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MARCH 1979



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Duvoisins Pace Cracker Barrel Series

The annual SCIRA D-4 Cracker Barrel Regatta took place October 7th and 8th at the Club under near perfect conditions. The skies were blue and sunny the entire weekend with winds between 8 and 12 mph with gusts to 18 mph Saturday afternoon. On Sunday morning 8-12 mph winds were again the order of the day but on a diminishing basis. In fact, periodically, the prevailing north, north easterly winds dropped precipitately leaving holes near the Georgia shore much to the consternation of a host of entrapped leaders.

In addition Sunday's race was given some excitement by a zealous Alabama Marine Patrol officer who had stopped some non-registered racing Snipes on Saturday and was looking for more prey. The intrepid and undaunted Race Committee merely stationed picket boats to demark the Alabama line and proceeded to alter the previous day's course to fit the Georgia water contour.

Consequently, a north-south beat and run were conducted, but because of the

diminishing and swirling wind, the south leg turned into a run, a reach and even a beat before the final shortened leg was finished.

At the Clubhouse, Ham and Lib Clark's Salty Dogs followed by a smoked turkey dinner capped an excellent Saturday's sailing, while on Sunday, the 1:00 presentation of the rotating Cracker Barrel Trophy plus individual silver ended a superb weekend of fellowship and racing.

The 1978 results were as follows:

1st Place Team: Pete Duvoisin — Marc Duvoisin

2nd Place Team: Ken Simons — Bill Simons

3rd Place Team: Buzz Lamb — Scotty Cline

4th Place Team: Means Davis — Brad McFadden

5th Place Team: Steve Guebert — John Muhlhausen

Chattahoochee Sailing Club top performers were the teams of Ham Clark, with Terry as crew, and Andy Kolb with Suzanne Hogg as crew.

John E. Anderson
Fleet 452 Captain

CRACKER BARREL REGATTA (Top 10 of 19 entries)

Skipper/Crew	Fleet	Places	Points	Finish
Pete Duvoisin/Jane Duvoisin	142	4-1-2	63	1
Marc Duvoisin/Ann Duvoisin		10-12-12		
Ken Simons/Lou Simons	142	16-9-3	66.4	2
Bill Simons/Sherry McCullar		3-4-5		
Buzz Lamb/Marge Lamb	142	14-2-16	69	3
Scotty Cline/Jean Duvoisin		1-5-8		
Means Davis/Peggy Davis	330	2-3-6	80.4	4
Brad McFadden/Tarasa Davis		19-14-9		
Steve Guebert/Hal Gilreath	330	5-7-10	87.7	5
John Muhlhausen/Kitza Muhlhausen		6-10-15		
Fred Bradshaw/Linda Duvoisin	330	9-8-1	95	6
Bill Snowdon/Nancy Snowdon		18-16-14		
Ed Craig/Steve Craig	142	8-dq-7	105.7	7
Dan Williams/Bill Hedrick		11-6-4		
Jody Hearn/Tom Hearn	142	21-18-17	128	8
Tom Craig/Jocoy King		7-11-18		
Herb West/Samantha Simpson	330	26-15-26	139	9
Jim Smithers/Julie Smithers		12-13-11		
Don Pettigrew/Robin Pettigrew	580	13-17-21	151	10
Ed Hiatt/Sandy Hiatt		15-25-24		

Miami Snipers Honor Comodoro Rasco

A field of 18 Snipes sailed out of the Coconut Grove Sailing Club on January 13 and 14, 1979 for the 10th "COMODORO MANUEL RASCO" ANNUAL REGATTA.

Saturday presented Southwesterly winds 10 to 15 mph for the first race with Augie Diaz taking an early lead over Richard Walker and Buddy Culbertson. The wind died a little and the second race was a light air one but still boats were moving through the course. Again, Augie won with Bruce Colyer and Gonzo (Jr.) Diaz following.

Sunday looked bad with no wind, but

the wind showed from the Southwest in time for a first race starting at 11:30 a. m. For the second race it piped up to 15 mph, so it ended up with a perfect series of 2 windy races and two rather light.

Our thanks to race Committee headed by Ken Hardy with the help of Bob McTague, Mente Inclan and many other Coconut Grove Sailing Club members. Saul Diaz with his motor boat helped set the courses.

Rear Commodore Rick Preston presented trophies to the first 3 crews and Gonzalo Diaz presented him and wife Louise with the first place trophy for Class B.

After trophy presentation the traditional LA BOMBA was sung (in English!!) while winners drank of it. Best drinker was Francis Seavy who drank of it in Havana in 1951 during the Snipe World Championship. Plans to have a bigger and better "LA BOMBA" were made for next year, so, start planning to come in 1980 right now!!!!

