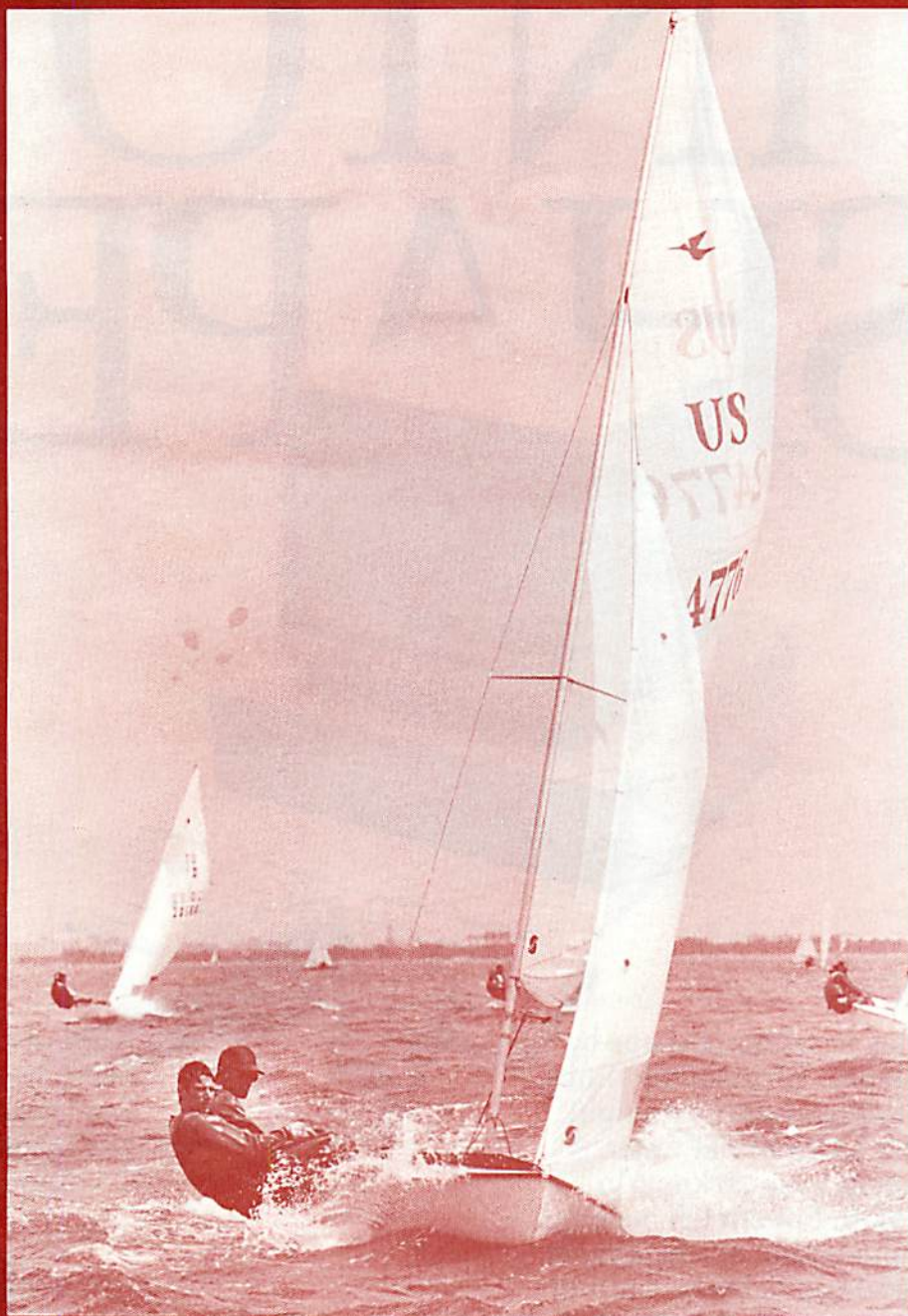


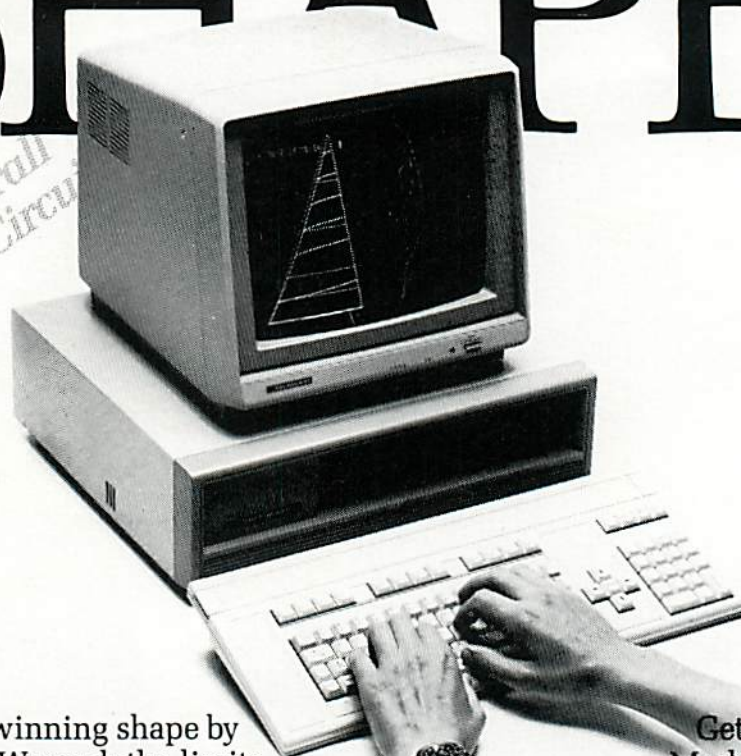
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**JUNE 1985**



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# SNIPES BULLETIN

(USPS 611-500)

SNIPES CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JUNE 1985

Volume XXXIV No. 6

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

## New Racing Rules Adopted

The IYRU revises the yacht racing rules every four years. The latest revisions, as adopted by the various national authorities, were scheduled to go into effect on the first of April, 1985. Every member of SCIRA is advised to join the appropriate authority and obtain a copy of the new rules.

