



JULY 1996



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The Snipe Bulletin

*The Official Publication of the
International Snipe Class*



July 1996

Volume XV No. 7

Editor

Jerelyn W. Biehl

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THE COVER: Snipes downwind at the
District 6 Championships, Mission Bay.

THE COUNT: 12 numbers were issued
this month. 2 to the USA and 10 to a
builder.

NUMBERED SNIPE: 29116

CHARTERED FLEETS: 844

AROUND THE SNIPE WORLD



NEW URUGUAYAN NATIONAL SECRETARY

After several years, Chris Schewe is stepping down as Uruguay's National Secretary. Filling his shoes is Pedro Garra, Jr. Pedro's plans are "to promote the class to the young sailors coming from the Optimist Class. They are the future of our's!" Pedro is reachable on-line: pgarra@chasque.apc.org. His mail address is: Echevarriarza 3295, 11300 Montevideo, Uruguay. Fax: +59-82-963-315.

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Fleet Captains

Send your World Snipe Day reports in as soon as possible for inclusion in the Snipe Bulletin special issue!

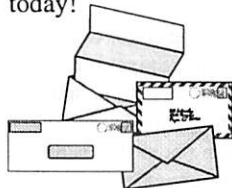
SNIPES IN SAILING WORLD

Snipe sailors and the Class were mentioned in 2 articles in the recent issue of Sailing World. Read Dick Roses' *Rules Column*, "Burn the black flag" in reference to SCIRA's use of the "Z" flag and quotes from Phil Richmond.

In another article, read Bill Roberts' *Design Forum*, "Square-top advantage" with reference to the Snipe Class able to adopt modern technology yet still remain a one-design classic.

US MASTERS

Registration forms for the US Masters are included in this issue as the insert. Register today!



Mail Bag

DNF Rebuttal

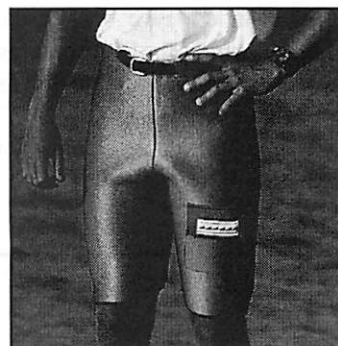
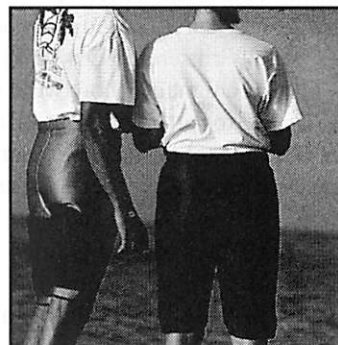
I read with great interest Phil Richmond's article concerning scoring for a DNF. He is right. The advantage presently given to those who finish under a time limit in light air or under adverse, heavy air conditions, is unfair to the rest of the competitors who are unable to finish in the time limit or unable to finish the race. I urge that SCIRA adopt his proposal.

Whereas the simplified method of scoring that Phil proposed is easier for a scorer to employ, I would prefer the more complicated averaging, because it gives a slight but not unfair advantage to those who finish. Also, the averaging would dissuade a pack mentality decision to quit a race once started which sometimes happens in light air when everybody gets a chance to yell and scream their lamentations to each other and deride the race committee for keeping them out there sailing in "that crap," instead of abandoning the race.

—Peter Commette
Miami Fleet #007

Phil Richmond's proposal was printed in the February Bulletin.

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Wiibroe Cup

25th-27th of May 1996
Espergaerde, Denmark

The Norwegians have done it again! First three places went to Norway in this year's Wiibroe Cup. Best of all in the five race event sailed Birger Jansen and Carine Juliussen, who with an eight place as their discard took the title, 6 pts ahead of Kristoffer Spone and Janett Krefting. Junior sailors Karl Book and Steinar Johannesen just squeezed in ahead of local sailors Frank Eriksen and Erik Ankjaer.

The first day had a light off shore wind that later in the day had to battle with some sort of sea breeze. This meant tip toe sailing and a constant look out for wind. Birger and Carine shock opened the regatta with a 2nd and a 1st. Next came local Danes Morten Ullman and Lene Kiszka with a 3rd and a 6th. The last race of the day had been particularly nasty, with an evil wind hole at the top mark just as the top boats rounded. Five boats escaped unharmed, but after them the fleet compressed and congested with lots of ups and downs on the run and beat to the finish.

The next day had a stronger, steadier wind.

Kristoffer and Janett showed how heavy air is sailed and clinched with the leaders with the results 3, 1. After 9, 23 on the first day they were now back in business.

The last day there only one race was scheduled. Five boats could win and ten more could fill any of the places 10 - 15. Staged for some excitement, one might say. Looking out over the sea on the last morning excited no one, however, as it was calm as a frozen Lapland lake in midwinter. Soon something darkish was seen on the surface and a gentle

on shore breeze filled in.

After several attempts on a leeward favoured starting line the fleet got away. As the right side of the course paid off, the boats who had started on port on the middle or windward end of the line came out best. Birger and Carine rounded second and as the current stretched out the fleet, they had no problem holding on through the race. On the last beat they overtook the leader and rounded off the regatta in a beautiful way.

