



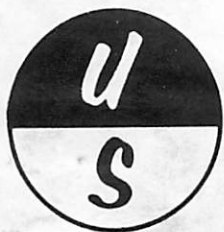
SNIPE ***BULLETIN***



Bill L. Buckles
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JULY 1983

1983 Results — 1st Midwinters, Bacardi and Overall for Winter Circuit



Ullman Sails

Again

Again

Again

Again

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2nd Bacardi
3rd, 4th SCIRA Midwinters

1982 Results

1st Overall Winter Circuit
1st Overall Nassau
4th, 5th Midwinters
1st, 3rd Don Q
1st Bacardi
1st Gamblin
1st, 3rd Memorial Day MBYC
1st, 3rd, 6th North Americans
1st Junior Worlds (jib)

2nd District 1 Championships
2nd District 4 Championships
1st, 3rd Spring Invitational MBYC
1st, 2nd, 4th, 5th Mission Bay Flt.
2nd Lake Mohawk Open
2nd Frigid Digit
1st Call of Fall — Dist. 1 Fall Champs
1st North Eastern Internationals
2nd, 4th, 5th Southern's

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(USPS 611-500)

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INTERNATIONAL RACING
ASSOCIATION

JULY 1983
Volume XXXII No. 7

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CHANGE OF ADDRESS

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

Proposed Rules Changes

**1. Limit the movement of the jib
halyard during racing as it is at present
with the forestay and shrouds.**

Economies are permitted by eliminating
some fittings. Further, it will lengthen the
life of a boat since the high tensions being
put on boats now means the fiberglass in
the hull and deck will break down sooner.

**2. Require that a band be painted on the
centerboard to show when the center-
board is higher than permitted in Rule
26.**

This will permit easier detection of viola-
tions of Rule 26 and hence fewer problems
when the wind is heavy.

**3. Establish a minimum weight for ruder
and tiller.**

Sailors go to extremes in using light
materials. Frequent breakage puts crews
in danger and undue burden on regatta
rescue facilities.

**4. Restrict the location of the mast to 60
inches aft of the stem.**

This should permit economies of con-
struction by eliminating some fittings.

**5. Eliminate the requirement for more
than one set of bands on the mast.**

Presently most masts are designed with
fixed goosenecks and halyard locks which
make the second set of bands unnecessary.

**6. Change the wording of the method of
measuring the boom from the "inside aft
edge of sail slot projected downward"
to "aft edge of the sail slot in the mast."**

This discrepancy was described in a
"Circular Letter" which appeared in the
June 1982 issue of the SNIPES BULLETIN.

**7. Reduce the allowable ballast which
may be added to bring the weight up to
the 381 lbs. minimum, from 33 lbs. (15
kg.) to 17 lbs. (7.7 kg.).**

This would encourage builders to build
more material into the hull and deck,
resulting in a longer lasting boat.

**8. Require that jibs have a wire per-
manently attached in the luff.**

This would state something that is im-
plied in the rule and further insure against
oversize jibs.

9. Specify that jib hanks are optional.

This change has been proposed in the
past and recognizes the fact that frequent-
ly forestays are so loose that having jib
hanks does not contribute anything.

**10. Change the reference to density of
floatation from "maximum" to
"minimum."**

This is to correct an error that has ap-
peared in the rules for several years.

**11. Add a "low point" scoring system
to our present system and make it an op-**

tion for use in sanctioned regattas.

This will make scoring simpler and per-
mit a competitor to know where he stands
and be able to make easier tactical
decisions.

**12. Add a provision to the by-laws to
permit co-owners to alternate as skipper
and crew during any sanctioned regatta.**

This will permit co-owners to actually
share in skippering during a regatta,
something they can already do from regatta
to regatta.

**13. Add a provision that will permit the
use of more than one mast during a sail-
ing season but continue the requirement
that only one mast may be used during
a regatta unless irreparable damage has
occurred.**

This will adjust the rules to reflect a
practice that is accepted in some countries
but not in others.

**14. Rewrite the sailing instructions on
page 85 of the rule book and specify that
they are required to be used for national
and international championship regat-
tas.**

There has been some confusion as to
whether these instructions are required to
be used. Also there is some need for
revision.

**15. Change Section 8 of rules for con-
ducting sanctioned regattas and Section
10 of rules for conducting national and
international championship regattas to
specify that IYRU racing rules will be
used but that where they conflict with
any of SCIRA rules, then the SCIRA
rules will prevail.**

The IYRU rules have been universally
adopted but some countries have made
some modifications in them. The unmodified
rules make it easier for the sailors to know
exactly what rules are in effect. The IYRU
is contemplating a ruling that states the rac-
ing rules will not enforce class rules. This
would leave the class rules unenforceable.
Further our class rules should not be for-
mulated by anyone other than our class
members.

16. Create two new officers of the class

THE COVER

Matt Gregory and Holly Hazel sit back
and plane past a capsized Snipe (mast
horizontal to the water at the left) on a
reach across Chickamauga Lake at the
Southern Snipe Championship. Note the
mast bend, and also the full curve in the
jib allowed by easing the halyard off the
wind. (Photo by David Cox.)

to be entitled vice chairman of the rules committee, and general counselor. Both shall be elected in the same manner as other officers and shall serve as non-voting members of the board of governors.

This would officially establish the position of Vice Chairman of the Rules Committee, a position which we already have and which is presently being occupied by Past Commodore Dan Williams. The other position would establish an office to provide the class with legal advice, which is presently being done by Past Commodore Paul Festersen.

Coast Guard Academy Accepting Applications

The U.S. Coast Guard is now accepting applications for the class of 1987. The Coast Guard Academy offers an excellent education along with a college sailing program.

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Experts Offer Advice At Sailing Seminars

One of the surest ways of increasing interest in fleet sailing is making sure members get a chance to increase their skills.

Invite an expert to your next regatta — most really great Snipe sailors are generous in sharing their knowledge with anyone who will take the trouble to listen and ask questions.

If you can't work it out for a regatta weekend, make the invitation for a weekend in the off season. If expense money is involved, a small fee for each participant should take care of that.

After the Southern Championship regatta at Privateer Yacht Club, Ed Adams and Greg Fisher stayed for an evening seminar. Greg showed some films of practice jibes and tacks, and both Ed and Greg answered questions on the films and other boat and sail handling questions.

