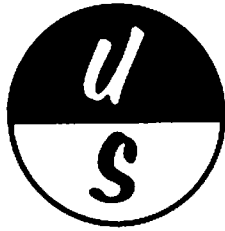


SNIPE
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JULY 1982



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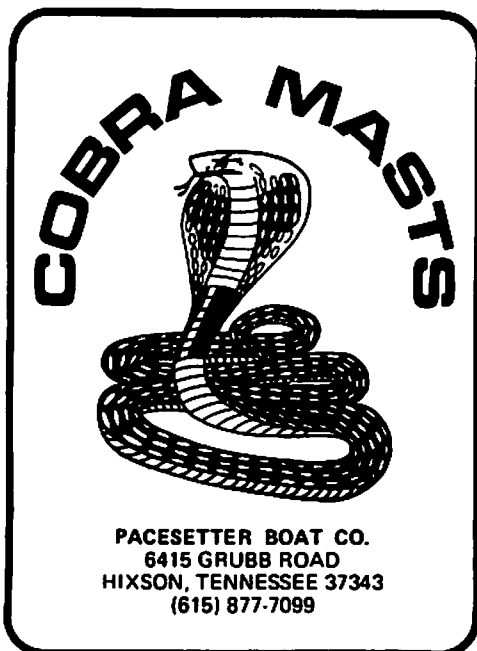
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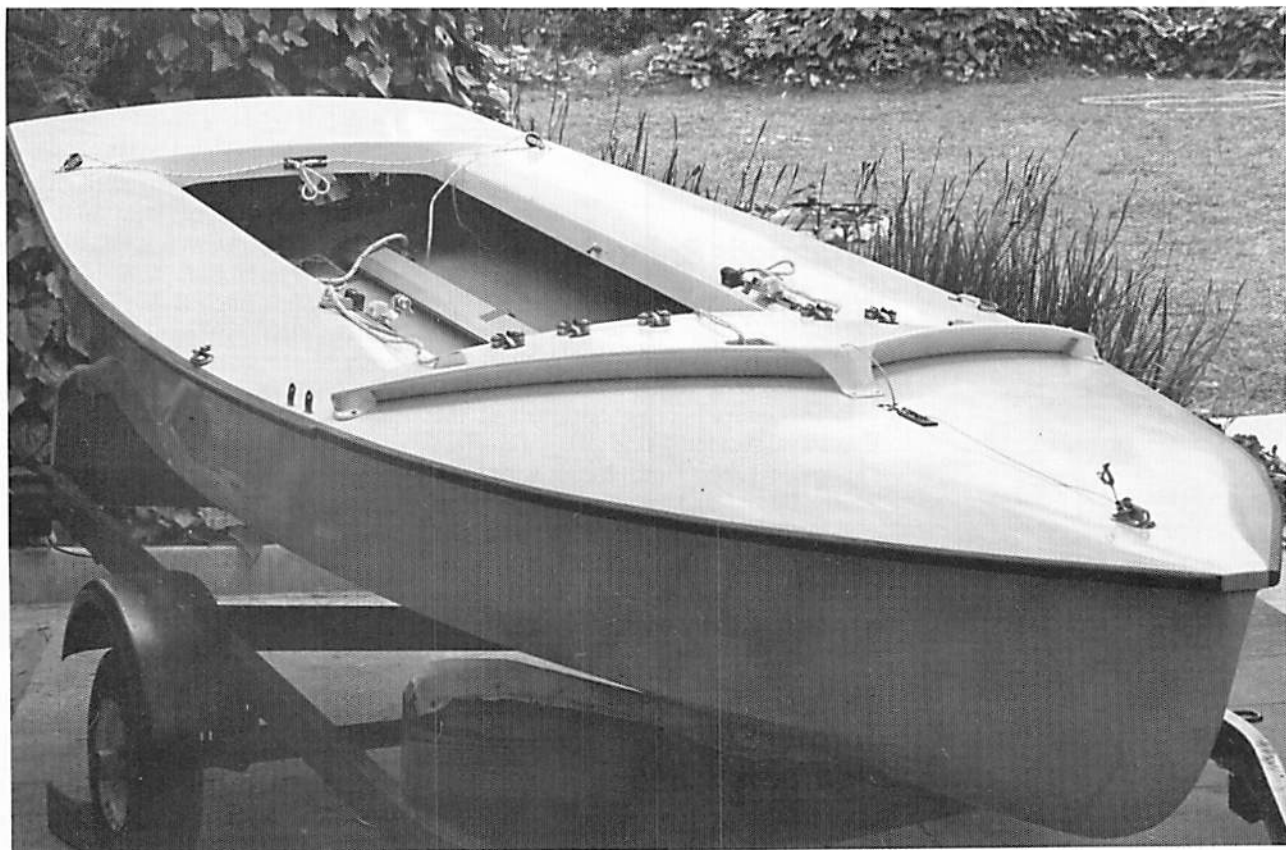


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INTERNATIONAL RACING
ASSOCIATION

JULY 1982
Vol. XXXI No. 7

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Status By Countries

The following is a list of countries and the number of boats on which dues had been paid for 1981. The list is complete through June 1, 1982. A few countries are delinquent so the total will eventually come to approximately 3,700.

| | | | |
|-----------|-----|-------------|-------|
| Argentina | 150 | Italy | 50 |
| Bahamas | 9 | Korea | 25 |
| Belgium | 53 | Netherlands | 2 |
| Bermuda | 20 | Paraguay | 18 |
| Brazil | 147 | Portugal | 45 |
| Canada | 28 | Puerto Rico | 5 |
| Colombia | 35 | Spain | 515 |
| Cuba | 15 | Sweden | 75 |
| Denmark | 56 | Uruguay | 28 |
| England | 95 | U.S.A. | 1,313 |
| Finland | 100 | | |
| France | 66 | Total | 2,856 |
| India | 6 | | |

Annapolis Snipe Sailors Win Cressy Trophy

A team of young Annapolis Snipe sail-
ors, sailing for Annapolis High School,
won the Interscholastic Nationals at the
U.S. Naval Academy this spring. Jonathan
Phillips in Laser, Doug Hagan with crew
Kevin Dunn, and Andrew White with
crew Russell Snyder, in 420s, won the
Cressy Trophy handily. This is truly a na-
tional event, and drew 21 entries from
across the country. Defending Tabor
Academy was fourth.