—Mattias Alm
SWE 27458

Results

1. Birger Jansen/Carine Juliussen	Norway	2-1-7-8 -1
2. Kristoffer Spone/Janett Krefting	Norway	9-23-3-1-4
3. Karl E Book/Steinar Johannesen	Norway	5-5-9-2-10
4. Frank Eriksen/Erik Ankjaer	Denmark	1-13-6-4-12
5. Mattias Alm/Fredrik Hansson	Sweden	6 -9-14-10-2
6. Peter Iversen/Niels Nielsen	Denmark	22-3-6-5-15
7. Christian and Helle Thomsen	Denmark	11-4-24-12-3
8. Per and Lars Jorgensen	Denmark	14-12-11-3-6
9. Patrik Jonsson/Emil Svensson	Sweden	23-11-10-9-5
10. Palle Ooppelstrup/Thomas Weber	Denmark	8-DNF-4-18 -7

From the Birds Beak -- Letters to the Editor

Simplify and Multiply

Many articles and letters to the editor over the several years I have been sailing Snipes concern various complaints that the Snipe is too complicated. Without addressing that general argument, I have one specific, nitpicking area that I think would bring a lot of joy to crews' hearts and remove a lot of heartache from skippers' (if they had any heart). The Snipe Class should rule out Mollet Haulers and reaching hooks. I distinguish Mollet Haulers from Barber Haulers in that Barber Haulers do not go around the stay and trim the jib outside the stay, while the Mollet Haulers do.

My wife, Connie, crews for me. I her size, weight and strength, she is a close approximation of the average Snipe crew. As a matter of face, her strength relative to the average women crew is probably well above average. With our Mollet Haulers on in the North American Championships in Nassau on some of the long, heavy air reaches, Connie simply was overpowered by the jib. Getting the Mollet Haulers "on" in those conditions was a problem, too.

Relative to the rest of the teams, we made it through those reaches just fine. Yet, listening and watching Connie wrestle with the jib was not fun for me, and I know for a fact that Connie was not having the great time that she should have had on an all out, heavy air reach. Hand holding the jib sheets through the Mollet Haulers had her in pain.

Afterwards, super crew Carol Newman explained to us that, instead of using blocks and

Mollet Haulers, she and Henry Filter use a hook on their boat. Hooks have more frictions, and in heavy air the crew tends to be pulled less though the lead than with a block. As we were discussing the various pros and cons, I thought to myself that while Mollet Haulers and reaching hooks really do increase the performance of the boat, it's not by that much. The increase in speed is enough so that if they are lega. I will have them on my boat. However, it would make the crew's life much easier, and the heavy air reaches would be a lot more fun, if they just did not exist at all.

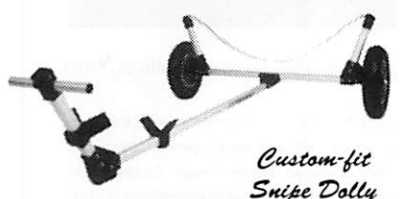
When we came back from the North Americans, I spoke with Gonzalo Diaz, Sr., whom-most of you know as "The Old Man." He told me that this is an idea he has been kicking around the years. As the biggest backer of Snipe Fleet 7, The Old Man is constantly trying to break in new crews for the Class. The Mollet Haulers and reaching hooks are a big stumbling block for new crews.

Rules 8.6 and 72 (third sentence) should be rewritten. They should indicate that the jib may not be trimmed outside of the side stay by a jib lead of any type, unless the whisker pole is deployed (to windward!) or the jib is held directly by hand without the use of leads.

I really believe this will help swell our members of dedicated crew. Comments anyone!

—Peter Commette
Miami Fleet 007

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More on the Centerboard Bridle Restraint System

Compliance with the new rules

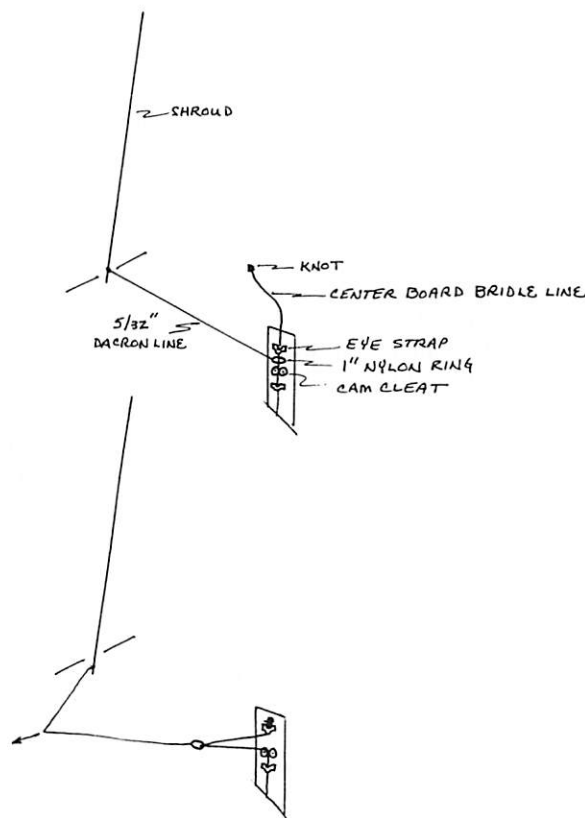
Accompanying this letter are two rough sketches of my proposed solution to comply with the new centerboard release rule for those who have bridle systems in use to restrain their centerboards in the up position.