Gonzalo Diaz
Miami Fleet 7

X ANNUAL "COMODORO MANUEL RASCO" REGATTA (Top 10 of 17 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
21712	Augie Diaz/Charlie Bustamante	CGSC	1-1-1-1	0	1
20002	Bruce Colyer/Ray Russell	CRYC	4-2-dsq-2	14	2
21713	Gonzalo Diaz, Sr./Albert Ribas	CGSC	3-9-2-3	14.4	3
21711	Gonzalo Diaz, Jr./Adam Goldw.	CGSC	9-3-9-4	28.7	4
21512	Buddy Culbertson/Ron Russell	BBYC	2-10-7-10	32	5
20231	Richard Walker/Rod Koch	St. Pete	5-11-5-7	33	6
19389	Bob Russell/Billy Lalkey	CGSC	dsq-5-5-7	33	7
19795	Don Cochran/Eric Merkel	Clearwater	10-6-6-5	33.4	8
6995	Francis Seavy/Guido Kevin	Clearwater	15-13-3-6	36.4	9
21502	Bruce Nolan/Margarita	CGSC	6-4-11-13	36.7	10



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SNIPER BULLETIN

(USPS 611-500)

SNIPER CLASS

INTERNATIONAL RACING
ASSOCIATION

MARCH 1979
VOLUME XXVIII No. 3

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

The Commodore Believes

Last month I wrote in my beliefs:

"I believe in women crewing. They are more agile, more smooth while moving, they have more endurance, pride, and guts. They are much better crews than men."

These beliefs are not for nothing. Priscila, my daughter, races with me for 8 years now. She started when she was 13 years old. We had some titles and some windy races together, including at the 1975 North American's in Association Island.

At the 5th race the wind was blowing 22 steady to 26 on the puffs. After the first beat at the windward mark we were near the harbour. I said, "Priscilla, let's go home. This is not racing, this is survival." She answered, "Father, if you abandon before capsizing, I will never race with you again." We continued. Reaches were wild. The jibe mark was crowded with turtled Snipes. From 39 competitors, only 16 of us got to the finishing line.

She had more endurance, pride and guts than I.

I have also seen DeAnn Wright at Sao Paulo's Western Hemispheres, crewing for Mark Reynolds. That was balance, agility and style for you to see. I don't envy those who have husky boys for crews.

So now, why don't you try for your wife, your daughter, your girl friend, your sister for a crew? Sure, she will need training. Sure, you must avoid shouting at her. Sure, you must have in mind that "Crews must be treated with tenderness." Sure, once in a while you must pay for her hair dressing. But the kiss after crossing the finishing line, will make it worth while.

Anyway it is better to have "her" as an ally than to produce one more of those "sailing widows" who stay ashore, and whose complaints fill you up with guilt complexes.

So, try her for a crew, and tender sailing.

Flavio Caiuby

Davies Is European General Secretary

Peter has worked his way up through the ranks of SCIRA's European organization and is already well known in the Snipe Class International Racing Association as both a contestant and official. Peter introduces himself and describes his sailing career as follows:

"I began sailing in 1958 as crew to my wife, an accomplished sailor at the time, and I should have stopped then. However, I persevered and bought my first Snipe, an old cedar constructed model circa 1951 number 9154 in 1960. About 5 years later I became the proud possessor of a medallion approximately 1/2" diameter as a result of a third place in a National Area Championship. With the purchase of Danish Skipper Snipes, 50 of which I brought into the country in the early 1970s, I eventually got to be National Champion and competed in Malaga, Spain in 1973.

"After a stint at being Fleet Captain for the Stone Sailing Club during the 1960s, I was eventually elected National Secretary from 1970-1973, and from here progressed to Vice European secretary 1974-1977. I still sail in my club of which I am the Rear Commodore — King George Sailing Club, London.



Peter Davies

"Over the years I have visited most of the countries of Europe as either a sailor or an official and have been fortunate to meet most of the "greats" from both sides of the Atlantic.

"I am fortunate to have two daughters Jacqueline and Abigail, both teenagers who have acquired more seamanship knowledge than their father and who, if pushed, may some day condescend to crew. I have a son Peter, who lives in Paris, France, with his wife, who is soon to make me a grandfather."

New Secretary For Paraguay

When you have a big family, as SCIRA does, you have to keep introducing the new relations all the time. Last month we listed all National Secretaries — this month we begin to list the changes.

Bertrand Gayet of Paraguay has been elected to the position of General Secretary for the Western Hemisphere, and Manuel Atria has been elected to take his place as National Secretary. Manuel represented Paraguay in the Western Hemisphere Championship in Sao Paulo, Brazil in October. His address is: Manuel Atria, c/o Alg. Guarani SA — C. C. 787, Asuncion, Paraguay.

THE COVER

Western Hemisphere Champion Ivan Pimentel steadies the boat as crew Carlos Dohnert prepares to put up the whisker pole. Note the bend of the mast in the relatively moderate winds. Photo by Adalberto M. Natividad.

THE SCORE

Thirty-five numbers were issued last month which is a pretty good start for the new year. Finland took 15 and Spain and the U. S. got 10 each. Fleet charter number 757 went to Bradenton, Florida. James C. Moore, Jr., 518 - 56th St., Holmes Beach, FL 33510 is the new fleet captain and we wish them a lot of success.