Former SCIRA Members Killed

The TRS 80 computer in the SCIRA
office was instructed to cut off all 1981
members not paid by the time this issue
of the BULLETIN was mailed. If a friend
complains that he doesn't get the BUL-
LETIN any more, tell him that he has
been killed by a computer. This is a case
where resurrection is simple and quick;
dues payment will do it.

Letter to the Editor

Buzz,

Here is sort of a rambling response to
your request for my opinion of Rule
60.2.

Rule 60.2 is unfortunately a long over-
due necessity if small boat racing is to re-
main an outdoor sport and not become a
gymnastic event.

Just for a moment imagine sailing's
future if Rule 60.2 did not exist. Races
could be held indoors before large crowds;
this new type of sailing doesn't require
any wind. Each team would have a lane.

At the gun the first "skipper" ooches up,
the next rocks back, the third pumps up
and the "anchor man" kedges home.

I suppose I am the one who opened
the box at the 1981 Worlds when I asked,
via radiophone, if we (ABYC) were going
to enforce Rule 60.2. This inquiry was
prompted after I had watched one Snipe
skipper and crew heave, pump, push and
rock their boat from the back of the pack
to third place on one leg!

Competitors are reluctant and at a dis-
advantage when it comes to enforcement
of the rule. A world class skipper would
rather mind his own business and does
not want to be labled a loud mouth by
his fellow skippers.

The RC gathered at the dock at the
end of the first day of sailing to discuss
the enforcement of Rule 60.2. We con-
cluded that if we were going to conduct a
quality regatta Rule 60.2 had to be en-
forced. Mr. Chuck Kober (Olympic Com-
mittee, etc.) explained the enforcement
procedures necessary to win a protest.
The detail required to enforce the rule is
overwhelming and the burden of proof is
quite ticklish.

The solution was apparent. Notices
were posted in the proper manner. Crash

THE COVER

Snipes on Great Sound, Bermuda, con-
tend with Etchells 22s under spinnaker as
well as each other during Bermuda Race
Week. Bill Buckles in 25250 has rounded
the mark ahead of Terry Timm in 23751
and Jerry Thompson in 20369. Race
Week winners were defending champions
Sam and Brian Mollet. Ron Hunt, Ber-
muda News Bureau, photo.

THE SCORE

Five numbers were issued last month,
all going to the U.S.A. Fleet charter 786
went to "Flota Snipe Panama". This is a
new country for the Snipe family and was
an international effort. Edwin Chandeck
is the national secretary and chief organ-
izer. He had assistance in acquiring boats
from Gonzalo Diaz in Miami and Mariana
de Isaza, the Colombian national secre-
tary. Edwin's address is P.O. Box 6223,
Panama 5, Panama. We wish luck and
good sailing to this new country.

Numbered SNIPEs — 25224
Chartered Fleets — 786

boats became observers and generally the problem diminished.

The two boats that were ultimately disqualified were both warned in races prior to the race in which they were thrown out. In one race I warned "J 24496." To avoid any misunderstanding I also told his coach that I had warned the boat and between races would he please be sure the skipper understood (language barrier).

The other boat "US 24094" was also warned by another observation boat. While I was not witness to the exact situation that led to 24094's DSQ I must say that his offwind sailing technique, even after being warned, was so bad that a DSQ seemed to be the only way the message could be relayed to that skipper and crew.

While not much was said about the above DSQs, most felt the RC was right and they were glad the rule was being enforced.

It was unfortunate that it took a regatta such as the Worlds to enforce a rule that should be in use all the time. I only watched these sailors on a windy open ocean course. What have their offwind sailing tactics been in other conditions? Have other fleets and lesser regattas let this rule and others slide in order to save time and avoid protests? Has the no enforcement-no comment policy at the majority of the regattas they have sailed only reinforced their use of improper offwind sailing technique? Did these sailors lose their protest alone or has every regatta they sailed since this new rule came into effect also contribute to that loss?

Suggestions to make Rule 60.2 enforceable;

1. The sailing instructions must be emphatic and leave no doubt that Rule 60.2 exists and it will be enforced.
2. The class must establish an attitude toward the rule and its enforcement. The enforcement must become part of the class's normal sailing procedure. "...watch out in the Snipe Fleet they are death on pumping, etc."
3. Enforcement of the rule must be simplified. It is almost impossible (a la Chuck Kober) to measure wind velocity, swell direction, height and frequency and then count the number of violations per minute per wave for five alternating minutes. A competing skipper cannot gather the data needed to make a protest stick. Competitors must be able to protest, with witnesses if available, and have their testimony be valid enough for disqualification.
4. A certain number of witnesses or

judges who concur that the rule has been broken must be enough to DSQ an overly active boat without a great parade of sea lawyers being present.