My solution is quite simple. I placed a 1-inch nylon ring between the top eye strap and the cam cleat on the center post and led the centerboard bridle line through the nylon ring. I then tied a 5/32 inch dacron line to the ring and led the line directly to the port shroud, and tied the dacron line to the port shroud above deck level. Next, I made certain that the knot at the end of my centerboard bridle line was large enough so that it would not pull through the top eye strap. Now, if the boat turtles, I simply find the port shroud with my hand, locate the 5/32 inch dacron line, and the, with only my hand below water, I pull the dacron line aft along the port side of the boat in line with the edge of the boat. As the figures illustrate, the nylon ring pulls the centerboard bridle line out until the knot at the end of the centerboard line is stopped by the top eye strap. The, as I continue to pull the dacron line aft along the edge of the boat, the

dacron line and the ring combine to pull the centerboard bridle system, thereby freeing the centerboard to be pulled all the way out.

I have tested this system on land, only, but it works quite well. I can always tell when the centerboard bridle line is released from the cam cleat as the release "pop" can be felt through the dacron line. As I envision it, even a crew who is on the bottom of the boat when the boat is turtled could lean over, find the shroud, find the dacron line and pull the dacron line aft along the edge of the boat to accomplish the release of the centerboard bridle line from the cam cleat.

—Cliff Browning
Indianapolis Fleet 409



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60th Southwestern Snipe Regatta

*White Rock Lake
Dallas, Texas*

For weeks Texas has been hot, dry, and very windy. The weekend before this Southwestern regatta, the Flying Scot districts on White Rock Lake were "blown out" sailing only one race in 25-30 winds. The Oklahoma City Snipe fleet had not held a race all spring as the wind never dropped below 25. Fortunately, the wind took a small rest on Saturday, hovering in the 10-25 mph range for the first two races of the afternoon. Following a short break, 10 of the 14 entries started the third race of the day in stronger winds which kept building even as the sun was sinking. Those finishing the third race all complained of "sore bodies" that evening. Saturday's racing ended with defending District 2 champion Andy Towles and daughter Suzi tied with local team Gene Soltero and G. Setnick tied for first. Each had a 1-2-3, putting them over 10 points ahead of the teams of Charles and Kim Quade and Ryan Miller and Bret Allread in 3rd and 4th.

The 60th Gala Regatta dinner party at the Soltero "estate" was what we all were anticipating. Past White Rock Fleet #1 members Dee & Bill Landfair had organized a "re-

union" of old Snipe sailors for the evening and many familiar faces showed up for the event. Leif Zars and his youngest son Leif came from San Antonio and raced. Leif said it had been 12 years since sailing a Snipe, although he still owns several. When he got out his old sails, the rats had eaten hold in several sets. Other past Snipe sailors at the party included Stan & Carol Vaughn, Shirley Shoat, Charlette & Brooks Bradley, Carol & Chuck Laird, Gordon & MaryAnn Wallace, Jack Shockey, and Charlie Freeman. It was a great evening of beer, win, old "war stories" and delicious barbecue prepared by Beth Soltero and many others. Was not too long before the day's aches and bruises, mental and physical were lost in old memories.

Sunday morning's first race started in moderate 10-20 breeze, but soon increased to "power hiking" conditions. A letup before the start of the fifth race appeared to predict moderate conditions for the rest of the day. However, as the fifth race started, the wind built again. Solter & Setnick were dominating in these conditions, winning both races and the regatta. Although very close to winning his home lake regatta many times, Gene won it convincingly this year. He had a seven point lead over the second place Towles

and a 20 point lead over District 2 Governor James Rix and his dad Ken in third place. Charles and Kim Quade had one of their best regattas ever, finishing fourth and Kim says she thinks the wind blew too hard! Ed Olson and wife Pat Melley finished fifth in spite of sitting out the third race Saturday afternoon. All in all, a heavy air regatta. In fact the regular Sunday afternoon races on White Rock Lake were canceled when the wind blew over 30 with gusts to 40 mph. On Memorial Day, the next day, the wind dropped below 10 for the first time in almost 2 months. Go figure.

*—Pete Fenner
Dallas Fleet #001*

-- results continued on page 7 --



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60th Southwestern - Results

Skipper/Crew	Finishes	Total
Gene Soltero/Setnick	1-3-2-1-1	7.25
Andy/Suzi Towles	3-2-1-4-5	14.75
James/Ken Rix	8-8-3-5-3	27
Charles/Kim Quade	7-4-4-6-8	29
Ed Olson/Pet Melley	4-5-dnc-3-2	30
Ryan Miller/Bret Allread	5-1-dnf-8-10	34.75
Pete/Suzan Fenner	2-6-dnc-2-dnf	40
Joe/Gail Buzhardt	6-10-9-9-7	41
Phill Cromeens/Sean	10-14-5-13-6	48
Gary Derrick/Katie Towles	14-dnf-7-11-4	51
Mary Ann Rix/Bill Loyd	11-9-8-10-dnf	52
Jack/David McGrael	13-7-10-12-dnf	56
Don/Russell Bynum/Peggy	9-11-6-dnc-dnc	58
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Bolde Mothers Intergalactic Regatta

NY State Open
Cuba Lake, NY
June 8,9 1996

Once again the Bolde Mothers Regatta at Cuba Lake in western NY provided a wonderful weekend of sunshine (mostly), good breeze (mostly) and the HUGE Genesse Beer Truck (always). Sixteen Snipes, along with 8 Lightnings attended this year. The promised miserable weather (it is called Dismal Valley after all) never materialized. In my 7 years attending this regatta, it has never lived up to that reputation!