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Chartered Fleets — 757

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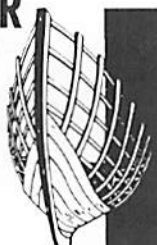
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Junior Racing Clinic

As announced last month, SCIRA will sponsor a two-day racing clinic prior to the U. S. National Junior Championship Regatta at Pensacola Yacht Club, Pensacola, Florida. The clinic will be taught by USYRU staff members and will be limited to the first 24 boats (skipper and crew). The participants will use their own boats and the cost is only \$20 per boat. The dates are July 18 and 19.

To ensure that you will be included, fill out the registration below and send to SCIRA, Privateer Road, Hixson, Tennessee 37343. The entry should be received by June 9. The entry fee will be collected at the time of the clinic.

Skipper _____ Boat No. _____

Crew (if known) _____

Address _____

Yacht Club _____ Fleet _____

Don't Leave Home Without It

Your 1979 SCIRA decal is available from the SCIRA office on payment of your current dues (if your boat measurement is on record in the office.)

Dues are payable now and will be delinquent on March 31. The office will bill all members who paid 1978 dues, but whose 1979 dues have not been paid by that date. The mailing date for that billing will be April 15. Send dues now to your fleet captain or the SCIRA office. Bermuda, the Bahamas, and part of Canada have already been billed.

Since current decals are required on all

boats racing in sanctioned events, get yours now. **DON'T LEAVE HOME WITHOUT IT.**



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MIDWEST

Letter to the Editor

Over the past year the Bulletin has contained frequent exhortations by Bruce Colyer for Snipers to voice their opinions. Several times I have been stirred to the brink of action, if not to promote a favorite idea, at least to preserve my inalienable right to complain later. Each time, however, my ardor has been cooled by my inability to find either a worthy cause to champion or an appropriate villain to castigate. Thus has inertia reigned over my typewriter until now.

Chuck Loomis' recent letter regarding new boats has had me cogitating and on the edge of overcoming my inertia for a couple of months. Dan Williams' follow up letter in December has provided the impetus to propel me over that edge. Here at last is my subject. The old boat/new boat issue, even if not a *cause celebre* or nefarious evil, is one with which I am intimately acquainted.

The above personages whose appellations I have glibly dropped are, or should be, well known to all Snipers. Perhaps a word or two of introduction is in order to allow readers to put *my* views in proper perspective.

In general, I have raced and sailed (always fervently, occasionally with distinction, more often with mediocrity and too often with an infrequency imposed by forces beyond my control) for almost thirty years.

Specifically, I became a Sniper in the early '60s. My Sniping has had several involuntary hiatuses, and I have often sailed other popular one-designs. However, I am an avid believer in Snipe. I have travelled to many major regattas and have been thoroughly trounced, not only by just about all of the Super Sailors, but also by most of the "mere mortals." I am convinced: that Snipe is an excellent boat; Snipers are wonderful people (at least when my paranoia from racing them subsides); and the racing in the class is SECOND TO NONE! In sum, I'm a dedicated (?prejudiced) Sniper, serious about my racing, but definitely a rank-and-filer and, as such, hope that my personal experiences will bear relevance to Snipers in general.

My first Snipe, 14089, was a home-crafted (and never quite completed) plywood boat built in a group effort with Ed Younie then of Massachusetts. (I believe that, at least until recently, a sister-ship has been campaigned with above average success.) About 10 years later I moved up

to an exotic material (fiberglass) with 15155. I got this boat in Dallas in 1972. She was a Lofland (remember them?) with a deck-stepped rigid, spreaderless mast and high trunk without sail-away capability. Despite this, she has been capsized several times without requiring outside assistance to finish the race, and initially, I did quite well racing her.

Over the years, however, my racing performance deteriorated. Looking around gave me the obvious answer. Anyone could tell me, and often did, that the old Lofland just wasn't competitive with the new boats. So began several years of trying to convince friends (and myself) that the old boat *could* be made competitive. After all, the rules changes had been carefully worked out so that existing boats could be modernized without prohibitive cost or effort, hadn't they?

Thus came modern centerboard shape (this was due to "natural causes"), bendy Cobra (I) mast, pinching strings, barber haulers, adjustable jib tack, jib halyard mast raker, bailer, aluminum boom, modern vang, new sails, and new minimum weight. Despite this my decline continued. My friends pointed out what they had known all along; you can't modernize an old Lofland. Gradually I came to accept this and grew disillusioned with the concept of modernization without obsolescence. Sadly I adopted sentiments similar to the negative ones expressed in Chuck's letter.

This Fall those sentiments culminated in a new boat. Well, she was almost new. 22814 was only a year old and very definitely modern. Besides she had been owned by a little old man who only drove her on Sundays. Then several things happened.