A comparison between the new and old rule books will reveal the changes, which are marked in the margins with vertical lines.

U.S. members who belong to the USYRU will have received the *American Sailor* which featured Dave Perry's review of the revisions. (His book *Understanding the Yacht Racing Rules Through 1988*, is being published by Dodd, Mead.)

Changes in **Part IV — Right of Way Rules**, are those of most interest to most sailors. Changes include:

**Rule 33.2, Contact Between Yachts Racing**, (the third-party rule). "Minor and unavoidable" has been added to the first sentence. The jury may now decide that a collision was minor and unavoidable, and may decide that neither boat is disqualified even though neither retires, accepts an alternate penalty, nor protests the other.

This refers to third party protests based solely on 33.2. Other third-party protests are not affected.

**Rule 40, Same Tack — Luffing Before Starting**, "initially" has been added to the rule to indicate that the obligation to grant "room and opportunity" to keep clear is not a continuing one.

**Rule 42, Rounding or Passing Marks and Obstructions**, has been restructured rather than changed. Rule 42.1 (a) now includes the definition of "room" as referred to in the appeals.

**Rule 42.3 (a) (ii) Exceptions and Limitations**, has been reworded to apply only as follows: Approaching the windward mark, a boat crosses and tacks just in front of you. When she completes her tack, she is ahead of you, and within two boatlengths of the mark. You realize that you could hit her if you tried to overlap her on the outside, therefore you overlap her on the inside. She is obligated to give you room to do so.

**Rule 43.3 (a) Limitations On Right To Room To Tack When The Obstruction Is Also A Mark**, a boat to leeward or a boat clear ahead can not demand room to tack at an obstruction that is also a starting mark or its anchor line, regardless of whether the boat to windward can clear it.

**Part V — Other Sailing Rules**, notable changes include:

**Rule 52.1, Touching A Mark**, drops the requirement to protest a yacht which forces you to touch a mark even though she

may have retired, or otherwise acknowledged fault.

**Rule 51.1 (b) Means of Propulsion** (This rule was formerly **Rule 60**), indicates that one may move around in the boat in order to maintain a constant angle of heel.

Note: One change: Rule 51.2, in which a windshift is of such proportion that a former leeward mark becomes part of a course to a new windward mark (the situation which brought about SCIRA's "Gate rule"): The rule now states that yachts must loop such a mark before proceeding to the new mark. SCIRA will maintain its "Gate rule" which is referred to in the SCIRA rules.

**Other Changes: Rule 58 Rendering Assistance**, has been changed to Fundamental Rule A, to indicate the importance of this rule. No other change has been made in the rule.

There are certain other changes, which will have little effect of Snipe sailing, but study them anyway, you might be called upon to be a witness, judge, or jury. Know your rules!

## Final Notice

Final dues notices are in the mail, and this is the last *Bulletin* for those not renewing membership for 1985. Dues in the U.S. are \$25 for one-owner boats. Co-owners pay \$20 each. Associate membership is \$15.



SUPPORT YOUR SNIPES CLASS

## THE COVER

Augie Diaz, who first won the Don Q Trophy as a school boy fifteen years ago, heads for the finish line in the heavy going of the final race for the 1985 Don Q on Biscayne Bay, Miami. Augie's consistency paid off in the five race series, giving him a comfortable margin of victory without his winning a single race in the regatta. Alex Caviglia crewed. Vinai photo.

## THE SCORE

Five numbers were issued during the month, all going to the U.S.A. No new fleets were chartered during the month.

**Numbered SNIPES — 26291**  
**Chartered Fleets — 795**

## LETTERS TO THE EDITOR

### Clearwater Registers

#### Fourth Generation Snipe

The enclosed dues are from Charlie Jamieson. Charlie is 14 and is enthusiastic and happy to be sailing his first Snipe. His Snipe, #21001 was built for Major Blair. Woody Miller bought it from Aline Blair and sold it because he wanted it to stay in Fleet 46. I think it is especially interesting because Charlie is the great grandson of Taver Bayly, SCIRA Commodore in 1939.

*Naomi Seavy*

#### Past Commodore Terry Whittemore Is Boat Detective for Annie Louise Hill

Had a nice visit south this winter and ended up in Nassau where I saw some of the races.

I can give Annie Louise Hill some information about Kurt Zenker. He was a real person, a builder and craftsman without peer, but built only a few Snipes (I think 4), and only if and when he felt like it, and liked the person he was building them (it) for.

To my knowledge, he only built center-board Snipes, believing they could be better balanced. He had a point.

One, "Jay", was built for Harry Allen of Westport, Connecticut. Harry won the U.S. Nationals with it in 1955, and so many other regattas it's impossible to count. Snipers would come from all over to race with him, and Harry's home fleet for decades was Quassapaug Yacht Club, Snipe Fleet 231, Middlebury, Connecticut.