The evening wound up with a discussion of current styles of Snipe rigging, and plans to look over the rigging of individual boats on the PYC parking lot the next day, followed by on-the-water critique of rig handling.

ON JIBING AND TACKING: A few points covered in the film-showing and rigging demonstration follow:

GREG: On my boat the pole is jibed first. Jibing the pole first helps drag the bow off when you come out of the jibe.

The crew pushes the tack of the sail down hard with the pole. The butt end of the pole is up. This makes for a more effective jibe, as well as preventing hitting the skipper between the eyes with the end of the pole. The skipper handles all sheets — casting off the weather sheet, and cleating in when the pole is set. The crew then jibes the main. (Crew standing throughout this whole sequence).

ED: An exception to pole-first jibing is when going from one pole reach to a second pole reach. At the mark the boom must be jibed first to round the mark effectively.

Both agreed that jibing the pole first is faster in most conditions.

GREG: In tacking, the skipper sits to leeward 'til the crew stands up to cleat the jib. The skipper pulls the main in hard. This helps to bring the boat around in roll tacking.

ED: For roll tacking it is necessary to have a long tiller extension. (36 inches is the length he recommends.) Don't throw the tiller across when tacking. Bring it behind your back, changing hands as you move to the other side of the boat.

SOME THOUGHTS AND SUGGESTIONS ON THE CURRENT STYLES IN RIGGING:

MAINSHEET: Ed plays the mainsheet a lot, and never cleats it in the center of the boat. He has deck cleats, and recommends that they be used rather than the cleat at the swivel in the center of the boat.

Greg uses a split mainsheet traveler arrangement. (See June Snipe BULLETIN). This is designed to get the bridle higher in light air and keeps the boom close to the centerline, some 1 1/2 to 2 feet.

ED: In heavy air it will dump easily. With the dual end into the mainsheet — the weather side takes the load, and the leeward side is loose.

SPREADERS: Currently both Greg and Ed are blocking their spreaders at 27 inches between tips, rather than 25 inches. Ed sets his spreaders at 26-27 inches for all occasions. Spreaders are kept short, about 16 1/2 inches.

VANG: Both use the vang upwind. This is a method of de-powering in heavy winds without luffing the sails. Using the vang allows you to play the main in and out, and still have the traveller in. No vang is used before the start. In the first heavy wind race of the regatta Ed had the vang on hard, using the vang to help bend the mast and flatten the mainsail.

Let the vang off at the weather mark. Severe damage to the rig may result from a tight vang on with a tight rig in heavy air. Asked what happens if you keep the vang on with the pole up and the fore puller on, Ed said he prefers not to try to find out. "It scares me."

ADVICE FOR HEAVY AIR: Move back in the boat in heavy air, and pull the jib in tighter.

"PREBEND" IS IN: Some measurements (using a standard mast): Forward puller on — stays snug: Measurement 21 Ft 0 inches (measuring with tape hoisted on the main halyard, and measuring to the center back of the boat at the intersection of the deck and transom.) Pull on jib halyard: Measurement 21 ft 4 inches — giving 1 1/2 inches of bend (deflection) at the spreaders.

The long "magic box" is desirable for this rig.

A very long and loose forestay is used, allowing a belly in the jib when the halyard is eased off the wind.



**SUPPORT
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Finnish Snipe BULLETIN Roger Nylund

Oliver's Regatta in Tampere, Finland, in 1981 will arrange a rematch on the Baerum Fjord in Oslo, Norway, August 5-7. Many older Finnish Snipe sailors are planning their vacations around this event. Skippers must be 35 years old and older boats get a bonus for their handicap.

The new editor of the Finnish Snipe BULLETIN is: Andreas Rosenlew, Lonn-roisgatan 35 D 58, SF-00180 Helsinki 18, Finland. He is also the only new member of the board of SCIRA Finland, succeeding Hakani Bjurström.

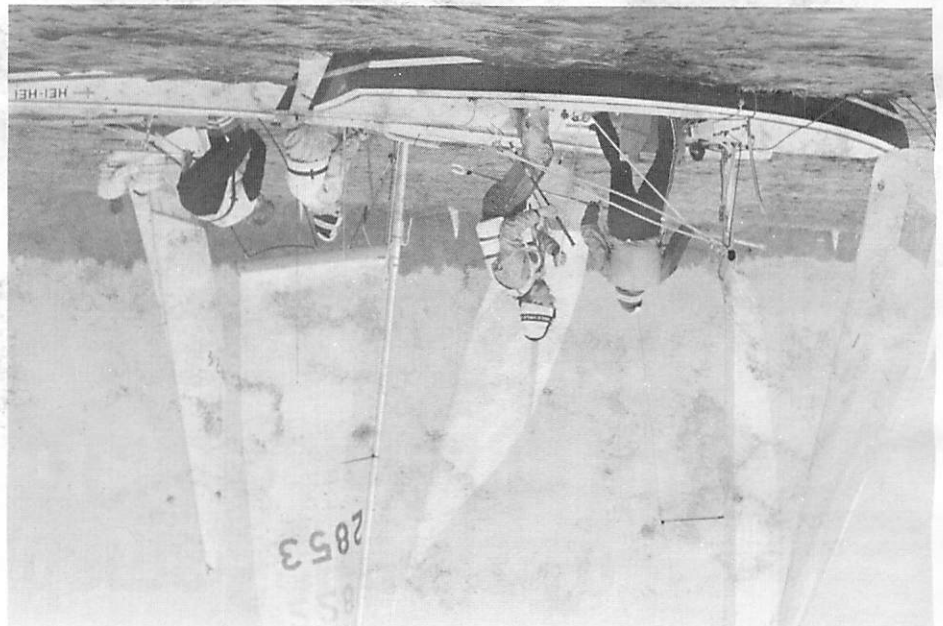
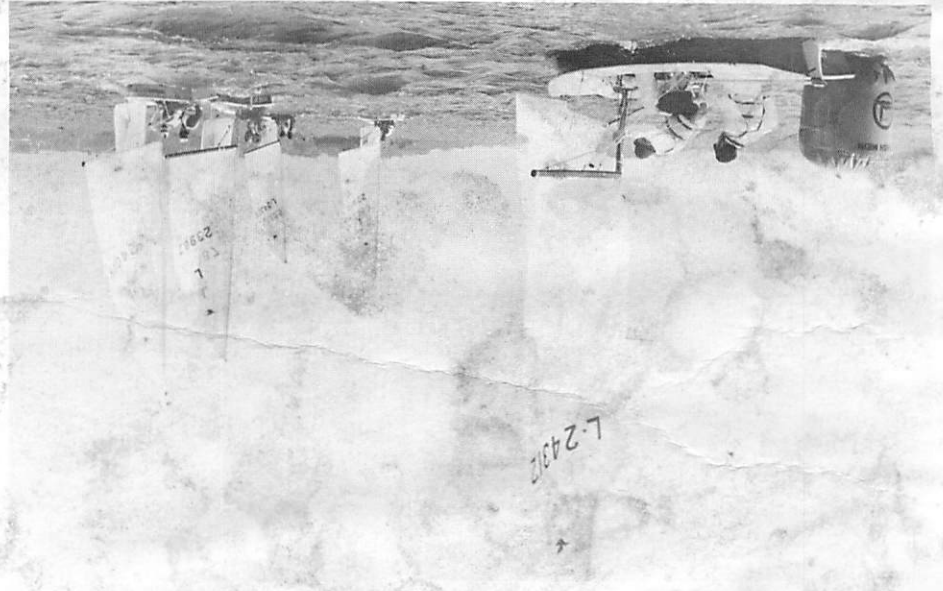
Finland got off to an early start with the Whitsuntide Regatta at Helsinki May 21-22; a warm-up for the Finnish National Championship scheduled for June 10-12 in Helsinki. Fifty boats are expected to contest the Bjurström who are out to win their fourth straight title.