Racing got underway on Saturday morning as things were drying out from the thunderstorms on Friday night. The glassy lake gave way to a 5-7 knot southwesterly breeze which makes for a nice beat up one leg of the lake. Dick/Moe Mitchell jumped out to a nice lead by tacking (gracefully, even when 7 months pregnant!) on the shifts and lead around all marks. Fritz/Jane Gram, Alex/Lisa Pline and Chris Haines exchanged positions right up to the finish.

The second race was pretty much a carbon copy with Mitchells having a comfortable lead, with John/Adrienne Korkoz mixing it up in the top five. After lunch the third race got underway as the breeze was lightening. Pline/Mitchells started next to each other and remained close around the course. On the last leg the breeze was down to a whisper with a group of boats, including Plines and Mitchells, off on the generally unfavored left side. It looked really ugly for a while when the boats on the right had slightly better breeze and angle. Near the port tack layline a (very) small puff came in with Pline getting it first (a lefty even!). Korkoz's coming in from the right managed to just sneak in front of Mitchells at the finish.

The Saturday night pig roast was, as usual, delicious. The Plethora of kids at the regatta provided intertainment as they "danced" to the band.

After the breeze made a few false starts directionwise, the third race got underway with Mitchells and Plines again starting close. They ended up splitting sides of the course but no one gaining favor as they came back together in some traffic. Plines faired slightly better rounding the windward mark first as several boats tacked on Mitchells. The breeze continued to fill to about 10 knots with the rich getting richer in the still shifty breeze. Bill Buckles/Joe Murphy had a strong race to finish second, just in front of Jno Disch and the Mitchells.

During the awarding of trophies, regatta

chairman Leo Murphy showed his cool by not missing a beat in his presentation, eventhough a youngster desiring the attention of the crowd, decided at that moment

bathing suits were optional! Many thanks to the Cuba Lake Yacht Club and Leo Murphy for hosting another great Bolde Mothers Intergalactic.

—Alex Pline

Results

<i>Skipper/Crew</i>					<i>total</i>
1. Alex/Lisa Pline	2	2	1	1	5.5
2. Dick/Moe Mitchell	1	1	3	4	8.5
3. Dirk/Buddy Kneulman	5	5	5	8	23
4. Fritz/Jane Gram	4	3	8	9	24
5. John/Adrienne Korkoz	9	4	2	11	26
6. Jno Disch/Bill	6	6	12	3	27
7. Bent Poulsen/Id Crook	7	9	6	6	28
8. Bill Buckles/Joe Murphy	13	13	4	2	32
9. Darryl/Susan Waskow	8	12	7	5	32
10. Chris Haines/	3	7	11	13	34
11. Leo Murphy/Jennifer Ayers	12	10	9	7	38
11. Matt Heywood/Russell	11	8	10	10	39
12. Pieroti	10	11	dnf	12	39
13. Robb Hays/	14	14	14	14	56
14. Mike McCart/Julie	15	16	13	16	60
15. Dave Whyman/Osian	16	15	15	15	61
16. Bill/Nancy Willmarth	dns	dns	dns	dns	68



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August 24-25, 1996

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MCLAUGHLIN 25044 - Cobra II mast, 3 sets of sails, white deck, white hull, trailer. \$2300. Boat is located in Dallas. W (214) 952-6207, h (214) 771-2205.

MCLAUGHLIN 24686 - Light grey, black stripes. Just reconditioned. Klebecell, minimum weight. New mast, boat, McGo wood rudder. Good Ullman Sails, compass, good race record. Southeast delivery, \$2800. New Tennessee trailer available for \$600. Mike McLaughlin, (w) 423-899-3391 (h) 423-267-7534. (mjj)

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MCLAUGHLIN 25430 - Cobra II mast, white hull/ light blue deck, Fisher sails, trailer, recent top cover. Ready to race. \$2500/obo. Lexington, MA 617-862-1882. (mjj)

MUELLER 22468 - Fiberglass light blue hull, off white deck, Cobra mast. Two suits of sails, Shore and North with go fasts and trailer. \$1100. E. Bennett, Memphis fleet. 601-429-2296 (mjj)

PHOENIX 27688 - White hull, gray boot top, Cobra mast with superspreaders, all Harkens, custom WaterRat rudder, top and bottom covers, galvanized trailer with custom fiberglass bunks, new North sails, practice set Sobstad sails. Excellent condition. \$4,000, call Dennis Westover 800-457-0220 days or 206-868-1109 evenings. Seattle (mija)

MUELLER 25522 - Ice blue with white rolled deck, 2 rudders, 2 suits of sails, trailer, all covers, Cobra II mast with adjustable spreaders, AM/FM 8-track. Free six pack with purchase. \$3000. In Annapolis. 410-757-5173. (mjj)

MUELLER 24332 - Cobra II mast, 3 sets sails, bottom cover, top cover, trailer, \$2000. Call 313-884-9453, Rick Grenzke, Grosse Pointe, MI. (mjj)

