272

BOAT LUMBER

For Fine Boat Building
and Repairs

SITKA SPRUCE MAST
& SPAR GRAD
PHILIPPINE
MAHOAGANY
HONDURAS
MAHOAGANY
WESTERN RED
CEDAR
WHITE CEDAR
OAK - TEAK - CYPRESS
LONG LEAF YELLOW
PINE - ETC.

Fir and Mahogany Plywood for marine use -
lengths up to 16 feet. Bruynzeel Marine Plywood,
solid Regene Mahogany throughout. Quality un-
surpassed. Most sizes in stock.

Ripping and planing to order.

We are specialists in all types and sizes of
imported and domestic boat lumbers. We
ship anywhere - at surprisingly low prices.
Send 10¢ today for valuable manual "How
to Select the Right Boat Lumber" plus
complete lumber and price list.

M. L. CONDON CO.
BOAT LUMBER SPECIALISTS SINCE 1912
236 Ferris Ave., White Plains, N.Y. 10603
(914) 946-4111





Bolde Mother Babies.

Bob Johnston, Leo Murphy, Steve Callison, and Jane Faust.

Bolde Mothers Host Two Regattas

The Bolde Mothers of Dismal Valley hosted two regattas on Cuba Lake, Earth the weekend following Independence Day. The District V Juniors lost their trophy to a well-travelled visitor from Ohio, while the New York State defending champion held onto his trophy.

Rob Frechette and crew Julie Conlin won the first two heats in the Junior race in a 12-15 knot breeze over relatively short triangular courses. Tim Close and Katie Dugan posted three seconds for runnerup and the Bradshaws, Mike and Ryan, finished third, winning the final race. The locals pressed the race committee for a fourth race, but the regatta was over.

Nearly forty Snipes from throughout the northeastern United States and Canada hit the line for the New York State Snipe Championships, an event with a colorful history dating back to 1935. This year's was no exception with twelve capsizes in the first race and so little in the final, a bizarre final result was guaranteed.

Griff Hall and Linda Dahl from Annapolis won the exciting first race holding off the Oakville Canadians James and David Belford and the Griffiths from Pine Beach. They came back after lunch and made it two in a row. The final race of the day featured local heavy air specialists Leo and Joe Murphy who got quite a jump on the fleet but broke down and surrendered their position to Doug Nugent and Pat Gardner.

Le Champagne Orange a la Bell and Cuba Cheese supplemented the Genesee prior to the open air Chicken barbecue. The anticipated assault on the truck was again unsuccessful as per capita beer consumption is now being measured in ounces rather than quarts. The partying also

seemed off, possibly due to aging process but certainly a temporary setback. However, Nancy Willmarth stepped lively in winning the party trophy.

Griff Hall's second to Dick Mitchell and Moe Hays in the fourth race gave him a very comfortable lead over defending champion Steve Callison and Jane Faust, who trailed by 10 places. The final race was (as usual) won by Fritz and Jane Gram who took the bronze. Meanwhile, Steve Callison could only manage a sixth place finish but he sat at the finish line and counted boats nonetheless. The leader, Griff Hall, struggled to a 17th place in the typical light and fluke conditions. Steve Callison won the regatta 22 points to 23.5 points.

*Leo J. Murphy, Jr.
Olean, N.Y.*

ON THE LIGHTER SIDE

(Due to a whelming response, we are continuing the tips-on-technique column by Spencer Allen.)

TIPS FROM SOMEWHERE NEAR THE MIDDLE OF THE PACK: FLIPPING — HOW AND WHEN

As I limped into the dock after the second race of the Hard Chine Regatta, mast bent, halyard broken, sail ripped and dripping with mud, it occurred to me that in spite of all the times that I've capsized, I still have room to learn. I thought I might share some of these insights with you:

- Always flip after you have passed the jibe mark. Thus when you bring the boat back up, you won't have to try to round the mark with a boat that is awash, causing you to flip again and really sticking the mast deep into the mud.

- Always flip on the last race of the day so that when your boat is too destroyed to continue sailing, you only incur one DNF.

- Always flip within the two-boat length circle at the mark. This affords you to hear all the choice screams and wisecracks as boats try to get around you.

- Pack a lunch that doesn't absorb water. Enough said.

I hope you find these pointers valuable. I would also like to thank the people who made it possible to sail the next day: Lee Ann Baumgartner who scrubbed the sails, John Kelly who spent the night re-sewing the head board of the sail to the bolt rope, and the gang that helped straighten the mast. (It's amazing how much fun people have bending a mast when it isn't theirs!)