5. A system of signals (planning/surfing or nonplanning/nonsurfing conditions exist) would eliminate a lot of smooth water problems. Such a system is currently in use by the Laser Class.
6. A warning system, three warnings and you are out, is needed. At the end of the day each judge compares notes he made of the boats he warned during each race. If any one boat gets a total of three warnings in a race the collective warnings are enough for a DSQ.

Rule 60.2 must be strongly enforced.

Light and no wind conditions also tempt the aggressive sailor and they too must be included in this discussion.

The Fleet does not need the type of sailor repeated violation of the rule attracts. In order to preserve the class as an outdoor sport universal and uniform enforcement of the rule (all the rules) must become standard procedure for the Snipe Class.

Eric Conn

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Molletts Win Again At Bermuda

Father-son team cops third Race Week win in four years.

Trust Sam and Brian Mollett not to be in any flamboyant frontal assault at a starting line. They're not tremendous starters, but great winners on boat speed, plus Sam's forte of reading the wind.

Except for one flaw — the second race — Sam's weathervision served US23624 well during the Snipe championship series in Bermuda's International Race Week, May 2-8. For five races the wind was seldom more than 10 knots, fitful and shifty. Then, on the last day, it blew with a vengeance, a fair-for-all situation to decide which of four helmsmen within reach of the regatta's prestigious Snipe crown would wear it. Mollett, true to style, quietly eased through the fleet to finish fourth in the final race, sufficient for a series victory over hopefuls Bill Buckles/Pat Gardner (25250), Lorraine, Oh.; Robin Gales/Randy Gallman (24060) La Jolla, Ca.; Fritz Gram/Jane Gram (16699), Cuba, N.Y.

Thus it was that the Molletts of Massillon, Oh., won this international series for the second successive year, making the third time they've won at Bermuda in the past four years. There has, in fact, been a four-year sweep by Ohio skippers, Buckles being the winner in 1979.

The prestige value of this series to North American crews was evident from the first gun. Nine U.S. boats, led by 23751 (Terry Timm, Saline, Mi.) were ahead of the leading Bermuda skipper, Wayne Soares (20997), over the initial triangle. Near the finish, when Timm's main concern seemed to be his covering of 24110 (Rob Gorman, Wilmington, Ma.), the Molletts suddenly surged through on starboard tack to almost beat Timm as well as Gorman to the line. Buckles moved well through the fleet to secure fourth place in the opener.

The second race start was postponed more than an hour when the breeze faded

entirely. It eventually picked up and held direction long enough for the course to be reset. Gram won this race by a huge margin, with Ron Fox (24791), Long Beach, Ca., finishing second. The Molletts made ninth in this one, then were third in the next race the following morning when the Grams collected another first place.

Buckles, on his second weather leg, was leading the fleet in the fourth race when the wind backed 14 degrees. This enabled Jerry Thompson (20369), Long Beach, Ca., and Gorman to close with Buckles near the mark. Gorman stuck with Buckles during the flow, then with the breeze freshening to produce the best conditions of the series so far, Gorman took command next time upwind. This was Gorman's race, with Buckles second, the Molletts third.

Eagerness overcame the fleet after it waited an hour for sufficient wind for the fifth race. There was a general recall and when the restart came, the breeze held steady to see the fleet round the triangle. Then came another battle of wits, won by the Molletts.

Gales led the fleet to the finish line in the final race, in heavy seas whipped up by 22-knot wind. While other positions frequently changed ahead of them, the Molletts rounded the first weather mark in ninth place, then moved up to third position next time at the weather mark. Gales had a lot of distance on Timm at the finish line, with Buckles following, then the Molletts with another championship firmly in their grasp.

BERMUDA RACE WEEK (Top 15 of 30 entries)

| Skipper/Crew | Home | Places | Points | Finish |
|-----------------------------|---------------------|------------------|--------|--------|
| Sam Mollett/Brian Mollett | Massillon, Oh. | 2-9-3-3-1-4 | 12.75 | 1 |
| Bill Buckles/Pat Gardner | Lorraine, Oh. | 4-3-3-2-13-3 | 15 | 2 |
| Robin Gales/Randy Gallman | La Jolla, Ca. | 10-4-2-6-3-1 | 15.75 | 3 |
| Fritz Gram/Jane Gram | Cuba, N.Y. | 7-1-1-5-4-10 | 17.5 | 4 |
| Terry Timm/Jeff McDermott | Saline, Mi. | 1-6-4-11-10-2 | 22.75 | 5 |
| Rob Gorman/Lisa Nord | Wilmington, Mass. | 3-8-7-1-14-13 | 31.75 | 6 |
| Dick Belvin/Micky Adderley | Bermuda | 9-20-10-7-2-9 | 37 | 7 |
| Ron Barber/Kurt Mueffelmann | Norwood, Mass. | 5-7-6-10-24-15 | 43 | 8 |
| Fred Abels/Chris Williams | Locust Valley, N.Y. | 8-11-19-12-12-6 | 49 | 9 |
| John Johns/Middy Potter | Ann Arbor, Mi. | 12-19-11-9-11-7 | 50 | 10 |
| Wayne Soares/Gordon Flood | Bermuda | 6-14-9-15-9-nf | 53 | 11 |
| Ron Fox/Brad Wheeler | Long Beach, Ca. | 14-2-8-dq-6-ns | 60 | 12 |
| Doug Nugent/Dan Gandy | Kingston, Ont. | 18-13-12-16-15-5 | 61 | 13 |
| Eugene Simmons/Larry Lindo | Bermuda | 11-16-20-8-8-ns | 63 | 14 |
| Jerry Thompson/Kiki Bosch | Long Beach, Ca. | 17-5-dq-4-7-ns | 63 | 15 |

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Despite light air, these Snipes made quick time on reach during fourth race of their International Race Week series at Bermuda. Leading this group round mark is Eugene Simmons, Bermuda (9884), followed by Ron Fox, Long Beach, Ca., (24791); John Johns, Ann Arbor, Mi., (23279); Robin Gales, La Jolla, Ca., (24060).