MCLAUGHLIN 25064 - Royal blue hull, race ready, 2 mains & 3 jibs, new lines & main halyard, Cobra II mast with adjustable spreaders, new compass, Sta-Masters, good trailer. \$1000. San Diego. Kris Carner (w) 619-453-9777, (h) 619-487-6451. (mijaso)

MCLAUGHLIN 23964 - Minimum weight, gray with blue stripe. Includes heavy duty trailer, North sails (used 2 seasons), McLaughlin rudder & tiller and centerboard (never used), top cover, Cobra II mast, all go fasts/no pole launcher. Multi fleet champion/regatta winner. Seattle. \$2800. Bill Leffler - 206-641-7534 (evening), fax: 206-305-6473. (jj)

PERSSON 28468 - 1993 model, Proctor mast, Proctor boom. North Sails, 2nd place '94 North American Champs, 5th place '95 North American Champs. \$6800. Argyle Campbell. Newport Beach, CA. Wk-714-848-1555, hm - 714-723-1977 (jja)

CHUBASCO 20685 - White hull, blue deck, 2 sets of sails, new cover, galvanized trailer with new tires and a spare, plus extras \$1450. Jamestown, NY area. Days 814-899-1112, evenings 814-833-2966 or 716-386-2880. (j)

PERSSON 28468 - 1993 model, Proctor mast, Proctor boom, North Sails, 2nd place 1994 North Americans, 5th place 1995 North Americans, \$6800. Argyle Campbell, Newport Beach, CA work 714-848-1555, home 714-723-1977. (jja)

EMMONS 9741 - Classic - white cedar hull (fiberglass covered); Indian ribbon mahogany deck; beauth with proud racing history (local fleet champ with 4 different skippers between 1955 and 1981); much success on NE regatta circuit; Ready to sail: \$900, Ed Cunningham 617-354-0892. (j)

MCLAUGHLIN 23964 - Minimum weight, gray with blue stripe, includes heavy duty trailer, North Sails, never used McLaughlin rudder & tiller, never used centerboard; top cover, Cobra II mast, all go fasts/no pole launcher. Multi-fleet champion/regatta winner. Located in Seattle. \$2800, Bill Leffler, days 206-305-4100 (ja)

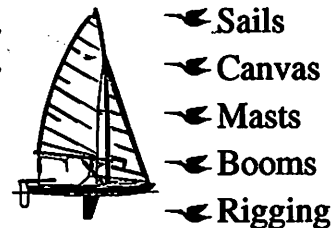
MCLAUGHLIN 25044 - Cobra II mast, 3 sets of sails, white deck, white hull, trailer. \$2300. Boat located in Dallas. Wk 214-952-6207, home 214-771-2205. (jas)

MCLAUGHLIN 25710 - Royal blue, all latest go fasts. Meets the new '96 SCIRA rules. Hull minimum weight with lead, has bulkhead for extra stiffness. Cobra II mast, pole launcher (plus spare), Ed Adams style foot straps, McLaughlin "woodie" rudder. '96 Sobstads, '93 Sobstads and Fisher fan panel main in good shape. Brand new skirted top cover from Sailors Tailor, bottom cover and bags for both blades. Trailer just repainted, tires and bearings recently replaced. Boat is located in Winchester, MA. \$3500 obo. During July 207-867-4880; after July 215-988-9638. (jas)

MCLAUGHLIN 25815 - Formerly owned by the Sobstad loft. A proven winning boat. Pole launcher, new jib, compass and trailer. Keith Nuthall 619-747-9488. \$3000 obo. (jas)

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1996 Colonial Cup

Severn Sailing Association
Annapolis, MD
June 1-2

The 1996 Colonial Cup came down to a tacking duel in the last race between St. Mary's grads Scott Nixon and Samantha Rosemont, of Annapolis, and former USNA all-american Hal Gilreath of Atlanta with Alex Stout of Annapolis crewing. Going into the last race Gilreath/Stout were 2.75 points ahead, with Nixon/Rosemont having overcome a ten point deficit after the first day, by winning the first three races on Sunday. The tacking duel worked both boats back into the middle of the fleet, resulting in both teams using race 9 as their discard, and Gilreath/Stout emerging as victors. The second Annapolis regatta in a row (they won the fall '95 Frigid Digit, the fall SSA Snipe regatta) won by Mr. Safety First and Mr. Safety Last, as skipper and crew are fondly known.

A beautiful weekend greeted the 34 Snipers who traveled from places as far as Boston, New York, Atlanta, Chicago, North Carolina and Ft. Lauderdale. Warm temperatures and 5-15 knot southerly breezes provided for very pleasant sailing conditions despite the "Annapolis washing machine" going full bore and the 60' cruising schooner which came a little too close to the windward mark and blanketed 1/3 of the fleet as they were attempting to round.

A shorter (by SCIRA and SSA standards) course format was utilized this year. The races were about 45 minutes in length with about 0.6 mile beats. In addition, 3 minute intervals between starting signals and downwind finishes minimized the time between races. Despite the generally light breezes five races were held on Saturday and four on Sunday around windward/leeward, twice around courses.