Many of the top skippers have new boats and are trying the bendier masts (Pistola, Denmark). The new Snipe by Swedish yacht designer Peter Norlin, built by Svante Lindholm in Hango, Finland, has proved a success. Several of the boats have also been built for Swedish and Norwegian Snipe sailors.

Nils Nonstad, who won the Nebbs

Finland's Snipes To See Close Summer Competition

Top photo: Snipes preparing for the leeward mark at the Whitsuntide Regatta, Helsinki, May, 1982. Above: 24312, J. Litmanmaa/V. Raevaara, Tampere; 22853, M. Seppala/M. Varana, Helsinki; 24325, R. Sohlman/J. Valli, Tampere; 23987, K. Pietila/J. Kivikoski, Tampere; 24015, K. Rajakallio/K. Pelkonen, Oulu. (Roger Nylund photos)



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BOAT LUMBER

Ed Adams Squeaks To Southern Championship Win

Suddaths take close second in survival conditions.

Competition was as close as it can get for the Southern, as winners Ed Adams/Alan Beckwith beat out defending champions Steve and Connie Suddath on a tie breaker, having finished ahead of Suddath in the last race. Both Adams and Suddath had 13 points; well ahead of Greg Fisher/Jeff Eiber in third place. Keith Crum/John Bonds and Bob Hodges/Leslie Weatherly of the hot New Orleans fleet, finished out the top five places in the 78-boat regatta held on the traditional Mothers' Day weekend at Privateer Yacht Club, Lake Chickamauga.

As Mother Nature showed off for the participants, the first race was delayed because of near marginal conditions; winds between 20 and 25 with gusts to the mid-30s. When the race committee decided that conditions were acceptable, only half the boats answered the starting gun, and when the race was over, less than half of those starting crossed the finish line. Race Chairman John Wesley chose the 2 and 1/3 lap triangle course option to avoid a directly down-wind leg in the high winds and seas. Adams finished first, with Suddath second, and Keith Crum third. Twenty-two boats finished in the A fleet.

In the B fleet, when the going got rough, the Ruffs got going: John Ruff and John Jr. of the AYC fleet were the only finishers of the 10 boats which started the race.

Only one race was sailed on Saturday, as conditions continued to get wilder as the day wore on.

Sunday morning, after the passage of the front, boats drifted to the start, but then winds picked up out of the west, and two mixed-up races with alternate planing puffs, and drifting lulls made for two interesting races. Suddath won the first with

Adams fifth. In the second race, which Suddath led most of the way, the wind went flukey on the last beat, dropping Suddath to fifth. Fred and Jan Rozelle of the Detroit River Fleet won the race with Adams finishing second — tied on points with Suddath, but ahead on the tie breaker.

The Ruffs won the first race in the Bars Fleet, but dropped to 11th in the second, still comfortably ahead of Carl Zwarg in second overall, and David and Sue Lark in third. Mark Hodgdon of AYC, fourth overall in the Bars fleet, won the Junior Trophy for the series.

In the separate nine boat junior race held Saturday morning, Scott Myers/Micheal Lenkeit, Lake Lanier, were first; Shawn Burke/Chris Beirne, Lake Lanier, second; and defending champions Andrew White/Russ Snyder, Annapolis were third.

Safety Note: During the high winds on Saturday an adequate number of rescue boats was on the lake, so that no capsized boat was left alone. Most sailed in unassisted, but all were escorted by rescue vessels as long as they were in trouble.

*Marge Lamb
Privateer Fleet 142*

SOUTHERN SNIPE CHAMPIONSHIP

A Fleet — Stars (Top 25 of 55 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24684	Ed Adams/Alan Beckwith	Narragansett Bay	1-5-2	13	1
24807	Steve Suddath/Connie Suddath	Lake Lanier	2-1-5	13	2
23619	Greg Fisher/Jeff Eiber	Hoover Lake	5-3-6	27.4	3
25070	Keith Crum/John Bonds	Southern YC	3-12-4	31.7	4
25429	Bob Hodges/Leslie Weatherly	Southern YC	4-2-16	33	5
25054	John Walton/Linda Duvoisin	Detroit River	6-10-3	33.4	6
24774	Brent McKenzie/Steve Burke	Lake Lanier	8-7-14	47	7
25489	Fred Rozelle/Jan Rozelle	Detroit River	20-17-1	49	8
24686	Marc Duvoisin/Anne Duvoisin	Privateer	12-15-8	53	9
19091	Pete Duvoisin/Jean Duvoisin	Privateer	11-16-9	54	10
24631	Frank Hart/Will Sloger	Savannah	9-18-13	58	11
25414	Skip French/Debbie French	Narragansett Bay	10-23-11	62	12
25007	Tom Smith/Chris Beirne	Lake Lanier	17-9-24	68	13
19740	Matt Fisher/Lisa Fisher	Hoover Lake	7-39-12	76	14
25524	Ken Van Wagnen/Maureen Van Wagnen	Lorain	36-6-17	76.7	15
24676	Jess Coburn/Andi Milligan	Lake Lanier	36-13-10	77	16
25377	Scott Myers/Michael Lenkert	Lake Lanier	19-11-31	79	17
24600	Brad McFadden	Atlanta	14-19-29	80	18
25169	Steve Carter/Jack Nye	Hoover	36-8-19	81	19
24599	Andrew White/Russ Snyder	Annapolis	36-14-20	88	20
25533	Keith Zars/Brian Zars	Lake Canyon	13-27-35	93	21
16104	John Muhlhausen/Tom Sly	Atlanta	16-33-27	94	22
24264	Means Davis/Peggy Davis	Atlanta	57-4-18	95	23
24093	Scott Cline/Allan Bruce Canscaddon	Privateer	18-40-23	99	24
25420	Paul Dovey/Lisa Dovey	Indianapolis	36-25-22	101	25