At left: Close-hauled and heading for the finish line are Snipe US 24110 sailed by Rob Gorman, Wilmington, Ma., and International One Design number 10, with Graham Powell, Bermuda, at its helm. Close proximity of the bigger boat did not deter Gorman from winning the fourth race of the Snipe series, May 5, in fine style, after Bill Buckles, Loraine, Oh., had led the Snipe fleet over most of the course. Snipes and IODs were two of eight classes involved in Bermuda's International Race Week. Below: Awaiting the gun, Snipes ease toward the starting line in the fourth race of their International Race Week championship series. Winner of this race was Rob Gorman of Wilmington, Ma.



Countdown For A Planned Start

Take advantage of those crucial minutes before the gun.

By Greg Fisher

An excellent start usually leads to an excellent finish. When your start breaks down, usually the cause is a poorly organized, unplanned approach. It is important that you develop a concrete, consistent approach you can use in every start. What follows is a model outline of the approach you may use in starting.

BEFORE THE 10 MINUTE GUN:

1) Know your rules! You don't want to be a "sea lawyer", but you also don't want to be taken advantage of.

2) Get out early. (a) Sail upwind, watching for shifts and new wind, using your compass, determine if there is a pattern. Record what you find. (b) Check for any current that may affect your positioning on the line. (c) Plot the course to the first mark and check if the first leg is square to the wind or lopsided. (d) Set up a tentative game plan for your start and first leg based on wind shifts, current, course to the first mark, etc. Involve your crew in setting up the game plan so he will help you stick to it later.

TEN MINUTES BEFORE START

1) Check the line to determine the favored end. Head into the wind while on the line; the end your bow is pointing closer to is the favored end. Start closer to that end to gain an advantage (Fig. 1).

2) Check your boat to avoid possible last minute breakdowns. For instance, check your hiking straps and ring dings or clevis pins that are important. Check your basic sail settings and boat tuning.

3) Again, sail upwind, checking for shifts and new wind. Is there any pattern? Has the pattern changed?

FIVE MINUTES BEFORE START:

1) Again check for the favored end of the line.

2) Sail upwind just long enough to again check for wind shifts or changes in velocity.

3) Discuss your approach alternatives with your crew. Communication is extremely important. Starting is a team function — it takes both people on the boat.

3 MINUTES BEFORE START

1) Plan your approach from various methods.

a) In the "port tack approach", sail



Greg Fisher

slightly under the fleet on port tack during the last one and one-half minutes. Look for gaps in the line which you could tack into. Pick the favored end of the line so you are able to tack into a hole approximately 50-60 seconds before the gun. The momentum will help carry you through your tack, so that after the tack you will retain maneuverability. This approach leaves you flexible and on the offensive. You are the controlling boat, and maintain flexibility because of this. (Fig. 2)

b) Sometimes in very heavy or very light winds, the "Starboard luffing approach" is a good alternative to the port tack approach. At one and one-half minutes you should be 3-4 boat lengths from the line, moving very slowly close hauled. You should pick a spot ahead and slightly to weather of where you want to be at the gun. Be conscious of keeping the boat moving, but very high, to hold back the boats who have misjudged their timing and are early, and also to make it more difficult for boats to leeward to luff you. (Fig. 3)

c) You may develop an approach of your own that works well for your boat. The important point is to know the approach you will use at 3 minutes. Stick to your game plan and use it every start in which it is appropriate. Repetition makes for consistent starting.

TWO MINUTES BEFORE THE START

Begin your approach by gauging the wind conditions. If it is heavy wind, you may want to delay the beginning of your approach. If it is light you may want to

start your approach earlier. Keep constant communication with your crew. Use him as your eyes. Timing is critical!

ONE MINUTE BEFORE THE START

1) Begin your positioning on the line. Leave distance (at least 1½ boat lengths for acceleration).

(a) The ideal position to accelerate from is tucked up close to the boat to weather and a boat length to weather of the leeward boat. You must defend your hole to leeward! (Fig. 4)

(b) Work with your crew to keep complete control of the boats around you. Don't be afraid to luff the boat to weather. Watch for boats approaching from behind and to leeward. These are the "swoopers" who will try to take your hole to leeward. Discourage them by bearing off slightly with your sails eased. They will probably be looking for an easier "take" and will pass you by. Then luff back up to recreate your hole to leeward. Again, knowing your rules is important. Luffs must be made slowly before the gun.

FORTY TO FIFTEEN SECONDS BEFORE START

1) Begin to accelerate. (a) Trim in slowly, matching the speed of your trimming with the speed of acceleration. (b) Have crew watch the boat to weather so you begin to accelerate at least as quickly. Ideally you should be sure to pick up speed quicker than he does. (c) Be conscious of not pinching at the gun. Remember, the hole to leeward is to drive into and out of with greater speed. Drive at the gun, pick up maximum speed.

AT THE GUN

1) You should be moving at maximum speed.

2) Concentrate very hard on boat speed for the first minute after the gun — unless you have had a bad start. In this case, look quickly at your alternatives; and bail out — either drive off, or tack to port.

3) Tactics come second for this minute after the gun unless you had a bad start. You must break out of the pack.

An organized approach will help you eliminate the last minute decisions and will allow you the time to get your boat off the line as quickly as possible.