The first time I sailed her, I fell in love with her. The boat's whole performance was amazing. From the spaciousness of the cockpit to the ease of hiking, from controls that really controlled to adjustable rig that really adjusted, it was like sailing a completely different kind of boat. It was like the first time out in my Laser when I had felt, "This is the sweetest handling boat I have ever sailed." Although the old boat had been outbuilt, the modernization of the class and changing of Snipe to a TRULY MODERN BOAT was worth it (now that I also had made the change).

The second interesting thing that happened was that I took my new boat to a

major regatta and got thoroughly and devastatingly pounded. She felt fast. She handled well. Indeed, in boat/boat confrontation she seemed able to hold her own. Nevertheless I got pounded!

The third thing that happened, actually happened before I got the new boat. Earlier in the year, despite my previous bragging about being able to self-rescue my non self-rescuing Lofland, I managed to swamp her at a major regatta and required major outside assistance. Meanwhile, many sail-away boats were doing just that (sailing away) from numerous capsizes including frequent turtles.

The next thing that happened was just what Steve Suddath had told me would happen. The new boat is so much easier to sail that I have been sailing her much more often. In fact, I often take her out *just to practice*, and have decided that's exactly what I need to do if I want to win races. I have (time #?) realized what Ted Wells meant about too many people not looking in the mirror to find the cause for their not winning races. In my case, too infrequent sailing, insufficient racing in top competition, and the too ready excuse of "old boat" were far more instrumental in my declining performance than the "outbuilding" of my old Snipe.

No doubt ease of handling and improved adjustability give my new boat a potential for greater speed, but I feel that primarily she is just a *better* boat and not necessarily *faster*. There are enough old but modernized boats around doing well to convince me of this. They *can* be sailed competitively. It is just harder and not as much fun.

The next thing that happened was I began recalling the frustration of attempting to modernize the old boat. I became fearful lest I might have to start cutting holes and replacing fittings to keep my new boat modern. I would like some day to own a truly *new* (previously unowned) boat, but would like to buy it just for the pleasure of it, not because my present boat had been outbuilt. I have ample family to utilize an additional boat (including the Lofland) and hope my present new boat can remain "modern" long enough to allow this.

In summary I have been personally and intimately involved with and affected by the old boat/modern boat controversy

(Continued on page 8)

Letter

(Continued from page 7)

and feel well qualified to offer an opinion on it. I have been through the throes of being overweight, underpowered, and out financed. I have experienced the agony of sawing away parts of a beloved hull and the ecstasy of the first sail in a modern uncluttered, sail-away cockpit. I have despaired at being slower than the new boats and anguished at finding that I am slower than the *skippers* of the new boats. Through this I have formed the following opinions. I hope they may also be facts:

1) The modern boat is truly modern and on a par with Lasers, 470's, and you name it. This transformation was necessary to keep the class from obsolescence, and hopefully will attract new and discerning members to it.

2) Old boats have been "outbuilt" primarily on an ease of handling and comfort basis. They *can* be modernized sufficiently for competitive racing. Although a good sailor will probably do better in a new boat, buying a new boat will not necessarily make you faster.

3) Modern boats are generally safer and more likely to be self rescued although they are not "failsafe." In this regard there can never be a substitute for seamanship.

On the basis of the above I have reached the following conclusions of which I would like to convince other Snipers:

1) Inflation, decreasing oil supplies, and general socio-economic factors are making the acquisition, maintenance, and campaigning of new boats (and all boats) progressively more expensive. It is therefore desirable to avoid making the purchase of a new boat necessary for remaining either modern or fast.

2) Although the rules should be *re-viewed* frequently (?constantly) for need for change, actual change should be made only for good reason. It should not be made for the sake of change itself or for the promotion of increased speed (let's leave that for the development classes).

3) The class has just passed through a period of modernization with significant change. A period of resistance to further change should now be adopted to promote stability and hopefully to allow for renewed, but ordered and solid, growth.

There, Bruce, I've had my say. I hope I've said it soon enough, loud enough, and persuasively enough that I won't have to complain about it later!

Peter Sylvester, M. D.



Rounding the windward mark.



A Fleet in action.

Blodgett Captures Carlyle Silver Cup Trophy

The Carlyle Silver Cup trophy was presented to Dan and Susanne Blodgett in June 1978 as winners of the regatta. Jeff and Libby Evans received the Illinois State Championship Trophy as the top placing Illinois boat and a second place regatta finish.

The regatta began with a junior skipper's race in the morning with Lerinda Saint and her sister, Connie, (Evergreen) crossing the finish line first in the 6-8 mph breeze. Don Crookston (Lansing) followed in second place; John McAllister (Crescent) in third; John Szczepanski (Carlyle) fourth.

The winds increased to ten mph as the afternoon series began with Paul Levinson

finishing first; followed by Greg Gust; then Jeff Evans.

The second race was won by Dan Blodgett; second — junior John McAllister; then Paul Dovey.

The third race Sunday morning continued to find scrambled results as Jeff Evans finished first; followed by Dan Blodgett in second; then Lou Dixon third.

Lerinda Saint captured also the B fleet trophy with her two firsts and fourth. Larry Christy finished second; Gale Saint third.