Alas, a barn where he stored his Snipe was torched, and "Jay" (#8800) was all but totally destroyed.

Another belonged to Joe Remlin of Cedar Point, L.I. He was also a formidable sailor on the Snipe circuit.

The drawback to the pivot board boats was that they could not race in waters where there was an abundance of weeds. The boards would simply jam when raised. If I met Kurt, it was only once and briefly, years ago.

That's my recollection for you and Annie. . .

*Terry*

P.S.: Gerber built many Snipes on City Island, N.Y. He had a shipyard. No connection with Zenker.

#### "Boswell's Rules"

#### Popular in France

I want again to read the Snipe Bulletin. I received a recent issue with great pleasure

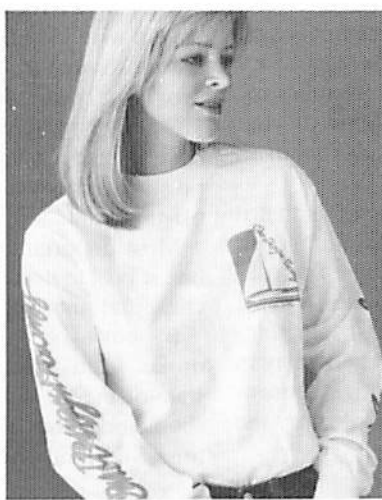
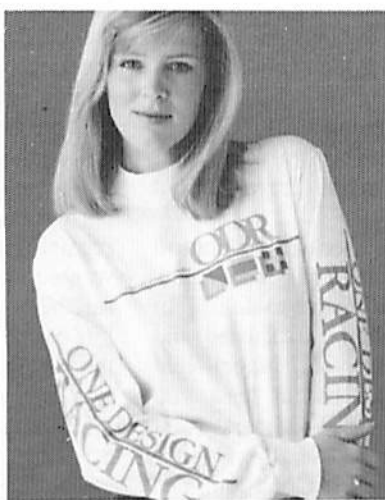
— after 12 years. Congratulations for the quality and for your good publication on the racing rules by Gary Boswell.

Could you send me a copy of Basic Snipe Manual by Sam Chapin. Thanks.

*Bernard J. Lamarque  
Blanqueforte, France*

## BASIC SNIPE SAILING MANUAL

Sam Chapin's handbook, written twenty years ago — revised and brought up to date in a new format. Intended for the beginning Snipe sailor or crew. Glossary of nautical terms; knots with illustrations; boat handling; tacking; running; reaching; jibing; heave-to; capsizes; racing rules; thumbnail tactics; Snipe measurements. Invaluable — still not complicated. \$3.00 per copy — \$20.00 for 10. From SCIRA only.



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# Snipe Rigging And Tuning

by Warren Wheaton

Warren Wheaton is both District Champion and District Governor for SCIRA District VII. He presented the following tips on rigging the tuning to his home fleet, San Francisco Bay Fleet 12. This article is reprinted from the Fleet 12 Newsletter.

There is no substitute for on-the-water practice, but only "perfect practice makes perfect." If your boat is not able to be handled easily or tuned in the "go fast" ball park, your return on hours of on-the-water practice will be very low.

With this in mind, I would like to share with our fleet what I have learned, begged, borrowed and stolen about rigging and tuning. (In later articles I'll go into trim, and sailing techniques that seem to help in Snipes). This information has come from very fast Snipers such as Jim Grubbs, Jim Warfield, Jeff Lenhart, Mark Reynolds, Keith Dodson, Jerry Thompson, Chris Rabb and many others.

Starting from the bottom up: all underwater surfaces — hull, centerboard and rudder — should be faired and then finish sanded with 400 wet/dry sandpaper. The centerboard should have a parabolic, fairly sharp, smooth-flowing leading edge. The trailing edge should be the same shape except coming to a sharp point (possibly squared-off). Check the position of your centerboard to see it is in the maximum aft position rules will allow.

Current rudder "technology" is that it is 1 1/4" thick with the maximum draft 33-35% aft of the leading edge. The rudder also should be mounted as close to the transom as possible — almost touching. There also should be absolutely no play in the pintles, tiller, or hiking stick connections. Play in these areas will destroy the feel of the boat.

The split-bridle mainsheet should be used to allow better centering of the boom in light air. All trimming controls should be easily adjustable without having to come in from a full-hiked position or having to take your eyes off of the sails or race course. This will put most control lines on the side deck, especially the boom vang. The purchase of the vang should be between 12-16 to 1 to allow for vang-sheeting to windward.

The mast should be checked to make sure it is in the "maximum forward position." Shroud positions are changing as we learn more about the tight rig in a Snipe. Most are 72" aft of the stem, measured along the center of the boat and about 2-3" in from the rail. Increasingly more people

are using methods to move shrouds fore and aft on the deck.\*

Beware in setting your boat up: every inch in shroud position moved at the deck is an effective 1/2" change in spreader functional length — that is a lot! Most people still use 3/32" shrouds, but more and more are changing to 1/8" to get away from any stretch.

The rule of thumb for shroud length measured to the stern transom is 20'10". In some cases this may change to 21' for very light air or 20'6" for very heavy air. This is measured by attaching a tape measure to the main halyard shackle pin and hoisting the halyard to the locked position. The mast is then pushed forward until the shrouds are snug but no bend is in the mast. The measurement is taken at the center point where the transom and the deck meet. (Remember Phoenix boats have 1" more of crown than the McLaughlin boats at this position, so subtract 1" from all the base measurements used in this article for Phoenix boats). The jib halyard is then pulled tight to a rake of 21'3", although more and more people are going to 21'5".