Figure 1: Bow pointed closer to starboard end indicates that end favored.

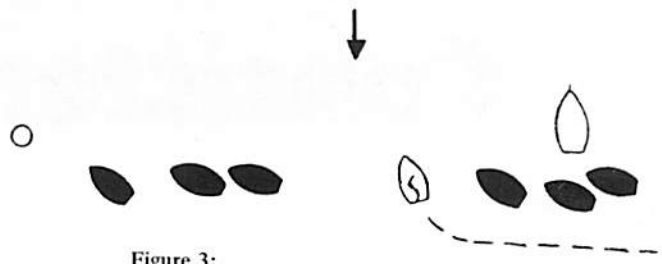


Figure 3:

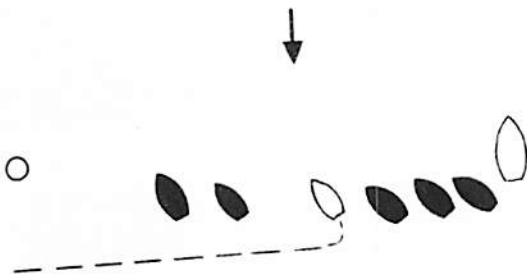


Figure 2: Port tack approach means tacking into gap in fleet.



Figure 4: Stay close to windward boat and leave room to leeward.

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Finland Fetes Veteran Snipe Sailors At Oldtimers' Regatta

Tammerfors, Finland 30th July-1st August 1981:

Nisse Bjurström, one of the old grand men in Sniping in our country, got a fantastic idea. He invited more than a hundred old and new Snipe sailors to a nostalgic Oldtimers' Regatta at Janissaari outside Tammerfors, 180 kilometers north of Helsingfors, in the middle of our beautiful lake district. Nisse told me that he had more than three hundred names on his list, but unfortunately some of the addresses were more than 20-25 years old, and Snipers do move around!

The regatta was a tremendous success, and the proof hereto was that a total of 35 Snipes entered the race. Nisse was especially happy to be able to welcome old Scandinavian friends. There were six Swedes with their families and three Norwegians. Finland had 15 older participants and the rest were younger active Snipe sailors.

You can appreciate that we discussed old times and events, and remembered all the old fights on the race course during regattas and Nordic Championships some 20-25 years ago! Come to think of it, some of the younger participants were not even born in those days! One of the things to remember in this contest is the fact that the Snipe has its 50th Anniversary this year. Happiness is to sail a Snipe and the Snipe class is steadily growing all over the world.

In order to attract the veterans, i.e. both skippers, crews as well as old Snipes, Nisse had outlined a handicap system which would favour older crews and boats. The idea seemed to work very well, bearing in mind that it was not always easy to keep up with the young active pros, who also had a fantastic knowledge of the local conditions on the lake. One of them told me: "It blows right under the cloud".

The old wooden Snipes looked great and a number of them had especially been redone for this regatta. Some of them were quite fast at times, but managed well especially when the wind was on the stronger side and beating towards the windward mark. The lighter fiberglass boats were much faster on the run. The sails of "Bad Girl" had been measured last in 1962, but no one knew how old they really were. The sailmaker had retired many years ago, they told me.

Bena Gustavsson told me that his boat was the oldest taking part in the regatta. It was built in 1962 of fiberglass with a wooden deck. Ten out of thirty-five boats were wooden boats according to the old fashion of the 50s and 60s. Remark of the race secretary: P.O. Erikson's boat Lurifax V was a timber built Snipe from 1957.

Now, lets see what really happened on land and at sea. On Thursday 30th July most of the participants arrived and it was really quite a sight to see so many both old and new Snipes at the same marina. "Hi there Leif, how is life in Norway", "Nils, are you still drinking that same strong beer", "Toppe, you still got your old Snipe", were remarks one heard when browsing around at the Marina. In the evening most of the sailors met in the bar of Hotel Tammer, testing, teasing and having fun.

The following morning the weather was not too good. There was a strong wind and rain. Nothing could hold off the real Snipe sailors, and soon after the skippers meeting headed by Nisse's son Peter, everybody was off for the first start, which went rather well for most of the boats. Olle Blomqvist, the oldest Swede capsized, and his boat looked like a Canary in the water (yellow boat). Also Maj Palmberg, the daughter of the legendary Olle Palmberg, capsized with her wooden Snipe. Since she did not have a pump or bucket onboard, her crew Gun Sonck had to bail with her boot. The girls really showed a fighting spirit!

Jussi Salovaara and Eki Aikala told me after having been forced to discontinue: "The jib halyard broke and it just vanished into the mast and there was nothing we could do", Jussi won the Nordic Championship in 1961 in Sarpsborg, Norway. Heffe Ericksson had trouble

with his rudder in the strong wind but came back in the afternoon. Bena Gustavsson managed to hit his old antagonist Rabbe Takolander and was asked to do a 720 degree turn, which he did. Incidentally, some of the old timers had not heard of the 720 degree, which really is a recent invention, and a good one too. Well, anyway the first race had to be characterized as a tune up race.

The second race was won by the old Nordic Champion Nils Monstad (1962 in Helsingfors, Finland; EC 1964 in Italy). The wind conditions were rather tricky, and there were different winds on the starboard side and the port side and some quite fantastic lifts from time to time. We remember Heffe Ericsson's dangerous maneuver in front of another boat when reaching the goal line, but he got away with it, despite a lot of screaming! The service crew onboard a motor boat were betting real money on who was going to win. They bet \$7 on Nils Monstad, and he did win. Big deal!