Fleet 705 welcomes all Snipers to Lake Carlyle; the 1979 Carlyle Silver Cup date is June 23 and 24. Y'ALL COME!!

Felicia Bamer
Fleet Captain, Carlyle Fleet 705



Presentation of the Carlyle Silver Cup. Left to right: Dan Blodgett; Larry Christy, Regatta Chairman; Felicia Bamer, Fleet Captain; Susanne Blodgett.



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Basic Snipe Sailing Manual

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The End Game In Sailboat Racing

A top Snipe sailor discusses winning strategy at the finish

Gary and Margaret Boswell, Western Hemisphere Champions in 1970, were leading the race and the series when they lost their mast and their chance for a 4th District II Championship, at Lake Shawnee, Topeka, Kansas, last June.

Gary is one of Texas Instrument's resident geniuses who invents computer games for sailors when he isn't working on computers or sailing. His well thought out "end-game-strategy" is credited with winning the Hemisphere Championship, since he beat exactly the boats he had to beat going to the finish in the last race.

One's finishing position in a sailboat race is all that matters for it is all that is recorded. An excellent start, a strong position through the middle of the race, or a good rounding of the last downwind mark are of interest only relative to how they position you for a successful finish. The purpose of this article is to explore some of the more common situations encountered at the end of a race. If you find yourself dropping a boat or two near the finish of most races, then you can benefit from this review. If you master the techniques presented you will find yourself passing boats at the finish and your average finishing position should improve. Throughout it will be assumed that a standard Snipe race course is used and thus the last leg is to weather.

First it is necessary to clearly recognize that there is such a thing as end-game strategy. By this I mean three things: (1) the solution to a tactical problem which occurs in the last minutes of the race may be different from the solution to the same problem had it occurred earlier in the race; (2) several situations occur often enough at the finish of a race that the correct action should be studied ashore, so that when the situation occurs on the water your correct response is instantaneous; and (3) there is an end-of-race psychology. Upon rounding the downwind mark, many sailors fall into a mental state of "let's just get this race over with." They are just as wrong as the backgammon player who thinks that once his pieces are past all of his opponent's pieces



Gary and Margaret Boswell. (Jackie Stroud photo)

the game becomes one of just rolling his dice. Both of these turkeys will often lose when, by careful attention to the end-game, they would be winners.

Before examining individual cases a review of the general principles which are applicable is in order. Note that the successful application of each principle requires careful planning:

- 1) determine your end-game objective;
- 2) overcome fatigue;
- 3) control key boats;
- 4) maintain clear air and smooth water;
- 5) determine the favored end of the finish line;
- 6) use right-of-way to your advantage;
- 7) avoid tension.

Consistent winners, when tanked late in a race know that they can often pass a significant number of boats on the last leg. Why is this? The answer is simple. The top sailors know that passing just

one or two more boats now may make the difference between winning and losing the regatta or series. They are passing sailors who have let down, who just want to get the race over with. The top sailor has more incentive to ignore his fatigue, to fight through the natural desire to just finish. Finally, winners apply the basic principles listed previously. In summary, consistent winners work both harder and smarter.

Now let us examine specific examples. What is meant by "determine your objective"? If you are leading the race and it is the first race of a long series, your objective should probably be to take those actions that give you the highest probability of staying ahead of the largest number of boats. More simply, cover the fleet, ignore the eccentric boat that takes a flyer, even if he appears to be getting a favorable edge.

At this point you want to consolidate your gains. On the other hand if it is the last race of a series and only one boat, one which is behind you, has a reasonable chance of beating you in the series then, clearly, your goal is to cover him at all cost. Ignore the fleet even though you may lose several boats in the process. These two examples are rather clear cut. More common examples are: you are between two groups of boats, one group is ahead of you but still in striking distance. The other group is uncomfortably close behind. Now should your objective be to attack the boats ahead or protect against the boats behind? Attack a specific boat? Protect against a specific boat? Give up sailing and thereby avoid such complex questions? Factors to consider in making such decisions are:

- 1) individuals in each group and your overall standing relative to them;
- 2) your position in the series;
- 3) position of race in series;
- 4) nature of tacking leg and shiftiness of wind;
- 5) your relative boat speed;
- 6) your degree of fatigue.

Each factor is important in measuring two events. 1) The probability of a successful attack or defense and 2) the importance of a successful attack or defense.

An attack while enhancing your chances of moving up in the race will invariably increase the probability that you will lose one or more boats now behind you. A defense should significantly increase the probability of maintaining your current position.

Only you can choose the objective. You must choose what is more important to you. Is it more important to you to finish second in a particular regatta, say the District Championship or do you value only first with second being no more valuable than third or fourth? These kinds of questions must be answered based on your own feelings. The point being made is that such questions *must* be asked and answered before you can determine your end-game tactics. In summary, choose your fate and act boldly, don't just let "it happen to you."