B Fleet — Bars (Top 10 of 23 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24699	John Ruff/John Ruff Jr	Atlanta	1-1-11	17	1
20800	Carl Zwarg/Chrissie Clauson	Lake Lanier	10-3-4	29.7	2
21794	David Lark/Sue Lark	Lake Lanier	23-2-2	35	3
*20645	Mark Hodgdon/John Amoss	Atlanta	10-9-3	36.7	4
23456	Means Davis V/Miss Van Hutten	Atlanta	23-5-1	39	5
16115	Joe Fernon/J.D. Fernon	Atlanta	10-4-12	42	6
11660	Clint Smullen/Stephanie Smullen	Privateer	10-10-13	51	7
23035	John Cobb/Bill Cobb	Atlanta	23-8-5	53	8
4676	Tony Milligan/Kelly Sharp	Barefoot	10-16-9	53	9
21550	Walt Jenison/Marcia Jenison	Privateer	23-7-8	56	10

*Top Junior award for series

JUNIOR RACE (Top 3 of 9 entries)

Boat	Skipper/Crew	Fleet	Finish
25377	Scott Myers/Michael Lenkeit	Lake Lanier	1
25007	Shawn Burke/Chris Beirne	Lake Lanier	2
24599	Andrew White/Russ Snyder	Annapolis	3



Snipe Building Plans

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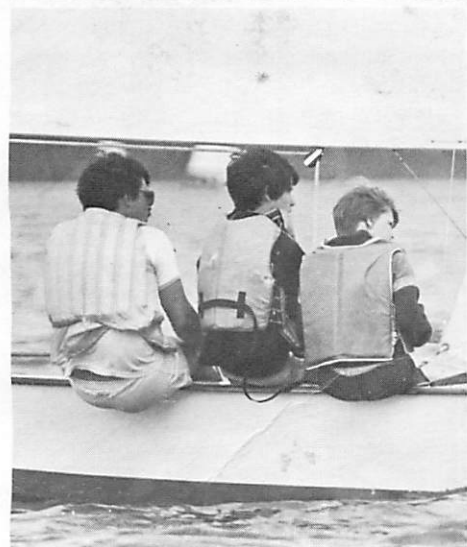
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Clockwise, from top: Keith Zars goes overboard still holding the tiller; Bill Simons stays with the ship as Ken Simons planes past to leeward. Photos directly below, left and right: two shots in quick succession of Snipe flying through the waves. Above: Marc Duvoisin leads Greg Fisher on a fast reach. At right: Once upright, there is still the problem of getting board, and sailing dry. Getting the board back out of the slot is a problem once it slips through. (David Cox photos)

(More photos on page 10)

Southerns . . . (Continued from page 9)



Clockwise, starting at top left: A Fleet, L to R, front: Jeff Eiber, Leslie Weatherly, Alan Beckwith, John Bonds, Connie Suddath, Anne Duvoisin, Jean Duvoisin, Linda Duvoisin, Steve Burke. Back: Greg Fisher, Bob Hodges, Keith Crum, Steve Suddath, Ed Adams, Marc Duvoisin, Pete Duvoisin, Brent McKenzie. Top right photo — B Fleet, L to R, front: John Ruff Jr., Sue Lark, Chrissie Clauson, Miss Van Hutten, John Amoss. Back: John Ruff, David Lark, Carl Zwarg, Means Davis V, Mark Hodgdon. Center right photo: Means Davis leads Steve Suddath and Ken Van Wagnen around the weather mark on Sunday morning. Above: By Sunday morning calm had returned to the scene. Center left photo: Scott Cline elected to take on extra crew for heavy weather sailing. Alan Carscaddon is middle crew, and Bruce Carscaddon did foredeck. (David Cox photos)

Build Fleets By Encouraging Novice Racers

by Peggy Davis

Peggy and Means Davis have handled the duties of introducing novice sailors to Snipe sailing at Atlanta Yacht Club for several years. Friendly advice, good communication, rigging demonstrations, and available equipment are all important to their success. Peggy wrote the following article for the Yacht Club Newsletter.

Dick said to Jane, "Look at the pretty sailboat."

Just how do you take a Dick and Jane and produce racing sailors? The answer to this question is relatively simple in theory, but difficult to execute. It's simply a matter of teaching them: how to buy a boat, how to sail, how to care for their equipment, and especially how to deal with the frustrations of being a beginner. The secret lies in communication. You simply MUST talk to them, as they try to rig, as you pass them on the course, and as they put up their boats, defeated by wind, by difficulties in cooperation, by lack of faith in each other's skill, and by doubts of sanity. There must be someone to sympathize, to make suggestions for next time. Then there needs to be follow-up by phone during the week, providing encouragement and a reason to tackle this insanity most of us love.

The Snipe fleet at Atlanta Yacht Club is proud of the job we do with our new blood. As we have grown from Derek Peter's one Snipe to over a hundred Snipes and three fleets in the area, we must be doing something right. Central to our program is someone who has a feel for what's available in the area. In my case this has grown into a business, and through Sailboats Etc. there is a place where a sailor can call whether he needs a part, a crew, or suggestions on rigging.