After the race when we all sat and discussed the events of the day, suddenly two old friends showed up. They were Yka Hale'n and Arno Walli. Now, Yka did build the fastest and best Snipes during the 50s and 60s (and they were the most beautiful, too). Many of them won Finnish and Nordic Championships. Some of the most famous were Ram-Ram 8500 and Amok. Yka, who has not built Snipes for many years, was in good shape although he is well over 80. When discussing his apparel, he told us: "I bought these pants real cheap at the Turku market place from a Turkish guy by the name of Hamidulla".

Arno Walli, the great musician, we all remember as our general secretary and the one who tried in vain to talk our Finnish Olympic Committee into promoting the Snipe as an Olympic class. But perhaps we were lucky. I wonder what would have become of the Snipe, should it have become an Olympic class boat? At least it would not be as cheap as it is today. It is one of the most economic boats in the world and it lasts long. It is also ideal for both advanced racing as well as for family racing. In our country combinations of father/son, husband/wife, daughter/father etc. are very common.

Well, in the evening we all met for cocktails and small talk at the NEB-Sails facilities and on that occasion the Honorary Commodore of Nasijarvi Segelforening awarded Nisse Bjurström a medalion commemorating his outstanding work for the sail sport in our country. Later, everybody went to the Hotel to

(Continued on page 12)



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Oldtimers' Regatta

(Continued from page 11)

have some crayfish and local snaps. Many speeches were given and Nisse read a few letters from Snipers who were not in a position to participate. The letter from Ted Wells was read and it received a lot of applause. Arno Walli played the piano assisted by a young Mr. Krogius.

The next day the weather was good and the sun was shining. There was a light breeze from the south and everybody knew that we would have interesting but varying conditions. The first start was postponed by 15 minutes, because some of the participants were a little late! No-one was over the line and soon the contestants had spread both to the right and the left of the course. There was quite a crowd at the first windward mark and Kalle Krogius among others were too keen and touched the mark. Unfortunately the wind changed, so there never was a proper windward leg anymore and thus positions did not change very much.

The second race was begun right after

the first one and now we had a fine start with an interesting beat to the first mark. Again the boats spread out to both sides. The left side won and Kalle had a nice lead but had to give in to the young pros and came in third, followed by Nils Monstad, who made the most remarkable pick up from about 20th place to 4th place.

After that we had luncheon and the participants prepared for the team race which was to take place in the afternoon. Some of the Snipers had to leave for home and business, and the last the undersigned saw was the team racers out on the blue and glittering lake taking measure of each other.

Nisse Bjurström's idea turned out to a fantastic success and everybody really enjoyed himself. We really hope that it will be possible to arrange races like this in the other Nordic countries in the future!

Some of us discussed this idea and among the proposals were the idea to arrange Oldtimer's Regattas every second year alternating between the four Nordic countries. The race should be open for older Snipers, preferably over 40 years of age and for those who did sail actively during the 50s and 60s. In case one chooses to participate with an old wooden boat, a kind of handicap system would have to be designed. But it is not so important to win, but to participate and have fun together, talk and discuss and promote sailing the Snipe.

We all thank Nisse Bjurström and Nasjarvi Segelforening for this initiative and for the very expertly arranged Oldtimers Regatta. Happiness is sailing a Snipe. Long live the Snipe!

Kalle Krogius
24140 Ram-Ram

Gene Soltero triumphs at Lake Boyd

The Lighter Side Of Sailing In The Rockies

A unique aspect of Snipe sailing is the wealth of annual regattas held within driving distance, not to mention all those held in exotic places such as the Bahamas or Spain. Some regattas we sail every year, some we mean to get to someday, and some we mix in every few years to add spice and variety to our sailing season. Of this latter category, no regatta adds more variety than the Rocky Mountain Snipe Championship.

First there is the location: there have been at least five! The Rocky Mountain Snipe Fleet has no real home, but does most of its sailing on the East half of tiny Sloans Lake in the heart of Denver; it's tough to host a regatta on 35 acres of water. This year the regatta was held near Loveland Colorado on Lake Boyd, said to measure over 1000 acres. For those of us who start at an electric lift and end at an air conditioned snack bar, it is a bit of a change to stand waist deep holding the boat while the crew hoists the sails with nothing in sight for miles except tall grass and those funny little buildings that come in pairs.

I never thought you needed a compass if you could see the shore, but if all of the shore looks the same you had better have a compass. The wind shifts were very subtle by Lake Lotawana standards, which is another way of saying that I missed a lot of them. I like a shift with meat on it, the kind that clue you in by klunking your head with the boom and then tacking the boat without your help;

but as I said these shifts were subtle, and Gene Soltero from Dallas was clearly the only person in tune with the elements as he won three of the four races.

Not far behind was young Tom Castle from Denver in a Phoenix Snipe so new you could still smell the mold releasing agent. The inner hull liner is so high that these boats come up bone dry after a knockdown, but you give up a lot of leg room along with your thirty two hundred dollars.

Provided with all the advice a fellow could desire by my wife Sonja, I managed a third place by staying ahead of Jim McKenzie in a 20 year old Lofland, and Dick Goppert, also from Lotawana, who rounded out the top five. The trophies were colorful duffle bags, appropriately marked, which the winners really appreciated.

Since the Denver crowd is running out of ideas on where to hold this regatta, I have made up the schedule for the next three years which I offer here as the gospel, but check for a last minute change before making your reservations:

1982: Location, Pueblo Reservoir; Trophy, matched pair of prairie dogs in blue blazers with the Snipe patch.

1983: Location, Glacier Lake; Trophy, your boat mounted in a block of ice.

1984: Location, Big Thompson Canyon; Trophy, decent burial.