The second principle, overcoming fatigue, is one of the more important keys to success near the end of a race. We all have a tendency to let down at the end, particularly if the race has been long, the wind either high or very light, the day very cold or very hot, or the competition strong. Successful racing requires extreme concentration, and concentration is always fatiguing. Obviously, one thing you can do to improve your finish is to be in good condition.

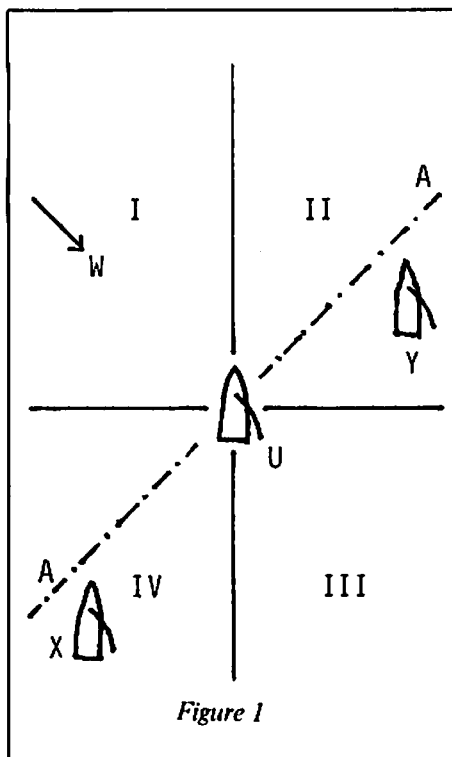


Figure 1

One of the best ways to do this is to run or jog everyday and to race often in all conditions. Such preparation is very important, but as you start the last leg of the race, you are what you are. Now you must get you and your crew up for an *all out sprint to the finish*. John Paul Jones understood this as is clear from his famous quote when his ship was sinking beneath him and his opponent asked him to strike his colors he replied, "I have not yet begun to fight."

If you have worked out your objective as prescribed above, that will help, for you will have a clear cut goal such as "I must pass Joe Fast" or "under no circumstances am I to allow Frank Lucky to pass me." However you do it, get yourself psyched up; get all your juices flowing; restore your lagging concentration. This is your last chance to make your move so give it your all!!!

If you do you will surprise yourself by the number of boats you will pass on the last tacking leg. If not, I can assure you, others will pass you.

The third principle is simple, "Control key boats." In determining your objective you should have determined which boats are key. If they are ahead of you then you must first catch them. If you are ahead then how do you control another boat? Very simply. Stay between it and the mark. Technically, on a weather leg this means keeping ahead and to windward. Or stated another way you want to keep your opponent in quadrant III of Figure I.

A boat in Quadrant III is one which is

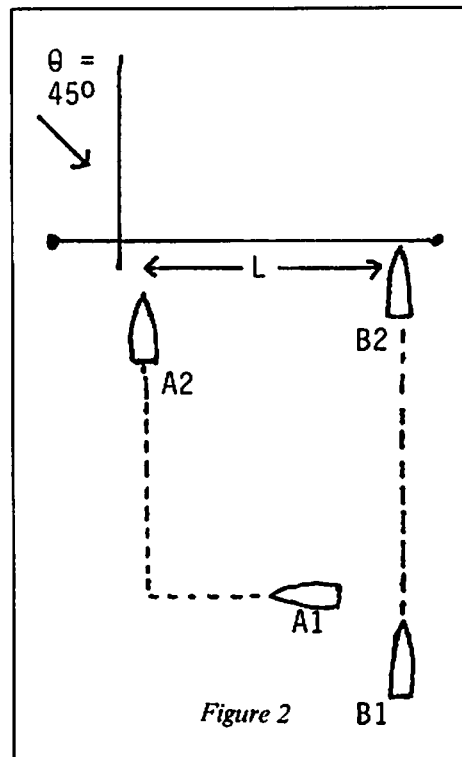


Figure 2

controlled. Assuming equal speed there is *no way* such a boat can pass you if you do not want it to happen. No reasonable wind shift can put him ahead. The only conditions under which you cannot control him is if he is significantly faster, or under light and fluky winds where boats close together experience significant difference in the force and direction of their wind. A boat in either quadrant II or IV which is behind you (below line AA) can pass you on a wind shift you both experience.

In Figure I, U is ahead of both X and Y. A 20° drift (counter clockwise shift) would put Y ahead of U. A 20° knock (clockwise shift) would put X ahead of U. When you are ahead there is no reason to take such a chance. Keep key competitors in your quadrant III.

As you near the finish line boats that were previously spread out come back together. Thus, it becomes important to anticipate what will happen. All other things being equal you should plan to avoid concentration of other boats to retain smooth water and clear air as long as possible. In moderate and light winds, several clustered boats can create a lot of disturbance. Sometimes it is possible to pass the entire cluster just by staying clear of it.