The total throw of the jib halyard adjustment should be about 15" so the jib can be let way out going off the wind.

We use a long whisker pole, 102" overall, for better reaching. For running, we have a wire loop on the mast the pole fits into to shorten it. The loop should be approximately 10" long.

Simply-rigged reaching leads (or barber haulers) are a must. This will keep your jib slot open as your main is let further out off the wind.

Most importantly, check every control on the boat to make sure it has enough purchase and runs freely enough to do its job.

By now you might be exhausted and broke from creating your magnificent state-of-the-art Snipe, but at least you should be in the "go-fast" ball park. Next time I'll discuss how to use all this junk.

Good Sailing,  
Warren

\*Note: Shrouds may not be adjusted while racing under SCIRA rules.

## LIGHTER SIDE

### A Mother Snipe Story

## The Classhopper And The Ants

by Marge Lamb

Once upon a time there was a classhopper who hopped about from boat to boat; Thistling in Dixie, rigging Rebels, and

Snipe hunting. He raced from course to course, having a high old time at trials, tribulations and championships.

All around the classhopper the hard-working ants (and uncles and cousins) were scurrying about getting their boats ready to race, having fleet meets, instructing junior programs, taking turns on race committees, and making plans for the winter regatta.

He was full of fun and information when he sat still, and he laughed a lot and told stories about the Stars, and Solings, and the SORC as he fiddled into the night.

When a young and naive ant asked where he kept all his boats he laughed and confessed he didn't own any boats at all — just an itch to sail and be the best sailor in the world. He was young — maybe not the best in the world — but he was the best in the fleet — best in the district — one of the best in the country, even.

When the ants asked the classhopper to help with the weekend race committee, he had to go to an out-of-town regatta — but since the ant wasn't using his boat, "would you mind if I took it to Lake Whatever for the regatta? and could I use your new jib — I like the cut?"

He couldn't help with the Tuesday practice sessions for the fleet — he had to be at the pond for the trials in Butterflies — "I've borrowed a boat — could I use your trailer?" He couldn't be at the fleet meeting — he had to race a Comet. He couldn't help with the winter regatta — he'd be back from the Lightning Strikes Twice the day before the races.

The ants went on working and the hopper went on hopping. By and by the winter regatta came on and the classhopper wanted to sail. But the ants all wanted to sail their own boats — and there wasn't one left over for the classhopper. "But I am the best in the fleet," he wailed. And it was true, and the little ant let him borrow his boat, and crewed for him; even won a trophy.

The next year, the same thing happened. . .but there were fewer ants and more classhoppers.

And the next. . .

And the next. . .

We aren't having the winter regatta this year. Ribbit. . .Ribbit. . .Ribbit. . .



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The boat I will sail has a: ☐ Class Certificate ☐ Green Card ☐ Fleet Certificate ☐ Moment of Inertia Measurement

The Builder of the boat is \_\_\_\_\_ Year Built \_\_\_\_\_ Color Hull \_\_\_\_\_ Color Deck \_\_\_\_\_

IF HULL MEASUREMENTS ARE NEEDED, PLAN TO ARRIVE BY FRIDAY, AUGUST 9.

I hereby agree to abide by all Snipe Class and USYRU rules, and release Crescent Sail Yacht Club, its officers, members, employees and members of the Race Committee from all liability by reason of injury whether to the yacht entered above or to myself, my crew, or my guests.

Signature of Skipper \_\_\_\_\_ Date \_\_\_\_\_

I certify that this entrant is a member in good standing with SCIRA, and that he has sailed in at least 5 point score races or 5 sanctioned regatta races this year and that he comes within the limit of one skipper for each 5 active Snipes or major fraction thereof in the fleet.

Signature of Fleet Captain \_\_\_\_\_ Date \_\_\_\_\_

# Reynolds Wins Winter Circuit With Firsts at Clearwater Midwinters and Nassau Bicardi

*Rum Keg goes to Augie. Dave Chapin best in Gamblin Memorial.*

Mark Reynolds took home the Zimmerman Trophy for the best total score in SCIRA's Winter Circuit. Last year's winner Jeff Lenhart was in second place.

Weather varied from a light air start in Clearwater to heavy winds for all but one race in Nassau. Miami's Don Q featured unusually light conditions until the last race blow-down in which both Dave Chapin and Greg Fisher suffered breakdowns.

Attendance was great with 49 entries for Clearwater, 50 for Miami, and 28 in Nassau.

## Reynolds Reigns In Midwinter Championship

The Clearwater Yacht Club hosted the 46th Midwinter Championship March 9 through 12 on the Gulf of Mexico. The weather was splendid with sunny temperatures in the 80s and winds from 7 to 15 knots during the four days of racing.

There were 49 entries from 13 states and 2 foreign countries. Jan Persson from Espergerde, Denmark and Freddy Wegehus from Uppsala, Sweden were the welcome international entries. Bill Welbon's race committee did a fine job handling the 49 boat starts and setting excellent courses.

Mark Reynolds and Ed Adams repeated their 1984 finishes by again being first and second. Mark left no doubt he was the one to beat by winning the first 3 races. He went on to win the series by 15 points. It was his fourth Midwinter championship. Second, third and fourth places were separated by only 1 1/4 points with Marc Eagan and Jeff Lenhart taking third and fourth respectively. Dave Chapin finished fifth with a DSQ in the fourth race after being in second place up to that point.