Lou Joline
Lotawana Fleet 49

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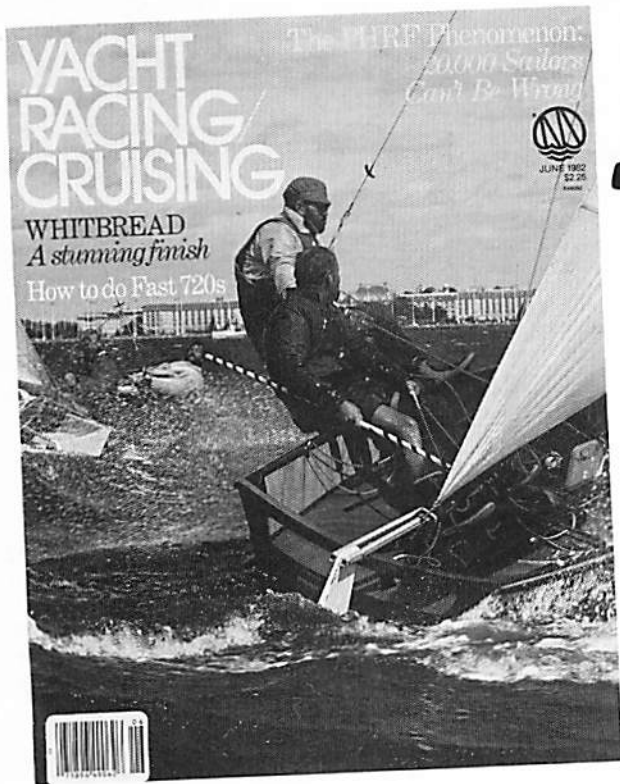
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Sanctioned Snipe Regattas

JULY 3-5, DISTRICT II CHAMPIONSHIP/
MISSOURI VALLEY CHAMPIONSHIP, Iowa-
Nebraska Fleet 309, Thomas R. Hood, 5804
Nicholas St, Omaha, NE 68132.

JULY 9-11, DISTRICT V JUNIOR & SENIOR
CHAMPIONSHIPS, Cuba Lake Fleet 442, Leo
Murphy, Jr, P. O. Box 66, Cuba, NY 14727.

JULY 10-11, BLUE CIRCLE INTERNATION-
AL, Blue Circle S.C., Cliffee, Kent, England.

JULY 10-11, WINCHESTER INVITATIONAL,
Winchester Fleet 77, Jack Gannon, 14 Brent-
wood Rd., Woburn, MA 01810.

JULY 10-11, MICHIGAN STATE OPEN,
Grand Rapids Fleet 137, Al Dunning, 1138
Pinecrest, S.E., Grand Rapids, MI 49506.

JULY 16-18, DISTRICT III CHAMPIONSHIP,
Lorain Fleet 785, Ken Van Wagnen, 404 Con-
cord Dr, Lorain, OH 44052.

JULY 17-18, ATLANTIC COAST CHAM-
PIONSHIP, Narragansett Bay Fleet 17, Ed
Adams, Box 819, Newport, RI 02840.

JULY 24-25, BRIODY CUP, Newport Fleet
103, George Hock, 24 Cloverland Dr, Roches-
ter, NY 14610.

JULY 31-AUGUST 1, U.S. JUNIOR NATIONAL
CHAMPIONSHIP, Ft. Worth Boat Club,
SCIRA District II, Stephen Sherman, 1109 N.
O'Connor, No.2II, Irving, TX 75061.

AUGUST 2-6, U.S. NATIONAL CHAMPION-
SHIP, Ft. Worth Boat Club, SCIRA District II,
Stephen Sherman, 1109 N. O'Connor, No. 211,
Irving, TX 75061.

AUGUST 7-8, ONTARIO OPEN, Oakville Fleet
321, Chris Hains, 231 Westdale Rd, Oakville,
Ontario, Canada.

AUGUST 9-10, NORTHEASTERN INTER-
NATIONAL, Oakville Fleet 321, Chris Hains,
231 Westdale Rd, Oakville, Ontario, Canada.

AUGUST 11-13, CANADIAN OPEN CHAM-
PIONSHIP, Oakville Fleet 321, Chris Hains,
231 Westdale Rd, Oakville, Ontario, Canada.

AUGUST 21-22, ROCKY MOUNTAIN SNIPE
CHAMPIONSHIP, Rocky Mountain Fleet 210
and Bow Mar Fleet 640, Bob Boden, 11604
Applewood Knolls Dr, Lakewood, CO 80215.

AUGUST 21-22, SUNFLOWER REGATTA,

Shawnee Fleet 597, Robin Smith, 3841 Fair-
meadows Pl., Topeka, KS 66605.

AUGUST 29-30, BOARD OF GOVERNORS
REGATTA, Quassapaug Fleet 231, David
Rogers Jr, Hill Rd., Naugatuck, CT 06770.

SEPTEMBER 4-5, UK S.E. CHAMPIONSHIP,
Maldon S.C., Essex, England.

SEPTEMBER 4-11, EUROPEAN CHAMPION-
SHIP, Societe Triestina Vela, Trieste, Italy, En-
zo Perini, c/o Circolo Nautico Chioggia, Calle S.
Croce 1221A 30015, Chioggia, Italy.

SEPTEMBER 11-12, INDIANA OPEN, Indiana-
polis Fleet 409, Paul W. Dovey, 7566 Castleton
Farms, W., Dr., Indianapolis, IN 46256.

SEPTEMBER 18-19, JOE RAMEL MEMO-
RIAL, Missouri YC Fleet 49, Doug Goppert,
600 N. 39th, Blue Springs, MO 64015.