At the start, if the line is not perpendicular to the wind, the boat that starts at the favored end, starts ahead of the one at the wrong end. The distance ahead is a function of the degree to which the line fails to be perpendicular and the length of

(Continued on page 12)

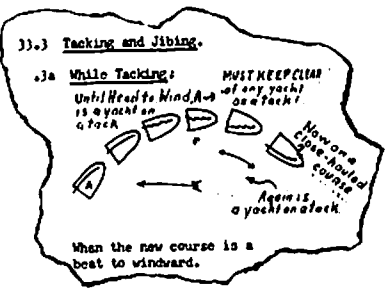
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End Game ...

(Continued from page 11)

the line. At the finish the same thing occurs. But at the finish the end which for a start would be considered favored is the wrong end! When the finish line is poorly set (and this often happens since race committees take much less care in setting finish lines than they do in setting starting lines) you can finish ahead of a boat which you *never* pass.

To see this consider the extreme case diagramed in Figure 2. Boat B has finished ahead of Boat A even though if B were to tack he would pass behind A.

This happens because with the angle Θ between the wind and a perpendicular to the finish line starboard tack is parallel to the finish line. Thus Boat A by finishing at the wrong end has unnecessarily sailed an extra distance, equal to the length of the line.*

At the end of the race, right-of-way also becomes very important. One common error is to tack under another boat near the finish. Even though you successfully obtain a safe leeward, the distance to the line may be too short to exploit it and you cannot tack until your adversary does. That is probably all the advantage he needs. It is usually better to duck under a right-of-way boat at the finish unless the end he is heading for is very much favored and you can lay it. If the end he is heading for is favored, but neither of you can lay it you should consider ducking under him and then tacking as soon as you can lay it.

If you are a right of way boat and can comfortably lay the favored end of the finish line then you should sail looser than normal. In this way, you will sail faster and finish quicker and if a boat approaches and attempts a safe leeward you can tighten up and sail over him. The key thing to keep in mind at the end is that you want to retain your freedom to tack and that you want to finish at the favored end.

In a close finish you have one other enemy, namely tension. If you get tense you are likely to tighten the sails and pinch the boat as you approach the finish. This will slow your boat down so much that all the good things you are doing are to no avail. Boat after boat slips past you. To avoid this, you need to become momentarily schizophrenic. One part of your mind needs to be devising devilishly clever maneuvers to trap your unwary

opponent while the other part must maintain the relaxed calm necessary to concentrate on moving the boat through the water. During the middle of the race you probably can maintain good boat speed without consciously thinking about it. At the end you will probably have to spend more conscious time steering the boat. This means less time to apply towards being devilish.

The only solution to this dilemma that I know is practice. Work through all the finish configurations you can devise using model boats (such as are often used in protest meetings) until action and response become second nature to you. Then get several friends and go out and practice finishes on the water.

In summary, the keys to success at the end-game in racing of sailboats is: determine your objective, psych you and your crew up, maintain your boat speed and avoid being trapped. If you do this your tired, tense, distraught competitor will have no chance.

*Note — In general the extra distance sailed is given by the equation $L \tan \Theta$ where L is the distance between the points at which each boat crosses the finish line and Θ satisfies $-45^\circ \leq \Theta \leq 45^\circ$. A negative Θ signifies that starboard tack is favored. In our example Θ is 45° , $\tan \Theta$ is thus 1; for a perfect line $\Theta = 0$ and $\tan \Theta = 0$.



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A WINTER PROJECT

A simple, inexpensive plan for converting a standard Snipe trailer to a double-decker that will efficiently haul two boats

by Earl Purtee

Cheryl, Steven, and Mary Alice have seen a good part of the country riding in the van with a Snipe in tow. We have had a variety of crew/skipper combinations with Sue/Earl, Cheryl/Earl, Earl/Cheryl, Mary Alice/Cheryl, Steven/Cheryl, and a friend/Cheryl. Sue/Earl have been shut out of Tabasco. We need a bigger boat or another Snipe. Following a brief discussion, we began looking for another Snipe.

Taking two cars for two boats seemed contrary to today's efforts in energy conservation. Stacking one boat on top of another also took too much energy, there had to be a better way.

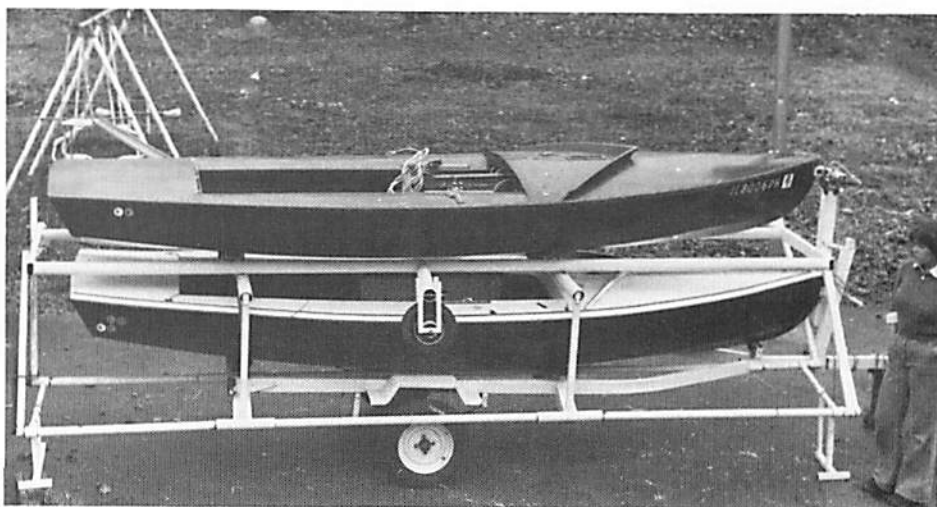
After three years of thought, sketching, scrap paper, etc., I was stumped. We wanted a trailer that, 1. could be loaded and unloaded by our family, 2. one that two Snipes could be launched from and retrieved to, 3. that could be made out of re-cycled materials, (junk), 4. cheap to build, and 5. easy to pull.