Jerry Thompson took delivery of a new boat and started out with a 32nd in the first race but progressively got the boat going to finish eighth overall.

A cook-out was held at the club after Sunday's races and a cocktail party after Monday's races featured Dick Edwards'

ever popular grapefruit with rum. Tuesday night an awards banquet was held at the club. Winners were presented crystal trophies which were coordinated with etched glasses given as favors.

Gonzalo Diaz won the Blair Masters Trophy for those over 50 years of age. The

"Old Man" finished seventh overall. Kurt Taulbee won the Levinson Sportsmanship Trophy.

Tom Linsky was covering the regatta for Sail magazine with a photographer. The national publicity will be a nice plus for a near perfect regatta.



*How sweet it is! Winner Augie Diaz gives a victory salute at the finish of the Don Q. Viani photo.*



## Augie Diaz Triumphs In Don Q Rum Keg Regatta

Augie Diaz and Alex Caviglia from Coconut Grove Sailing Club, Miami, FL., won the 1985 Don Q Rum Keg Snipe Regatta in a fleet of 50 Snipes. They showed excellent consistency in a series of 5 races, no-throwsout, placing always among the first 5 boats.

Race Committee and Regatta Chairman Jim Weber came up with another super job ably assisted by CGSC Fleet Captain John Schoendorf and Commodore Sid Doren. Our thanks to them, to the many CGSC members that helped and donated their time and their boats and to the Don Q Rum Company.

The Don Q Rum Keg Party Saturday afternoon was again the highlight of the regatta with daiquiries being served by our club C-Gulls on the dock at arrival from the races.

**Friday, March 15. First Race.** Winds from the south, 8-10 mph. After a good start, Steve and Connie Suddath were in control, but Augie Diaz and Alex Caviglia got a good shift from the left and rounded the weather mark in first place. On the second weather leg Suddath took the lead and Charlie Bustamante the second place. Things happened in the final weather leg and at the end it was: Jeff Lenhart, Charlie Bustamante, Augie Diaz, Dave Chapin and Greg Fisher.

**Second Race.** Winds from the south, 10-15 mph. Mark Reynolds and Mike O'Brien controlled from the beginning followed by Augie Diaz, Chapin, Suddath and Gonzalo Diaz, Sr.

**Saturday, March 16. Third Race.** Winds from the south, 8-12 mph. Ed and Meredith Adams had a good start and never let go the first place. Reynolds came from behind to finish second followed by Lenhart, Chapin and Augie Diaz.

**Fourth Race.** Winds from the south, 10-12 mph. Suddath got off to a fast start and worked the right side to take the lead and hold it to the finish followed by Augie Diaz, Adams, Chapin and Jan and Jonathan Persson (all the way from Denmark!).

**Sunday, March 17. Fifth and Final Race.** Winds from the west, 22-28 mph. With the strong winds many breakdowns and DNFs were recorded. Dave Chapin and Greg Fisher were among the unfortunate ones. Scott Weston led at the first weather mark with Jerry Thompson, Steve Suddath and Jan Persson close behind. In the second weather leg Jan Persson and his son Jonathan showed us how to do it and took the lead to finish in first followed by

(Continued on page 10)



Don Q top five L to R Back: Augie Diaz, Mark Reynolds, Steve Suddath, Ed Adams, and Jeff Lenhart. Front: Alex Caviglia, Mike O'Brien, Connie Suddath, Meredith Adams, Nadine Franczyk. Viani photo.

### DON Q RUM KEG REGATTA (Top 25 of 50 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
24776	Augie Diaz/Alex Caviglia	Coconut Grove SC	3-2-5-2-3	15	1
25815	Mark Reynolds/Mike O'Brien	San Diego YC	8-1-2-6-6	22.75	2
24807	Steve Suddath/Connie Suddath	Lake Lanier	6-4-20-1-2	32.75	3
26099	Ed Adams/Meredith Adams	Newport YC	10-8-1-3-11	32.75	4
20560	Jeff Lenhart/Nadine Franczyk	Mission Bay YC	1-14-3-9-8	34.75	5
24702	Dave Chapin/Rob Lindley	Alamitos Bay YC	4-3-4-4-dnf	45	6
25704	Jan Persson/Jonathan Persson	Espergerde	15-9-26-5-1	55.75	7
26109	Greg Fisher/Joyce Ferguson	Hoover YC	5-11-8-8-dnf	62	8
25992	Jack Franco/Scott Lindley	Balboa YC	7-28-9-17-5	66	9
25761	Jonathan Bartlett/Alex Stout	Annapolis	21-10-10-20-7	68	10
24995	Tom Bremen/Aaron Haller	Coral Reef YC	17-15-7-22-12	73	11
25676	Dick Mitchell/Maureen Hays	Loraine YC	18-13-14-10-19	74	12
24608	Steve Callison/Debbie Dudas	Newport YC	12-16-19-21-9	77	13
25233	Gonzalo Diaz/Eric Krebs	Coconut Grove SC	22-12-23-7-17	81	14
25848	Craig Leweck/Bob Hodges	Hoover YC	31-18-18-13-4	84	15
25235	Jimmie Lowe/Graham Lawrence	Royal Nassau SC	28-21-12-11-14	86	16
25430	Chris Friend/Pam Pimental	Newport	14-23-17-15-20	89	17
24677	Allison Jolly/Mark Elliott	Alamitos YC	11-17-6-27-dnf	91	18
23624	Sam Mollet/Brian Mollet	Portage Lake YC	13-22-22-12-dnf	99	19
25172	Charlie Bustamante/Michelle Richards	Miami	2-26-29-14-dnf	101	20
25482	Gabriel Bustamante/Joe Logan	Coconut Grove SC	16-7-32-16-dnf	101	21
24950	Scott Weston/Chris Labbee	Coral Reef YC	23-24-27-19-13	106	22
23713	Gonzalo Diaz Sr./Ana Diaz	Coconut Grove SC	20-5-15-24-dns	114	23
25731	Terry Timm/Ron Moore	Grand Rapids	24-19-16-25-dnf	114	24
23623	Bill Spencer/Brian Spencer	Lauderdale YC	27-20-11-26-dns	134	25