Another program that we are proud of is our winter sailing seminar series. Meeting once a week at our house from the first of January until the Snipe Mid-winter Circuit, each session is self contained so that missing one is not crucial to understanding the next. Most years Means has served as seminar leader, but this year we experimented with using a different local "hot-shot" for each topic. (Each method has its advantages.) This year's topics were: 1. Elementary Rigging. 2. Advanced Rigging and Tuning. 3. Beating. 4. Reaching. 5. Running. 6. Mark Round-ing. 7. Race preparation and Starts. 8. Sailing High Wind. 9. Sailing Drifters. 10. Race Committee Management (Included not only to ensure excellent committees,

but to make sure sailors understand what to expect from the R.C.)

The difficulty level of each seminar is determined by the knowledge of the people attending, with a shotgun approach assuring that everybody learns something. Each topic brushes the basic how-to, and covers tactics and applicable rule interpretations. These seminars accomplish three major goals — sailing knowledge, a mental set toward racing as the season begins, and an opportunity for beginners and members of different fleets to get to know and enjoy each other.

A New Year Tale . . . From The U.K.

Each New Year the Royal Corinthian Yacht Club, Burnham, holds the Annual Two-Day Icicle Race.

Two Snipe crews are eligible to compete this trophy, spirits are high and I suffer as national secretary. One New Year morning my telephone rang at 03.00 hours. . . a drunken chorus of four Snipers would like to express their appreciation for the excellent time they were having. Another year I had a call to assist the returning team marooned in snow. Even had the club steward 'phoning to confirm I would stand surety on a cheque for gallons of beer and mountains of hamburgers being consumed by the Snipe crews during the regatta.

BUT! NEW YEAR 1983 CAME AND WENT IN PEACE for me. . .

Of all helms to go this year, was 'Budgie' — a renowned character of SCIRA UK . . . I expected big problems.

David Jones, alias 'Budgie', left early New Year morning to be at Burnham in time for practise race, he did not make it — but left a wake of havoc. . .

One dreaded place to break down is Dartford Tunnel, the main link between north and south England . . . Budgie did . . . His trailer wheel came off smack in the middle of the tunnel, the trailer spewed across the lanes, bringing to a halt the road supplies to industry, Common Market Trade . . . Budgie had actually stopped everything!

Quite unconcerned Budgie, plus crew, went chasing after the wheel which was speeding joyfully along, whilst traffic just grew and grew. Recovering the wheel they found bearings, washers — in fact, the lot had come off. Had it been any other day than New Year Budgie would now be breaking rocks. Amazingly, motorists and tunnel police joined in 'hunt the nut, washers and bearings,' to get them back on the road whilst traffic for miles back had come to a complete halt, with local radio and television relaying the hold up.

Eventually the wheel temporarily locked

Thus far, nothing has been said about the most important factor in developing enthusiastic sailors: somehow, losing must be made tolerable if not enjoyable, since except for one winner every other contestant loses. A feeling of friendship with those ahead and behind you on the race course, and fun on shore are essential to active fleets. So have fun at your meetings. Find somewhere to gather informally to rehash the day's races, and take time to sympathize and encourage.

So, how do you develop your sailors? Any way you can . . .

back, Budgie crawled out of the tunnel. Fortunately for me I was on the south side — but — a mile from the north exit Len Miller (a Sniper) has a factory. . . complete with equipment to rebuild the hub bearings. Poor Len, his telephone rings at around 07.00 with Budgie inviting him to open up the workshop for a minute or two to get a little job done. Innocently, Len opens up. On the doors being closed behind, it then becomes apparent to Len the little job is not so little! Cold, tired, plus a head resulting from the effects of New Years Eve celebrations, Len toils on — with Budgie brewing endless cups of coffee.

On completing the repair, Budgie makes another suggestion. As the practise race is due to start in an hour, surely it would be sensible to hook the trailer and Snipe onto Len's 150 mph Alfa Romeo, to make good time. Len suddenly wakes, with terror he grips the keys — Budgie draws a blank.

In conclusion Budgie finally makes the regatta. Within minutes of the start he breaks his mast. Last report received was Budgie and crew making the shore, rushing off to the nearest telephone to request Len hurries down with his mast. I certainly hope Len was able to oblige with such a small request. . . after all it was New Year, a time of Good Will to all men!!

John Broughton,
U.K. National Secretary

Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. \$2.00 per copy — \$15.00 for 10. From SCIRA only.



A Fleet — L to R, front row: Patti Fisher, Gwen Marshall, Scott Rowland, Danny Benz, Sally Savage, Aliza Edwards and Mary Alice Purtee, A Fleet crews. Back row: Dick Mitchell, Buzz Levinson, Bob Rowland, Bob Hill, Lee Savage, Mike Zalzal and Wade Edwards, A Fleet skippers.



B Fleet — L to R, front row: Chad Coberly, Lynn Petterson, Ray Szczepanski, Sylvia Griffith, J.A. Lacy, crews. Back row: Martin Keene, Bob Peterson, Neil Harrell, Harvey Griffith, Eric Witt, skippers.



Junior District III — L to R, front row: Chad Coberly, J.A. Lacy, Kim Bordeaux, Mary Lou Anderson, Mike Hater, crew. Back row: Martin Keen, Eric Witt, Jeff Peterson, Bill Crossley, John Szczepanski, skippers.

Dick Mitchell Takes Oxford Incident Again

The 1982 Oxford Incident/Accident was held September 25 and 26 on Acton Lake near Oxford, Ohio. In addition to the normal regatta, the District III Junior Championship was held and sailed with the B fleet. This gave the Juniors a better regatta with more boats to race against and a chance to get a trophy in both the Junior Championship and the B fleet.

The regatta proved to be a three race series due to the medium to ultra-light wind. In the A fleet, Dick Mitchell and his crew Patti Fisher took two firsts on Saturday and a seventh on Sunday to win the regatta for the second year in a row. In the B fleet, Martin Keen and his crew, Chad Coberly, sailing in a borrowed boat, completed a perfect series with three first-place finishes. Their performance won both the top Oxford Accident trophy and the District III Junior Championship trophy.

The Oxford Accident was also the final step in determining the winner of the "COMOM" Trophy. This trophy is emblematic of the best B fleet skipper in District III. It is awarded on the basis of the skipper's B fleet finishes in the Cowan Lake, Middlefork Lake and the Oxford Accident regattas. This years series ended with a tie between Jay Antenen of Acton Lake and Bob Peterson of Cowan Lake. Since Jay beat Bob two out of three times, he ended up the winner and Bob, the runner-up.