DISTRICT V JUNIOR CHAMPIONSHIP

Boat	Skipper/Crew	Fleet	Finishes	Points	Position
23332	Rob Frechette/Julie Conlin	PLYC	1-1-3	4.5	1
19697	Tim Close/Katie Dugan	Cuba Lake YC	2-2-2	6	2
16699	Mike & Ryan Bradshaw	Cuba Lake YC	3-3-1	6.75	3
21462	James Bradley/Kris Embser	Cuba Lake YC	DNS-4-DNS	12	4

BOLDE MOTHERS 1984 REGATTA

(Top 20 of 31)

Boat	Skipper/Crew	Finishes	Points	Position
24608	Steve Callison/Jane Faust	8-3-2-3-6	22	1
23749	Griff Hall/Linda Dahl	1-1-3-2-17	23.5	2
16699	Fritz & Jane Gram	10-7-5-4-1	26.75	3
26004	Lee & Karla Griffith	3-6-8-9-4	30	4
25676	Dick Mitchell/Moe Hays	14-2-7-1-7	30.75	5
24116	Doug Nugent/Pat Gardner	13-10-1-12-2	37.75	6
25433	James & David Bedford	2-5-26-7-3	43	7
23584	Brian J. Dougherty/Ellen Wefer	5-14-12-6-9	46	8
19383	Paul Cannon/Katie Dugan	7-9-20-8-8	52	9
24806	Chris Hains/Ken Mitchell	6-27-6-5-15	59	10
24777	Jack Pierotti/Ryan Bradshaw	16-12-10-10-13	61	11
23276	George & Andrea Hock	9-22-11-15-5	62	12
25370	Norm & Laura Dahl	18-4-16-14-11	63	13
19697	Todd Perrigo/Tim Close	4-16-14-17-27	78	14
25409	Reb Bartlett/Mark Raphael	21-25-9-27-18	90	15
11315	Dana & Karen Perrigo	15-8-26-18-26	93	16
14356	Jeff Williams/Susan Daum	22-15-23-24-10	94	17
24802	Bill & Nancy Willmarth	20-18-21-22-16	97	18
24972	Jack & Chris Williams	26-13-18-16-25	98	19
20004	Arne Lind-Hansen/Ted Cole	29-17-17-23-14	100	20

**SUPPORT YOUR
SNIPE ADVERTISERS**

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.

CHUBASCO 20402, yellow, North and Ullman sails, compass, trailer. \$1,650. Lou Joline, L 22, Lake Lotawana, MO 64063. (816) 578-4565.

MUELLER 24332, White hull & deck, blue waterline. Cobra II, Custom rigging, 2 suits Shores, full covers, trailer. Absolutely immaculate. \$3,300. Leigh Savage, 22608 Alger, St. Claire Shores, MI 48080. (313) 774-6985.

McLAUGHLIN 23602, White hull & deck, new Cobra II mast, new Sobstad sails, all new Harken rigged, older North sails, under minimum weight, full covers (mast, rudder, board, top and bottom covers). With trailer. \$3,000 or best offer. Excellent condition, must sell. Call Kelly at (213) 376-7533, Redondo Beach, California.

McLAUGHLIN 24688, White hull, cream deck. Cobra II, all covers, trailer, 2 compasses, 2 suits Shore sails. Many special rigging features. \$3,700. Wade Edwards. (313) 791-5500 or (313) 886-9330.

ACRYLIC SNIPE DRYSAIL COVERS, yacht-acrylic will not rot, mildew, shrink or become brittle. Best cover material available. Outstanding workmanship. No. 1 full deck with 6" skirt for mast up and boom off. Flat type with halyard cockpit lifting bridle, \$139.50 white, \$145.00 blue. No. 2 same as No. 1 but has custom-looking tapered full skirt for ultimate protection. Zipper at bow for glove-like fit. \$175.00 white, \$185.00 blue, rudder cover \$19.50. Shipped UPS ppd. for orders with payment in full. Orders with 50% deposit are shipped balance COD including UPS charge. Contact Chris Rooke, (901) 744-8500.

WORLD CHAMPIONSHIP BAGS & WALLETS. Limited Supply. Bags — Navy waterproofed nylon canvas featuring World Championship logo in gold — \$15. Leather wallets — Embossed with 50th anniversary logo — \$8. SCIRA, Privateer Road, Hixson, TN 37343.

MUELLER 22363, Blue hull/white deck, late 1983 Cobra II, 1984 Shore sails, trailer, Reynolds' set-up w/Harkens; minimum weight. \$2,250. Akron, OH. (216) 686-2950 after 7 p.m.

SNIPE 21508, White w/teak trim, all covers, 2 suits sails, new Cobra II mast, good racing condition. Trailer included. \$1,800 firm. Fred Bradshaw, Atlanta. (404) 237-7128 (O), (404) 231-9567 (H).

McLAUGHLIN 23751, Light grey, Cobra II mast, good sails, new cover, new trailer, boat race ready and in good shape. \$3,000, Atlanta, (404) 325-4058.



Sanctioned Snipe Regattas

MARCH 10-12, SCIRA MID-WINTER CHAMPIONSHIP, Clearwater Fleet 46, Francis Seavy, 1840 Stevenson Ave., Clearwater, FL 33515.

MARCH 15-17, DON Q RUM KEG REGATTA, Miami Fleet 7, Gonzalo Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155.

MARCH 20-23, BACARDI, and GAMBLIN MEMORIAL, Nassau Fleet 391, Godfrey K. Kelly, P.O. Box N 1113, Nassau, Bahamas.