### MINDWINTER REGATTA (Top 20 of 49 entries)

Boat	Skipper	Port	Places	Points	Finish
25815	Mark Reynolds	San Diego, CA	1-1-1-3-4-4	9.25	1
26099	Ed Adams	Newport, RI	7-9-3-9-5-2	26	2
25911	Marc Eagan	New Orleans, LA	6-2-6-6-16-7	27	3
20560	Jeff Lenhart	Costa Mesa, CA	19-3-4-7-1-13	27.75	4
24702	Dave Chapin	San Diego, CA	2-7-2-dsq-19-1	30.75	5
25992	Jack Franco	Balboa, CA	17-14-5-10-2-5	36	6
23713	Gonzalo Diaz	Miami, FL	4-10-7-4-31-12	37	7
26113	Jerry Thompson	Long Beach, CA	32-11-14-2-6-6	39	8
25951	David Pritchard	Norcross, GA	21-4-19-1-14-3	40.75	9
24807	Steve Suddath	Norcross, GA	3-32-18-5-13-14	53	10
25233	Gonzalo Diaz	Coral Gables, FL	24-8-2119-3-9	60	11
23621	Matt Fisher	Westerville, OH	11-25-8-20-15-10	64	12
24774	Martin Zonnenberg	Norcross, GA	14-17-26-8-18-8	65	13
25172	Charlie Bustamante	Boca Raton, FL	22-30-10-12-11-15	70	14
25045	Buzzy Heausler	Clearwater, FL	13-18-22-13-9-18	71	15
26109	Greg Fisher	Columbus, OH	23-6-9-dsq-12-22	72	16
25848	Craig Leweck	Columbus, OH	15-16-16-15-10-21	72	17
25430	Cris Friend	Newport, RI	9-20-25-14-18-25	76	18
24608	Steve Callison	Rochester, NY	16-27-11-16-7-29	77	19
25676	Dick Mitchell	Cleveland, OH	8-23-17-21-23-11	80	20



## Don Q Regatta...

(Continued from page 9)

Suddath, Augie Diaz, Craig Leweck and Jack Franco. Bob Hodges, last year's Don Q Regatta winner, was crewing this year for Craig Leweck. — *Gonzalo Diaz*

## Reynolds, Chapin Split Bacardi and Gamblin Races

The Royal Nassau Sailing Club hosted the annual Bacardi Cup and SCIRA Winter Championship on March 20-23 in Montagu Bay, Nassau, Bahamas.

Of the 28 participants, 16 were from the USA, 1 from Denmark, and 11 from Nassau. The visiting Snipes were transported across the Gulf from Miami on the M.V. "Betty K." and their crews put up in the homes of club members.

Edgar Mulhall, vice commodore of the host club, was Race Committee Chairman. The Committee are to be congratulated on the fact that the starting lines were so good that there were no general recalls. Except for two races the conditions suited the heavy weather sailors as the wind blew 18 knots and more. For the first two races life preservers were obligatory.

Californian Mark Reynolds and crew Mike O'Brien won the Bacardi Cup by one position over Fred Abels of Locust Valley and crew Dan Coughlin who took second place. Third was Californian Jack Franco and crew Scott Lindley. Bahamian Myles Pritchard and his crew Jason McCarroll were fourth. Fifth was the only Danish entry Jan Persson and his son Jonathan.

Opening day for the three-race Bacardi Cup saw easterly winds of 18-20 knots. There were two races with Abels placing second and first. Franco posted a first and a fifth and Reynolds a fourth and a second. The next morning the winds were too strong and racing was postponed till the afternoon when the final race of the Bacardi Cup was sailed over two triangles finishing to windward in winds in excess of 20 knots. This race was won by Reynolds with Abels fifth and Franco ninth.

The five-race Gamblin Memorial series started immediately after the final race of the Bacardi Cup. Conditions were such that there was a shortened course with the finish downwind. This race was won by Reynolds with Persson second. The next day two races were sailed, the first in easterly breezes up to 18 knots and the second in light winds from the southwest. These two races were won by Reynolds and Chapin.

On Saturday, the last racing day, two back-to-back races were sailed in north-westerly winds at about 18 knots drop

ping to 12 knots for the final race. These races were won by Abels and Chapin.

Chapin and his crew Robert Lindley dominated the Gamblin series winning handily with 8.5 points with 2 firsts, 2 seconds and a third. Franco took second place with a second, 3 fourths and a tenth. Reynolds was third, with 2 firsts, a sixth, a seventh and a disappointing twelfth following a jib halyard problem.

The traditional Bacardi Daiquiri Party was held at the club on Wednesday evening following the first two Bacardi Cup races and was much enjoyed by everyone.