The racing was generally very close due to the competitive nature of the fleet. Room at (all!) marks was definitely at premium. When it was all over and the throwout figured in, Nixon/Rosemont finished 2nd, Locals Hawkeye Dull and Eric Reinke/Karen Ray had solidly placed 3rd and 4th respectively by posting consistent finishes. Lee Griffith of Yardley, PA with Lori Stout crewing ended up on top of a three way tie with Bill Hall/Scott Tarpley (Boston) and Pedro Lorson/Mimi Berry (New York). Multiple PMS's were scattered throughout the regatta (your author scoring a regatta high three), with the "Z" flag making several appearances.

Once again the beer truck was flowing to the competitors delight along with a BBQ chicken dinner on Saturday evening. Thanks to the SSA race committee for a well run

event, regatta chairman Hawkeye Dull and all the members of Annapolis fleet 532 for their legwork to make the regatta a success.

—Alex Pline



above: tight starts and finishes on short courses at the Colonial Cup. photo: Margaret Podlich

Results

Boat	Skipper/Crew	Finishes	Total
1. 28655	Gilreath/Stout	.75-2-.75-3-.75-4-2-5(16)	18.25
2. 28214	Nixon/Rosemont	2-5-8-.75-3-.75-.75-.75(14)	21.00
3. 27788	Dull/Museler	3-.75-11-2-7-5-8(18)-.75	37.50
4. 25483	Reinke/Ray	(DNC)-7-5-7-2-3-11-9-15	59.00
5. 27054	Griffith/Stout	7-3-9-10-10(17)-14-3-17	73.00
6. 28199	Hall/Tarpley	5-11-6-12-6-12-(PMS)-2-19	73.00
7. 28044	Lorson/Berry	6-14-14-5-4-(PMS)-15-11-4	73.00
8. 29014	Commette/McCulloch	12-9-3-27-11-2-6-4-(DNC)	74.00
9. 24600	Beardsley/Beardsley	18-6-16-17-(22)-6-7-8-5	83.00
10. 25949	Coleman/Coleman	4-18-7-13-(21)-10-10-14-8	84.00
11. 27664	Disch/Corbett	8-(24)-12-4-18-18-4-20-10	94.00
12. 26130	Oberg/Alexandria	15-13-22-9-5-7-(25)-23-2	96.00
13. 28065	Manderson/Simonelli	19-8-15-14-14-9-3-19-(DNF)	101.00
14. 24607	O'Hare/Woolford	13-4-13-19-(20)-8-16-13-18	104.00
15. 26895	Harris/Harris	10-(26)-10-6-12-23-12-6-20	109.00
16. 25784	Breslin/Iliff	24-15-(29)-11-19-16-13-15-7	120.00
17. 27872	Bustamante/Bustamante	9-12-2-(PMS)-PMS-21-28-3	121.00
18. 26670	Fernon/Cummings	14-25-30-20-(DNF)-11-9-7-11	127.00
19. 27861	Applegate/	20-20-21-15-9-(25)-5-17-23	130.00
20. 27734	Waskow/GlennHarris	(26)-16-17-21-11-14-20-22-6	132.00
21. 25870	Danneberger/Eldridge	22-21-18-24-(26)-21-18-10-9	143.00
22. 26926	Pline/Pline	11-(PMS)-4-PMS-13-13-PMS-6-22	145.00
23. 28094	Filter/Filter	25-(27)-20-23-23-22-22-21-13	169.00
24. 26337	Mergenthaler/Thomas	23-19-23-22-17-27-28-12-(DNC)	170.00
25. 27225	Tagliamonte/Abby	(29)-28-27-16-25-20-17-24-21	178.00
26. 11	Powell/Kehias	28-10-26-8-11-(PMS)-PMS-27-26	178.00
27. 24695	Coyte/Chuck	21-22-19-(28)-24-19-26-25-25	181.00
28. 25871	Yellott/Yellott(s)	27-23-23-(DNF)-DNF-11-19-30-12	184.00
29. 26793	Lyman/	16-17-25-25-27-(PMS)-24-26-27	187.00
30. 26382	Long/Waskow	17-29-(32)-26-29-24-23-29-24	201.00
31. 28171	Harmon/Hale	32-(33)-33-18-30-28-29-31-28	229.00
32. 25989	Salmon-Cox/	30-30-28-30-28-27-31-(32)-DNF	236.00
33. 26759	Lorenz/	31-31-34-26-33-(PMS)-27-33-DNF	248.00
34. 19383	Grosc/	33-32-34-DNF-DNC-(PMS)-30-34-29	257.00

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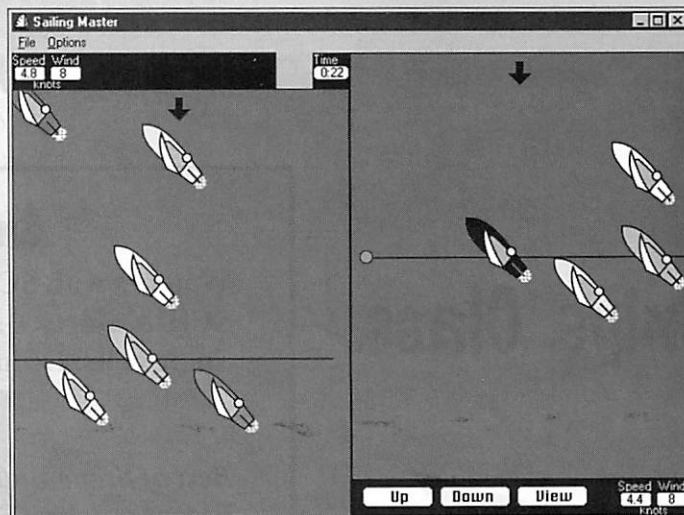


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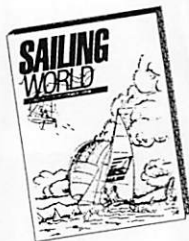


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JULY 6-7; 46th ANNUAL MISSOURI VALLEY and INSA CHAMPIONSHIP: Lake Manawa Sailing Association. Jon Skoog.