Overall the regatta was very enjoyable. The Saturday evening dinner was a complete success! The sailing was great, regardless of the light air, and it was wonderful getting together with old friends and making new ones. After all, that's what Snipe sailing is all about!

Neil Harrell
Acton Lake Fleet 515

OXFORD INCIDENT (Top 10 of 18 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24684	Dick Mitchell/Patti Fisher	Hoover Yacht Club OH	1-1-7	13	1
25114	Buzz Levinson/Gwen Marshall	Indianapolis IN	3-5-1	15.7	2
24272	Bob Rowland/Scott	Cowan Lake OH	4-3-2	16.7	3
24678	Bob Hill/Danny Benz	Acton Lake OH	9-2-9	33	4
24332	Lee Savage/Sally	Crescent S.C. MI	2-4-16	33	5
24630	Mike Zalzal/Dan Owczarczak	Cowan Lake OH	6-7-8	38.7	6
24688	Wade Edwards/Aliza	Crescent S.C. MI	7-16-3	40.7	7
23288	Jamey Hill/Eric Ragle	Acton Lake OH	15-8-4	43	8
18886	Bill Coberly/Guy Crossley	Decatur IL	11-10-5	43	9
24096	Dave Smith/Michelle Balyard	Cowan Lake OH	12-9-6	44.7	10

OXFORD ACCIDENT (Top 10 of 21 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24630	Martin Keen/Chad Coberly	Cowan Lake OH	1-1-1	0	1
21465	Bob Peterson/Lynn	Cowan Lake OH	5-2-5	23	2
21109	Neil Harrell/Ray Szczepanski	Acton Lake OH	4-7-2	24	3
24627	Harvey Griffith/Sylvia	Atlanta GA	2-5-11	30	4
22350	Eric Witt/J.A. Lacy	Indianapolis IN	6-8-3	31.4	5
19432	Jay Antenen/Raymond	Acton Lake OH	3-14-4	33.7	6
23088	Bill Worster/April	Cowan Lake OH	8-4-6	33.7	7
25252	Howard Wolff/Kris	Chippewa Lake OH	10-3-9	36.7	8
22355	Jeff Peterson/Kim Bordeaux	Cowan Lake OH	7-6-8	38.7	9
21777	Bill Crossley/Mary Lou Anderson	Cowan Lake OH	12-9-13	52	10

DIST III JUNIOR CHAMPIONSHIP

Boat	Skipper/Crew	Fleet	Places	Points	Finish
20197	Martin Keen/Chad Coberly	Cowan Lake OH	1-1-1	0	1
22350	Eric Witt/J.A. Lacy	Indianapolis IN	2-2-2	9	2
22355	Jeff Peterson/Kim Bordeaux	Cowan Lake OH	3-3-3	17.1	3
21777	Bill Crossley/Mary Lou Anderson	Cowan Lake OH	4-4-5	26	4
19266	John Szczepanski/Mike Hater	Lake Carlyle IL	5-5-4	28	5
15509	Steve Congdon/Topher	Swayzee IN	6-6-6	35.1	6

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Castle Edges Joline For Rocky Mountain Win

The 1982 Rocky Mountain Championship regatta was held on Shadow Mountain Lake, Colorado, July 24-25. The Lake is high in the Central Rockies (8367 feet above sea-level) surrounded by snow-capped peaks reaching up beyond 12,000 feet, just west of Rocky Mountain National Park. In this spectacular setting, the regatta was hosted by Rocky Mountain Fleet 210, with help from Bow Mar, Colorado Fleet 640.

There were five races in the regatta, with light to moderate winds. As is common for mountain sailing in Colorado, light winds prevailed in the mornings, building through the afternoon. The first race saw positions change on every leg. Lou and Sonja Joline of Lotawana Fleet 49 successfully held off the challenge of Norm and Janet Tanner of Bow Mar Fleet 640 on the last leg to capture first place. As the wind continued to build in the second race, Jack and Betty Clodfelter of Fleet 210 were leading until both pintles failed, leaving the rudder useless. The Clodfelters dropped out of the race while giving a demonstration on how to sail to shore using only the jib and steering with a paddle.

The second race then developed into a struggle between the Jolines, Steve Tautz and his crew Wally Rodgers representing Fleet 640, and the team of Joe Augustine and John Briggs from the Lincoln Fleet 567. Lou Joline skippered to his second consecutive first place in as many races, followed by Tautz, Augustine, and Larry Briggs, also from the Lincoln Fleet.

After an afternoon mountain squall passed over the lake and moved on east to the Continental Divide, the third race of the day was sailed in moderate wind with sudden strong gusts. Joe Augustine and Steve Tautz were just ahead of the fleet, trying to gain undisputed first place and were virtually even, when a gust knocked both boats down. Even though both boats were righted almost immediately, Tom

Castle and his crew Gail Mattson of 640 passed both and went on to take first in the race, with Joe Augustine recovering to finish second, and the Jolines moving through the fleet to gain third.

Saturday evening, a banquet was held at a local mountain inn at the nearby town of Grand Lake. While enjoying fine home-style cuisine, gazing out on the mountain vista, and surrounded by the rustic elegance of log walls, participants discussed the first day of racing and past memorable Rocky Mountain Championships.

The keen competition continued the next day in the fourth race when again positions changed often. The Tanners sailed a superb tactical race in moderate wind to hold off the hard-charging Bob and Joyce Boden of Fleet 210, and the tenacious Tom Castle. The wind continued to build throughout the fifth and last race of the regatta, which saw the Bodens sailing a strong race again, fighting for the lead with Tom Castle, Norm Tanner, Lou Joline, and Joe Augustine. Castle made brilliant maneuvers to edge out the Bodens for the victory in the race and for the Championship. The margin of victory for Tom Castle was just 3/10 point over Lou and Sonja Joline, with the Tanners finishing third.

Sailing against Lou Joline in this regatta makes one wonder why he would ever need the five percent handicap advantage for sailing with spouse as crew that he proposed in the August 1982 Snipe Bulletin. However, he might want to bring his high-altitude jib next year.

In addition to the trophies given to Tom Castle, Lou Joline, and Norm Tanner for finishing first, second, and third in the regatta, Castle also received the Ed Kueck Memorial Trophy. This is the perpetual trophy awarded each year to the winner of the Rocky Mountain Championship. Tom is the first Colorado sailor in nearly 10 years to win, and as a result the silver Ed Kueck Trophy will stay in Colorado with Tom until the July 1983 Championship. Fred Friend of Rocky Mountain Fleet 210

won the B-Fleet Championship by taking four firsts in five races. All competitors expressed their delight in sailing in the mountains with plans to return in 1983.