APRIL 2-6, SOUTH AMERICAN CHAMPIONSHIP, Punta Del Este Fleet 725, Yacht Club Punta Del Este, Punta Del Este, Uruguay.

AUGUST 10-11, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Detroit River Fleet 5 and District III, Lake St. Clair, MI, Leigh Savage 22605 Alger, St. Clair Shores, MI 48080.

AUGUST 12-16, U.S. NATIONAL CHAMPIONSHIP, Detroit River Fleet 5 and District III, Lake St. Clair, MI, Leigh Savage, 22605 Alger, St. Clair Shores, MI 48080.

SEPTEMBER 19-21, NORTH AMERICAN CHAMPIONSHIP, Annapolis Fleet 532, Jonathan Bartlett, 3 Essex Rd., Annapolis, MD 21401.

NOVEMBER 23-DECEMBER 1, WORLD CHAMPIONSHIP, Yacht Club San Isidro Fleet 274, Marcos Mugaburu, Tucuman No. 1452, 3 Pisco Off y, (1050) Capital Federal, Argentina.



SUPPORT YOUR SNIPE ADVERTISERS

POWER IN PERFORMANCE

PHOENIX BOAT CO.
1556 West Eleventh Street, Long Beach, 90813

(213) 432-2093



1984 RESULTS

1,3,4,6,	North American Championship
1,2,4	US Masters Championship
1st	Pacific Coast Championship
1st	Indiana Open
1st	Columbus Open
1st	Mystic Lake Open
1st	Bermuda Race Week

Congratulations to Keith Dodson who won the NA's by over 15 points. Keith says, "I've owned two Phoenix's and have always gone fast....the boat seemed to do all the work for us."

A NEW PHOENIX CAN BRING YOU BACK AHEAD OF THE PACK

EAST COAST
Dave Lence
3 Temi Road
Peabody, Mass.
(617) 535-0317

SOUTHWEST
John Brodnax
2338 Reagan
Dallas, Texas 75219
(214) 528-2622

WEST
Ron Fox
1556 W. 11th Street
Long Beach, CA. 90815
(213) 432-2093

SOBSTAD

SNIPESAILS & YOU



1984 Snipe Winter Circuit Results:

First-Midwinters (wind 6-20 knots)

First-Don Q (wind 0-14 knots)

First-Bacardi (wind 0-14 knots)

Second-Gamblin (wind 10-14 knots)

(4 regattas - 3 Firsts and a second!)

Congratulations to Bob Hodges who in winning the Don Q, was the only non-sailmaker to win a circuit regatta - and we are proud that he uses Sobstad Sails.

Plus in 1983 our customers scored at:
Gulfcoast Championships 1st*, 2nd, 3rd
SCIRA Midwinters - 3rd, 4th*
District 2 Championships - 2nd
District 4 Championships - 2nd

US Masters Championship - 1st
Sugar Bowl - 1st
Lake Cachuma - 1st
US Nationals - 2 of Top 8
And . . . in 1984 . . .
Mardi Gras Regatta - 1st
Midwinters (clearwater) - 3rd*
Don Q - 4th

The Reasons These People Chose SOBSTAD:

- 1. Faster Sails**
- 2. Easier To Use Sails**
- 3. Better Service and Tuning Hints from Mark Reynolds**

COME SAIL WITH THE WINNING GROUP!

Main AM-3 \$289
Jib AR-2 \$184
(includes Royalties)

**Call or Write
Mark Reynolds
To Talk About Your Next
Set Of Sobstad Snipe Sails**

2832 Canon Street
San Diego, CA 92106
(619) 226-2422
Telex: 677638

39 Koajiro Misaki Miura
Kanajawa, Japan
(0468) 82-5451

*Partial Inventory

NORTH SAILS WINS 1984 WESTERN HEMISPHERE CHAMPIONSHIPS

1st and 3rd Overall
1st in 5 of 7 Races

For 1985 we introduce our new #2
all purpose main sail used in the
1984 Western Hemisphere Championship.

Main — #2 All Purpose designed October 1984
Jibs — SS2- Smooth Water — All Purpose
SS2+ Chop
A-7 Vertical Heavy Air

LATE NEWS FLASH

NORTH SAILS WINS CAROLYN NUTE REGATTA
38 BOATS ON MISSION BAY WITH FINISHES OF
3 - 1 - 1 - 1 - 1 USING THE #2 MAIN AND
THE SS2- JIB

CALL OR WRITE TO —

Dave Chapin
North Sails One Design West
1111 B Anchorage Lane
San Diego, CA 92106 USA
(619) 226-1415

12-9 Nagai
Yokosuka, Kanagawa-Ken
0 468-57-1262 Japan

Newgate Lane
Fareham PO14 1BP
Hants, England
(0329) 231525

North Sail Argentina
Cnel. F. Uzal 3245
(1636) Olivos, Argentina
762-5220

**WE BUILD THE FASTEST SNIPE SAILS
IN THE WORLD**