JULY 6-7; TROFEO MENDEZ FARIÑA. RCN La Coruña. SCIRA Spain. Fax: +34-68-34-30-02

JULY 10-13; NORWEGIAN CHAMPIONSHIP: SCIRA Norway. Birger Jansen, fax: +47-66-848-262

JULY 11-14; DENMARK NATIONAL CHAMPIONSHIP: Espergærde, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

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JULY 13-16; FRENCH NATIONAL CHAMPIONSHIP: SN Lorient. SCIRA France. Gilles Boisaubert, fax: +33-1-488-66875

JULY 19-21; UK NATIONAL CHAMPIONSHIP: Stone SC, Essex, SCIRA UK, John Broughton, fax: +44-181-467-0983

JULY 26-28; FRENCH JUNIOR NATIONAL CHAMPIONSHIP: SN Claquey. SCIRA France. Gilles Boisaubert, fax: +33-1-488-66875

JULY 27-28; TROFEO VIRGEN DEL CARMEN. C. Mar de Villagarcia. SCIRA Spain. Fax: +34-68-34-30-02

AUGUST 4; VUELTA AL MAR MENOR; RCR Santiago de la Ribera. SCIRA Spain. Fax: +34-68-34-30-02

AUGUST 2-5; OPEN SCANDINAVIAN CHAMPIONSHIP: Horsens, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

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AUGUST 10-11; CRESCENT OPEN: Crescent Sail YC, Detroit, Colt Weatherston 313-882-6609

AUGUST 10-11; BROUWERSHAVEN; Holland. SCIRA Belgium, Andre Callot, Fax: 32-3-457-81-20

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AUGUST 10-17; EUROPEAN CHAMPIONSHIP: Kolding, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

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AUGUST 24-25; ROCKY MOUNTAIN SNIPE CHAMPS: Rocky Mtn. Fleet, 210. Carl Lundstrom 303-238-5070.

AUGUST 24-25; BOARD OF GOVERNORS REGATTA: Quassapaug Yacht Club. Dave Rogers, 203-729-9617

AUGUST 31; HJARNØ ROUND: Horsens, Denmark. Bjarne Iversen. Fax: +75-61-54-60

AUGUST 31-SEPTEMBER 1; CANADIAN OPEN: Oakville Yacht Squadron, Oakville, Ontario, Canada. Id Crook, 6 John Street, Apt. 1002, Oakville, Ontario, Canada L6K 3T1

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SEPTEMBER 23-26; US MASTERS CHAMPIONSHIP: Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma. Bruce Hurst 908-599-0904

SEPTEMBER 28-29; SILVER CUP: Carlyle Sailing Association, Lake Carlyle, Glen Carbon, Illinois. Ray Sepanski, 618-656-3428

SEPTEMBER 28-29; OPEN MEETING: Erith YC., England. John Love, +1925-764-156

SEPTEMBER 29-OCTOBER 4; WESTERN HEMISPHERE CHAMPIONSHIP: Larchmont Yacht Club, Larchmont, New York. Tom Ingram, 23 Old Mamaroneck Road, White Plains, NY 10605. 914-686-5834

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D-4 Championships

The USA SCIRA District 4 Championships were held June 15 & 14 at the Atlanta Yacht Club on Lake Allatoona. Five teams participated in the Junior D-4 Championship and 28 teams battled it out in the Senior Championships.

JUNIOR CHAMPIONSHIP REGATTA

To increase participation and interest a separate Junior Regatta was held on Saturday morning. This allowed the juniors to also participate as a crew in the Senior event. Three races were scheduled. Juniors were allowed to sail with Seniors as crews. The Adjustments resulted in one of the District's larger junior turnouts in many years. The winds for the event were very light and variable/puffy, placing a premium on looking for and staying in the breeze. Andrew Cason & Clay Burnup convincingly won the first race. Chris Stang and Peter Wells won the second and final junior race of the day. The Cason/Burnup team sailed the most consistent and took first place for the event, winning the Duffy Memorial Trophy emblematic of the Top Junior in the District. Stang & Wells finished 2nd and Dustin Kays/Nee Cee Cee Hodges third.