Jim LaBaugh
Rocky Mountain Fleet 210

The Lighter Side: More Nautical Terms

by Lou Joline

Dear Lou,

I came across the word Hawse Hole in the Sunday crossword. I hope you can use it in your article.

Regards,
Howard McReynolds

Dear Howard,

I once used the term Hawse Hole in casual conversation and had my mouth washed out with soap for my trouble. From this experience I developed an embarrassing addiction. At parties the angry host will announce that someone has raided all the bathrooms and there I sit with guilty traces of foam on my mouth. Nevertheless I hope you keep sending me words. Here are some new terms with which you may not be familiar:

WHIPPING A ROPE: Skippers are kind to their crews, but when they get drunk they have been known to whip ropes, beat on tacks, butt blocks, shear pins, and then tumble home.

COCKPIT COAMING: At the crucial moment of the race your crew will be in the cockpit coaming her hair.

RUNNING BACKSTAY: A crew who lingers in the shelter house for one more cup of coffee until seven minutes before the start.

SEACOCK: Chicken of the sea.

DROGUE: Drunk rogue.

HYDROFOIL: Nautical replacement for aluminum foil made of thin ice. Keeps a pan of scuddings and stanchions moist for hours.

HALFHITCH: Marriage good only for outbound voyage.

PROPELLER PITCH: Sticky substance used to avoid slipping sideways.

WIND VANE: Heavy air sailor who has the words "Reef Not" stenciled on his tee-shirt.

PORT TELLTALE: Same skipper in the bar after the race.

LAY LINE: Poetic phrases uttered by amorous sailor.

LUBBER LINE: Poetic phrases uttered by amorous sailor with stuffed up nose. . .

ROCKY MOUNTAIN CHAMPIONSHIP

Boat	Skipper	Club	Races	Points	Finish
24811	Tom Castle	Bow Mar 640	3-5-1-3-1	21.4	1
2042	Lou Joline	Lotawana 49	1-1-3-4-4	21.7	2
24808	Norm Tanner	Bow Mar 640	2-7-5-1-3	31.7	3
24810	Bob Boden	Rocky Mountain 210	5-8-4-2-2	38.0	4
20936	Joe Augustine	Lincoln 567	6-3-2-5-6	42.1	5
19939	Larry Briggs	Lincoln 567	DNS-4-6-6-8	62.4	6
20882	Norm Spahr	Rocky Mountain 210	7-6-DNF-8-5	62.7	7
24812	Steve Tautz	Bow Mar 640	DNS-2-7-DNS-DNS	67.0	8
21108	Jim LaBaugh	Rocky Mountain 210	8-9-DNS-7-7	72.0	9
19263	Jack Clodfelter	Rocky Mountain 210	4-DNF-DNS-DNS-DNS	76.0	10
20812	Gary Tautz	Bow Mar 640	DNS-DNF-DNS-DNS-DNS	85.0	11

B-Fleet

16931	Fred Friend	Rocky Mountain 210	1-DNS-1-1-1	5.7	1
15348	Ken Warden	Rocky Mountain 210	3-1-2-2-2	14.7	2
12344	Irving Friedman	Rocky Mountain 210	2-2-DNS-3-3	23.1	3



Sanctioned Snipe Regattas

JULY 2-3, BROADSTAIRS CHAMPIONSHIP, Broadstairs, Kent, John Broughton, 24 Empress Dr., Chislehurst Kent, BR7 5BD, England.

JULY 2-4, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Glenn Ruff, 7405 Rogers Rd, Omaha, NE 68124.

JULY 8-10, DISTRICT III CHAMPIONSHIPS, Detroit Fleet 5, Fred Rozelle, 21619 Revere Rd., St. Clair Shores, MI 48080.

JULY 8-10, DISTRICT V CHAMPIONSHIPS, JR. & SR., Chautauqua Lake Fleet 124, Denny Bush, 12 Norwood Avenue, Jamestown, NY 14701.

JULY 9-10, U.K. NATIONALS, Senior and Junior, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD, England.

JULY 9-10, WINCHESTER INVITATIONAL, Winchester Fleet 77, Charles Hagedorn, 17 Fiske Rd, Lexington MA 02173.

JULY 16-17, ROCKY MOUNTAIN CHAMPIONSHIP, Grand Lake Co., Rocky Mountain Fleet 210, Oliver K. Warden, 7900 Oneida, Commerce City, CO 80022.

JULY 16-17, THE BRIODY OPEN, Newport Fleet 103, Jonathan Pegis, 34 Argyle St, Rochester, NY 14607.

JULY 23-24, MICHIGAN STATE (OPEN) SNIPE CHAMPIONSHIP, Grand Rapids Fleet 137, Lee Kramer, 940 Calder Plaza Bldg., Grand Rapids, MI 49503.

JULY 23-24, ATLANTIC COAST CHAMPIONSHIP, Narragansett Bay Fleet 17, Ed Adams, Box 819, Newport, RI 02840. (401) 849-7438.

JULY 30-31, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Seattle Snipe Sailors Fleet 444, Dan Blodgett, 7452 92nd S.E., Mercer Island, WA 98040.

AUGUST 1-5, U.S. NATIONAL CHAMPIONSHIP, Seattle Snipe Sailors Fleet 444, Dan Blodgett, 7492 92nd S.E., Mercer Island, WA 98040.

AUGUST 13-14, PACIFIC COAST CHAMPION-

SHIP, San Francisco Fleet 12, Warren Wheaton, 2001 Union St. No. 430, San Francisco, CA 94123. (415) 457-8693.

AUGUST 19-21, NORTH AMERICAN CHAMPIONSHIP, Oakville Y.C. Fleet 321, Chris Hains, 231 Westdale Road, Oakville, Ontario, Canada.

AUGUST 20-21, BOARD OF GOVERNORS, Quassapaug Fleet 231, David Rogers, Jr., Hill Rd., Naugatuck, CT 06770.

SEPTEMBER 4-5, BRISTOL LABOR DAY REGATTA, Bristol YC, Narragansett Bay Fleet 17, Bill McInnis, 19 Surrey Rd., Barrington, RI 02806.