The Charles Kelly Memorial Trophy

was won by Dave Chapin, the skipper with the best score (after dropping his worst race) for the races in the two Nassau regattas. The Carl Zimmerman Trophy was won by Mark Reynolds, the overall winner of the Southern Winter Racing Circuit. Myles Pritchard and Jason McCarroll won the Concorde Trophy awarded to the best Bahamian entry in the two series.

The trophy presentation took place at the club on Saturday night where there was dinner, lively dancing and reminiscing. For many, Sunday was spent swimming and relaxing on the beach at Rose Island.

— *Godfrey K. Kelly*

### BICARDI CUP (Top 15 of 27 entries)

Boat	Skipper/Crew	Places	Points	Finish
25815	Mark Reynolds/Mike O'Brien	4-2-1	6.75	1
25761	Fred Abels/Dan Coughlin III	2-1-5	7.75	2
25992	Jack Franco/Scott Lindley	1-5-9	14.75	3
25417	Myles Pritchard/J. McCarroll II	8-3-6	17	4
25704	Jan & Jonathan Persson	3-7-10	20	5
23624	Sam & Brian Mollett	5-6-18	29	6
25235	Jimmy Lowe/Graham Lawrence	10-10-12	32	7
26113	Jerry Thompson/Todd St. John IV	13-16-4	33	8
20560	Jeff Lenhart/Dawn Cole	20-12-2	34	9
24702	Dave Chapin/Robert Lindley	28-4-3	35	10
26161	William Denhart/Tom Devlin	9-9-17	35	11
24687	John Dunkley/Barrington Orr	6-26-7	39	12
25233	Gonzalo Diaz II/Eric Krebs	7-26-8	41	13
25088	Godfrey Kelly/Steven Holowesko	11-15-16	42	14
24813	Gavin McKinney/Robert Van Wynen	15-14-15	44	15

### GAMBLIN MEMORIAL (Top 15 of 25 entries)

Boat	Skipper/Crew	Places	Points	Finish
24702	Dave Chapin/Robert Lindley	3-2-1-2-1	8.50	1
25992	Jack Franco/Scott Lindley	4-4-10-4-2	24	2
25815	Mark Reynolds/Mike O'Brien	1-1-6-7-12	26.50	3
25761	Fred Abels/Dan Coughlin III	5-7-11-1-3	26.75	4
26113	Jerry Thompson/Todd St. John IV	8-12-2-5-4	31	5
25731	Terry Timm/Ron Moore	6-6-5-9-10	36	6
25704	Jan & Jonathan Persson	2-8-9-10-8	37	7
20560	Jeff Lenhart/Dawn Cole	10-3-4-8-13	38	8
25417	Myles Pritchard/J. McCarroll II	7-9-17-3-7	43	9
25235	Jimmy Lowe/Graham Lawrence	14-10-13-6-11	54	10
26161	William Denhart/Tom Devlin	17-17-3-14-6	57	11
23624	Sam & Brian Mollett	11-5-12-16-16	60	12
24805	Robert Dunkley/Karen Jenkinson	9-14-8-12-19	62	13
24687	John Dunkley/Barrington Orr	16-18-15-13-5	67	14
25233	Gonzalo Diaz II/Eric Krebs	21-13-7-15-14	70	15



At the start of Friday's race, the starting line was so good that half of the fleet started at the Windward end and the other half at the Leeward end. Photo by Frederick Maura, Bahamas News Bureau.





Father and son Jan and Jonathan Persson, Denmark, finished fifth in the overall Winter Championship standings. Viani photo.



Steve Callison leads the fleet around the first mark in the heavy weather of race five. He is followed by Jeff Lenhart, Fred Abels and Mark Reynolds. Viani photo.

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*Bill Felder, Dallas, TX, leads John Dunkley, Godfrey Kelly, and Robert Dunkley of Nassau, around a mark during race for the Gamblin Trophy. Bahamas News Bureau, Fred Maura photo.*

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**JUNE 1-2, COLONIAL CUP**, Annapolis Fleet 532, Paul Cannon, 833 Bay Ridge Ave., Annapolis, MD 21403.

**JUNE 8-9, GOVERNORS CUP**, Island Bay Fleet 91, Lou Dixon, 2023f Bates Ave., Springfield, IL 62704.

**JUNE 8-9, PHANTOM PHOLLIES**, West Texas Fleet 454, Morris Burns, 3449 So 7, Abilene, TX 79605.

**JUNE 15-16, STONE INTERNATIONAL**, Stone SC, Essex, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

**JUNE 15-16, WOLVERINE REGATTA**, Barton Pond Fleet 520, Bill Wilmarth, 765 Country Club Rd., Ann Arbor, MI 48105.

**JUNE 22-23, SILVER CUP**, Carlyle Fleet 705, Ray Szczepanski, 7781 Wooddale Ln., St. Louis, MO 63121.

**JUNE 22-23, DISTRICT IV CHAMPIONSHIP**, District IV and Privateer Fleet 142, Bill Walton, 1409 Winding Way, Chattanooga, TN 37405. (615) 267-0337.

**JUNE 22-23, OHIO (OPEN) STATE CHAMPIONSHIP**, Portage Lakes Fleet 110, Dick Hand, 727 Hancock Ave., Apt B 4, Akron, OH 44314.

**JUNE 22-23, FIREWATER REGATTA/DISTRICT II CHAMPIONSHIP**, Lincoln Fleet 567, Brian Hobbie, 2205 SW 18th, Lincoln, NE 68522.

**JUNE 28-30, DISTRICT V SENIOR AND JUNIOR CHAMPIONSHIPS**, June 28 - Juniors, June 29-30 - Seniors. Cuba Lake Fleet 442, Leo Murphy, Jr., P.O. Box 66, Cuba Lake, NY 14727.