SENIOR CHAMPIONSHIP REGATTA

By the time the seniors got on the water Saturday afternoon the conditions had deteriorated even further. More heat and less wind. After several vain attempts to lock in on the wind, which was shifting from 160' to 340', a "race" was completed in the late afternoon. At the start the fleet crowded at the committee boat end only to see the wind shift back to the left just before the start. A few boats at the pin end were optimistic, only to have any hopes of doing well in the race dashed about 1/2

way to the weather mark by the explosion of a thunderstorm cell on the far right side of the course. The remainder of the race was sailed in a gusty, unstable breeze which produced several capsize and misc. mishaps. Brent McKenzie and his son Stephen, led most of the race, only to relinquish it to Steve Burke/Nancy Gilreath and the Commettes as the result of a few last Minute shifts at the finish. Steve was so excited several heard him ask Brent "Dad are we still in the lead?", with Brent responding "no son". The conclusion at that time was that we couldn't take any more of such a good thing so we all retired to the Clubhouse for Margaritas, snacks and a great Low Country Boil. Tomorrow would be better — it couldn't be worse!

The early morning showed some promise with a light breeze out of the east. Could it be real and sustainable? No way! By the time 10:00 am came the wind had diminished to nearly nothing and a 2 hour drifter with occasional bands of breeze to move on your neighboring boat was in the works. One could and did go from near the top to the back of the fleet with minimal effort. Shawn Burke and his new crew, LLSC junior William Morang, after placing 9th in race 1, won the race with Steve and Nancy in second. The McKinzies and Commettes fell far back in the fleet on the first and only downwind leg of the shortened windward leeward windward race when an erratic puff filled in on the other side of the course allowing nearly all of the fleet which was previously behind them to pass by. The next and final race of the regatta turned out to have more breeze, but the fleet separation demonstrated that it was very erratic and spotty. Those that managed to get into the bands of breeze and remain in them, enjoyed the sail. Shawn managed to also win this race, but that was not enough to offset his 9th in race 1. His twin brother Steve pulled out a 4th to win the D-4 Championship for the first time. Charlie and Michele Bustamante were able to sail a quiet and fairly consistent regatta (5,4,8) and place 3rd overall. The father and son team of Jeff and Gary Beck

(dad crewed) sailed very well and held on to 4th. Brent and son Stephen, racing on a Snipe for the first time placed 5th (3,15,12). Stephen was so enthusiastic about sailing he had his dad up at the club at least 2 hours before the start on Sunday! The Commettes, sailing a new Person right out of the box returned to the D-4 sailing circuit with a 6th, like Brent, that one shift and puff downwind in race 2 cost them dearly (2,13,6).

The trophies this year were embroidered SCIRA

merchandise and sweatshirts with the SCIRA logo on them. The competitors seemed to appreciate an item that had some utility and served to promote the Class. After a hot and trying weekend all the participants quickly departed dreaming of 8-15 knot sea breezes at the Nationals.

—Don Hackbarth
AYC Fleet 330

JUNIOR REGATTA RESULTS:

	Club	Finishes	Place
Andrew Cason/Clay Burnup	AYC	1,2	1
Chris Stang/Peter Wells	AYC	3,1	2
Dustin Kays/Nee Cee Hodges	AYC	2,3	3
Jonathan/Stefanie Carroll	AYC	5,4	4
Clayton Dixon/Frank Pontious	AYC	4,5	5

SENIOR REGATTA RESULTS:

Steve Burke/Nancy Gilreath	LLSC	1,2,4	1
Shawn Burke/William Morang	LLSC	9,1,1	2
Charlie & Michele Bustamante	Raleigh	5,4,8	3
Jeff & Gary Beck	LLSC	4,3,11	4
Brent & Stephen McKenzie	LLSC	3,15,2	5
Peter & Connie Commette	Ft Laud	2,13,6	6
Hal Gilreath/Robert Burke	LLSC	10,5,7	7
Frank Pontious/Clayton	AYC	8,6,10	8
Tom & Jack Smith	LLSC	6,12,9	9
Craig & Mimi Beardsley	LLSC	7,7,DNC	10
Blaine & Adrienne McCleskey	Charleston	17,19,3	11
Andrew Cason/Lee Burnup	AYC	14,9,17	12
Marc & Steve Duvoisin	LLSC	DNF,11,14	13
Bill Moss/Clay Burnup	AYC	15,20,12	14
Chris Stang/Peter Welles	AYC	21,14,13	15
David Muhlhausen/Jason Harris	AYC	12,8,DNC	16
John Muhlhausen/Kay Redmond	AYC	11,18,DNF	17
Titu & Rucsandra Doctor	AYC	DNF,11,14	18
Lee & Katie King	Charleston	18,16,18	19
Jerry Kimble/Courtney Bradley	AYC	16,21,16	20
Don Hackbarth/Dustin/Jessica Kays	AYC	13,17,DNC	21
Dave & Jonathan Carroll	AYC	19,DNC,15	22
Gavin Glen-Harris/Brooks Grant	Birmingham	DNF,22,19	23
John Hill/Steffanie Carroll	AYC	20,25,28	24
Scott Cline/Cindy Hackett	AYC	22,DSQ,DSQ	25
Watt & Priscilla Dully	New Orleans	23,DNC,DNC	26
Sonny Meyers/Jason Snyder	Charleston	DNC,DNF,DNC	27
John & Leslie Irvine	AYC	DNC,DNC,DNC	28

95-96 HIGH POINT CHAMPIONSHIP:

Place	Name	# Events	Points
1	Hal Gilreath	12	468.5
2	Steve Burke	8	320.25
3	Shawn Burke	10	300
4	Don Hackbarth	10	274.25
5	Craig Beardsley	8	231
6	Brent McKenzie	5	229.25
7	John Irvine	5	216

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