SEPTEMBER 18-19, INTERNATIONAL TEAM
RACE and UK S.W. CHAMPIONSHIP, Bud-
worth S.C., Cheshire, England.

SEPTEMBER 25-26, MYSTIC LAKE OPEN
REGATTA, Medford Fleet 777, James H. Fra-
ser, 17 Grove St., Medford, MA 02155.

SEPTEMBER 25-26, OXFORD INCIDENT/
ACCIDENT, Acton Lake Fleet 515, Richard M.
Maupin, 12198 Dorset Dr, Cincinnati, OH
45241.

SEPTEMBER 25-26, KEUKA CHAMPAGNE
REGATTA, Keuka Lake Fleet 381, Guy Love-
joy, 9 Timber Lane, Painted Post, NY 14870.

OCTOBER 1-3, NORTH AMERICAN CHAM-
PIONSHIP, Mission Bay 495, Doug DeSouza,
3918 La Cresta Dr, San Diego, CA 92107.

OCTOBER 2-3, CALL-OF-FALL, Lake Mo-
hawk Fleet 10, Jack Willy, 21 Sagamore Tr.,
Sparta, NJ 07871.

OCTOBER 7-9, MASTERS CHAMPIONSHIP,
Redondo Fleet 117, Dr. Robert C. Schaeffer,
3609 Navajo Place, Palos Verdes Estates, CA
90274.

OCTOBER 9-10, FRIGID DIGIT, Annapolis
Fleet 532, Griff Hall, 516 First St., Annapolis,
MD 21403.

OCTOBER 23-24, CAROLYN NUTE MEMO-
RIAL REGATTA, Mission Bay Fleet 495, Sean
Biehl, 2790 Bayside Walk, San Diego, CA
92102.

OCTOBER 30-31, HALLOWE'EN REGATTA,
Atlanta Fleet 330, Woody Norwood, 265 South
Colonial Homes Circle, Atlanta, GA 30305.

NOVEMBER 3-10, WESTERN HEMISPHERE
CHAMPIONSHIP, Nassau Snipe Fleet, John
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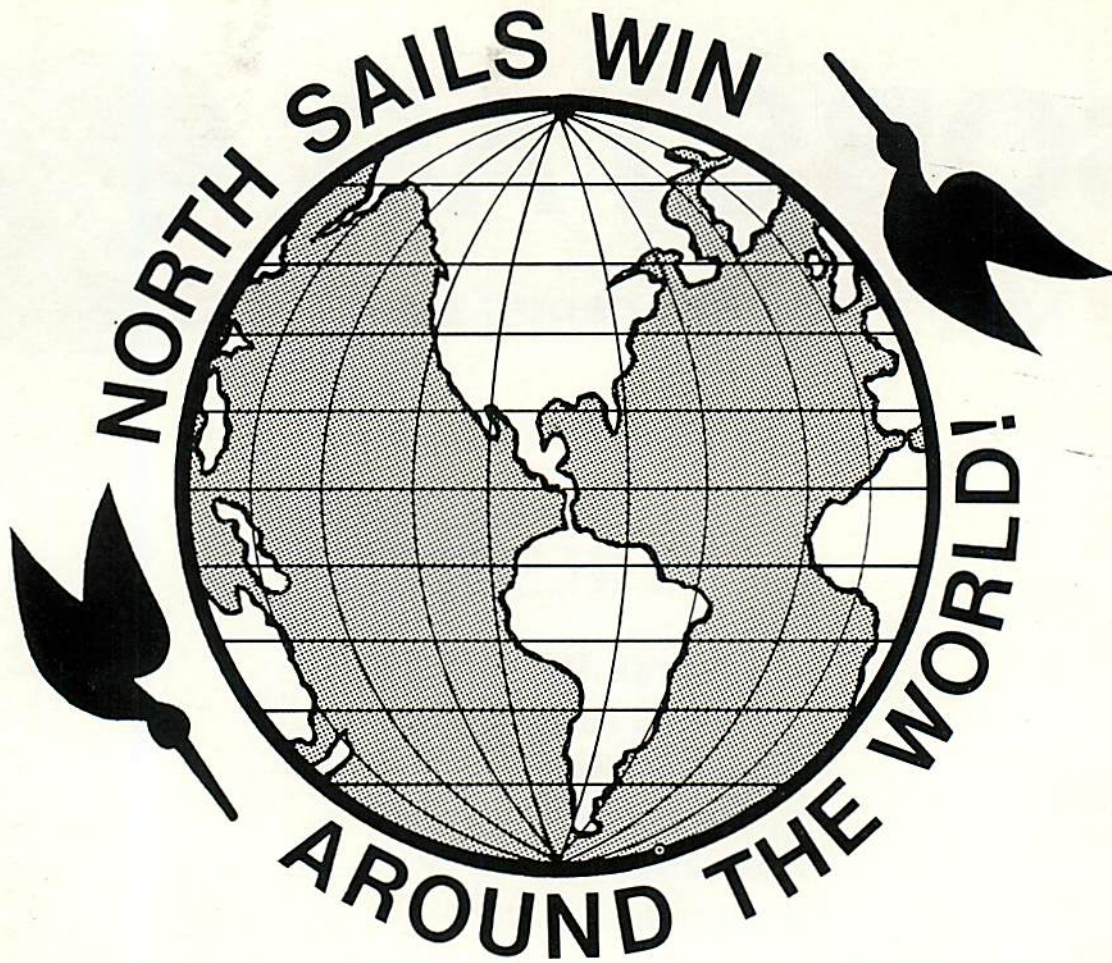
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