**JUNE 29-30, MICHIGAN STATE CHAMPIONSHIP**, Grand Rapids Fleet 137, Daniel E. Conway, 1514 Edgewood SE, Grand Rapids, MI 49506.

**JUNE 29-30, HEART OF AMERICA**, Quivira Fleet 121, Lyndall D. Eddy, 515 Mohawk West, Lake Quivira, KS 66106.

**JULY 6-7, MISSOURI VALLEY CHAMPIONSHIP**, Iowa-Nebraska Fleet 309, Jon Skoog, 11002 Olin Ave., Omaha, NE 68144.

**JULY 12-14, U.K. NATIONAL CHAMPIONSHIP**, Sheppey Yacht Club, Isle of Sheppey, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

**JULY 13-14, NEW YORK STATE OPEN/NORTHEASTERN**, Chautauqua Fleet 124, Chris Videll, 4582 Cowing Road, Lakewood, NY 14760.

**JULY 20-21, DISTRICT III CHAMPIONSHIP**, Lorain Fleet 785, Dick Parker, 1480 "D" St, Lorain, OH 44052. Days (216) 288-4083.

**JULY 25-28, SWEDISH NATIONALS**, Helsingborg, Tomas Franzen, Skrivnagen 17, 122 44 Enskede, Sweden.

**JULY 27-28, SOONER REGATTA**, Oklahoma City Fleet 14, Eliot Schecter, 1736 NE 67th St., Oklahoma City, OK 73111.

**AUGUST 2-4, NORDIC OPEN CHAMPIONSHIP**, Oslo, Norway, Birger Jansen, Skoveien 51 C, 1320 Stabekk, Norway.

**AUGUST 3-4, BROADSTAIRS OPEN**, Broadstairs, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

**AUGUST 3-4, ONTARIO OPEN/CANADIAN NATIONALS**, Oakville Harbor Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ont., Canada.

**AUGUST 3-4, SUNFLOWER REGATTA**, Shawnee Fleet 597, Jim Chandler, Rt. 3, Box 326A, Ottawa, KS 66067.

**AUGUST 10-11, U.S. JUNIOR NATIONAL CHAMPIONSHIP**, Detroit River Fleet 5 and District III, Lake St. Clair, MI, Leigh Savage, 22608 Alger, St. Clair Shores, MI 48080.

**AUGUST 12-16, U.S. NATIONAL CHAMPIONSHIP**, Detroit River Fleet 5 and District III, Lake St. Clair, MI, Leigh Savage, 22608 Alger, St. Clair Shores, MI 48080.

**AUGUST 17-18, BRIDY MEMORIAL**, Newport Fleet 103, George A. Hock, 92 Wildmere Rd., Rochester, NY 14617.

**AUGUST 17-20, COLOMBIAN NATIONALS**, Colombian fleets, Gabriel Cuervo, Apartado Aereo 15425, Bogota 1, Colombia.

**AUGUST 31-SEPTEMBER 1, UK SOUTHEAST CHAMPIONSHIP**, Malson YC, Essex, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

**SEPTEMBER 7-8, BIRD BATH IV**, Muscle Shoals Fleet 784, Bill Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

**SEPTEMBER 7-8, INDIANA OPEN**, Indianapolis Fleet 409, Paul Dovey, 7566 Castleton Farms W. Dr., Indianapolis, IN 46256.

**SEPTEMBER 14-15, COLUMBUS OPEN**, Hoover YC Fleet 760, Brad Warne, 6015 Cairo Rd., Westerville, OH 43081.

**SEPTEMBER 14-15, UK NORTHWEST CHAMPIONSHIP**, Budworth SC, Essex, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

**SEPTEMBER 19-21, NORTH AMERICAN CHAMPIONSHIP**, Annapolis Fleet 532, Phil Richmond, 142 Monticello Ave., Annapolis, MD 21401.

**SEPTEMBER 21-22, STOCKHOLM OPEN**, Tomas Franzen, Skrivnagen 17, 122 44 Enskede, Sweden.

**SEPTEMBER 14-15, JOE RAMEL MEMORIAL**, Missouri Y.C. Fleet 49, Doug Day, 7519 NW 79th St., Kansas City, MO 64152.

**SEPTEMBER 21-22, CRACKER BARREL**, Chattahoochee Fleet 452, Ham Clark, Rt. 1, Box 79, Hamilton, GA 31811.

**SEPTEMBER 28-29, BATTLE OF ATLANTA**, Lake Lanier Fleet 781, Dave Pritchard, 3211 E. Quails Lake Village Lane, Norcross, GA 30092.

**SEPTEMBER 28-29, OXFORD INCIDENT/ACCIDENT**, Acton Lake Fleet 515, James Hill, 4726 Gray Rd., Cincinnati, OH 45232.

**OCTOBER 5-6, FRIGID DIGIT**, Annapolis Fleet 532, Dina Horwitz, 240 Prince Georges St., Annapolis, MD 21401.

**OCTOBER 11-13, U.S. MASTERS CHAMPIONSHIP**, Dallas Fleet 1, Tom Duckworth, 9615 Liptonshire, Dallas, TX 75238. (214) 969-0330 days, 340-6790 eves.

**OCTOBER 26-27, HALLOWE'EN REGATTA**, Atlanta Fleet 330, Don and Marianne Hackbarth, 2350 Willeo Rill Rd., Marietta, GA 30062. (404) 587-3653.

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

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