SEPTEMBER 6-7, BRITISH S.E. CHAMPIONSHIP, Maldon YC, Essex, John Broughton 24 Empress Dr., Chislehurst, Kent, BR 7 5BD, England.

SEPTEMBER 5-11, SNIPE WORLD CHAMPIONSHIP, Porto, Portugal, Augusto Guimaraes, Rua da Quinta Seca, 207-No.4, 4450 Matosinhos, Portugal.

SEPTEMBER 10-11, BIRD BATH REGATTA, Muscle Shoals Fleet 784, William J. Parkhurst, 303 Oakhill Ave, Sheffield, AL 35660.

SEPTEMBER 10-11, RONALD C. PRIME MEMORIAL, North Cove Fleet 127, Arthur Cunningham, P.O. Box 7243, Concord, NH 03301.

SEPTEMBER 17-18, MASS BAY OPEN, Mass Bay Fleet 244, Diana Healy, 30 Crestview Dr, Malden, MA 02148.

SEPTEMBER 17-18, JOE RAMEL MEMORIAL, Missouri Yacht Club Fleet 49, Ken Frashier, 7512 Canterbury Ct, Prairie Village, KS 66208.

SEPTEMBER 17-18, BRITISH N.W. CHAMPIONSHIP, Budworth S.C., John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD, England.

SEPTEMBER 22-24, U.S. MASTERS CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Glenn Ruff, 7405 Rogers Road, Omaha, NE 68124.

SEPTEMBER 24-25, MYSTIC LAKES OPEN, Medford Fleet 777, Martin Fraser, 382 Watertown St., Newton, MA 02158.

SEPTEMBER 24-25, OXFORD INCIDENT/ACCIDENT, Acton Fleet 515, Bob Hill, 11422 Pip-pin Rd., Cincinnati, OH 45231. (513) 825-2460.

OCTOBER 1-2, CRACKER BARREL TEAM CHAMPIONSHIP, Chattahoochee Fleet 452, Hamilton Clark, Rt. 1, Box 79, Hamilton, GA 31811.

OCTOBER 1-2, CALL OF FALL/NEW JERSEY STATE CHAMPIONSHIP, Mohawk Fleet 10, Harvey A. Freeman, 673 West Shore Trail, Sparta, NJ 07871.

OCTOBER 15-16, BATTLE OF ATLANTA, Lake Lanier Fleet 781, Jesse Coburn, 535 Longleaf Drive, Roswell, GA 30075.

OCTOBER 15-16, FRIGID DIGIT, Annapolis Fleet 536, Eric Purdon, 3 Perry Ave, Annapolis, MD 21403.

OCTOBER 29-30, HALLOWEEN REGATTA, Atlanta Fleet 330, Derek Peters, 4623 Club Circle NE, Atlanta, GA 30319.

CLASSIFIED

Classified ad rates ten cents a word. Minimum charge \$3.00. Ads accepted on a cash basis only. Send remittance for the proper amount. Forms close on the 1st of the month preceding publication. Ads received after that date will appear in a later issue.

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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.

CHUBASCO 18328, hollow foam core construction, wood deck, trailer; all in excellent condition. Boat is under minimum weight. Cobra I mast, Ullman sails. \$1,500. Steve Bloemeke, 7310 Equitation Way, Orange, CA 92669. (714) 771-1536.

24572 MUELLER, used infrequently. White. Bryant mast, Shore sails, minimum weight, compass, covers, and trailer. \$3,000. (401) 245-5865.

CHUBASCO 20689, Cobra mast, Skipper boom, North sails, compass, no trailer. \$1,800. Tom Dugan, 126 York Street, Olean, NY 14760. (716) 372-6077 evenings.

PHOENIX 25198, 1982 white hull & deck w/blue deck strip, Firestix mast & boom, minimum weight, all Harken equipped, compass, excellent racing record, no sails or trailer. \$3,400. Dave Lence, Work (617) 275-1730, home (617) 535-0317.

CHUBASCO 17761, very fast, Firestix mast, 2 boards 5 1/2" and 11", all pusher, 3 near-new suits sails — Ullman and North, minimum weight, top and bottom covers, trailer. \$2,000. Lanny Coon, 1950 Port Cardiff, Newport Beach, CA 92660. (714) 644-4377.

MUELLER-EICHENLAUB 22357, 1976, blue hull, white deck. One set Shores, plus light jib, and two sets of Ullmans. Covers: top, bottom, board, rudder. Sterling trailer. Asking \$2,300. Tony Kuolt. Evenings (201) 445-5931 or 729-2635.

SOUTHERN 19090, white hull and deck, cover, Shore sails, Ship Mate trailer. \$1,500. Jack Gemmell, Rte. 8, Keene, NH. 03431.

SNIPE 22174, EICHENLAUB, Excellent condition, 2 suits of sails, complete with Harkens, compass, trailer, bottom cover. Must see for self. Call Fred Avles, (516) 676-4186.

CHUBASCO 20306, red hull, two suits sails, Cobra II mast, trailer, excellent condition. \$2,200. Will ship to Miami, Palm Beach. Write Donald Martinborough, P.O. Box N141 Nassau, Bahamas. (809) 32-31086 Nights.

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NAME _____

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SAIL # _____ COLOR # (circle one) RED BLUE BLACK GREEN

NATIONAL DESIGNATION _____

SHIPPING: ☐ Air Freight ☐ Deliver

☐ Hold for pick-up at Airport (will call upon arrival)

☐ Pick Up ☐ Parcel Post ☐ Air Parcel Post ☐ United Parcel

MAIN: Model #1 (2-30 knots) All Purpose \$280.00 _____

Model #1 L (0-12 knots) Special Lt. Wt. Cloth \$280.00 _____

JIB: Model A-7, Vert. Panel (0-18 knots) All Purpose \$175.00 _____

Model SS2-, Hor. Panel (6-18 knots), Medium \$175.00 _____

Model 77m, Hor. Panel (12-30 knots), Heavy \$175.00 _____

Jib window included.

MAST: Mfg. and Section _____

If not a Cobra or Firestix give distance of spreader bracket from top band

MAINSHEET: 3/8" Yacht Braid 35 ft. \$25.00 _____

JIBSHEET: 5/16" Yacht Braid 32 ft. \$18.00 _____

ROLL BAG: For Main and Jib \$20.00 _____

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