The ideas seemed to work but there were problems. The first prototype was more than eight feet in the air. We couldn't find a used trailer frame. The professional trailer builders couldn't understand what we were trying to do.

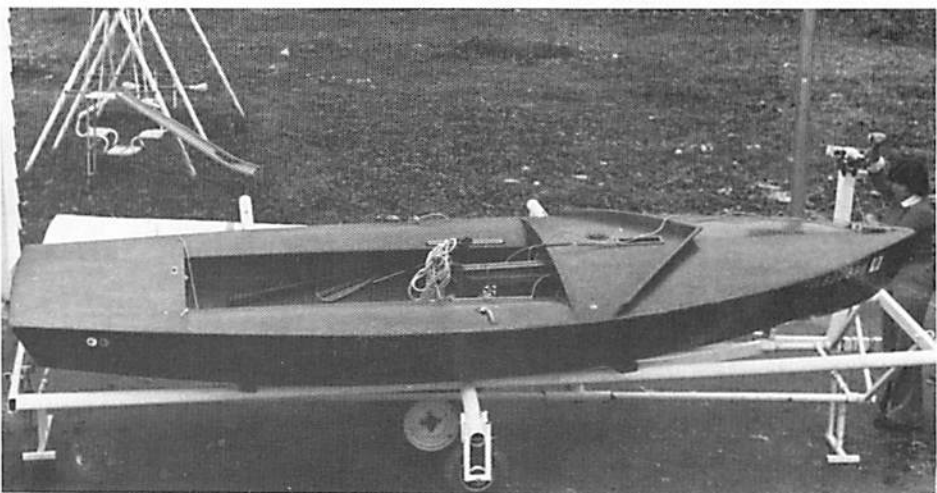
The ah ha! moment hit and the design fell into place. The trailer pictured is a standard Snipe trailer. 12 inch wheels have been added to reduce rolling speed and up capacity. We have pulled the trailer 2,000 miles without a problem.

We have launched the boats at several different sites. The 12 foot width in the launch mode fits just about everywhere. Four adults can "muscle" the top boat up or down. We added a winch and two people can load or unload the Snipes with ease in 30 seconds. We have always attracted a crowd and our earliest performance at Diamond Lake, Michigan was not smooth. At Muncie, Indiana in the fall it worked smoothly and I had my best sailing performance of season.

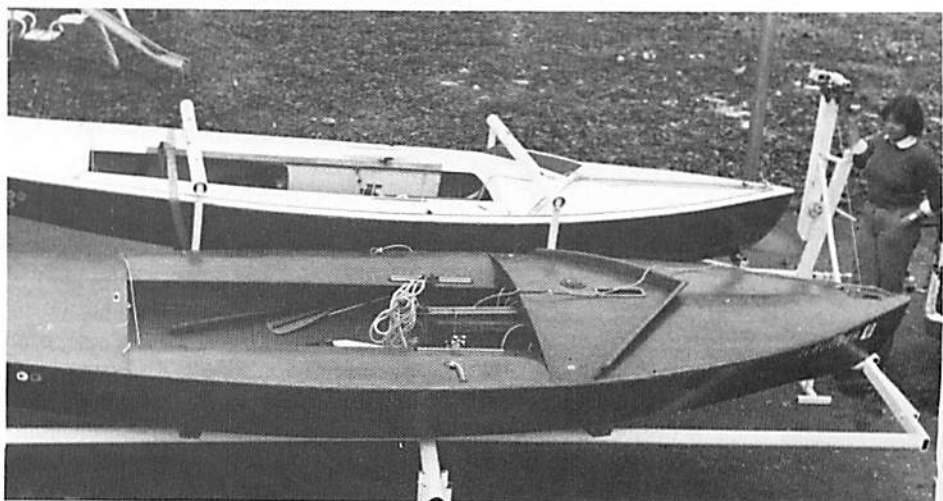
For those interested in detailed drawings, they are available with a parts list for \$5 to cover printing and postage. The design can be adapted to other classes and other base trailers. Write Earl Purtee, 517 South 21st, Richmond, Indiana, 47374.



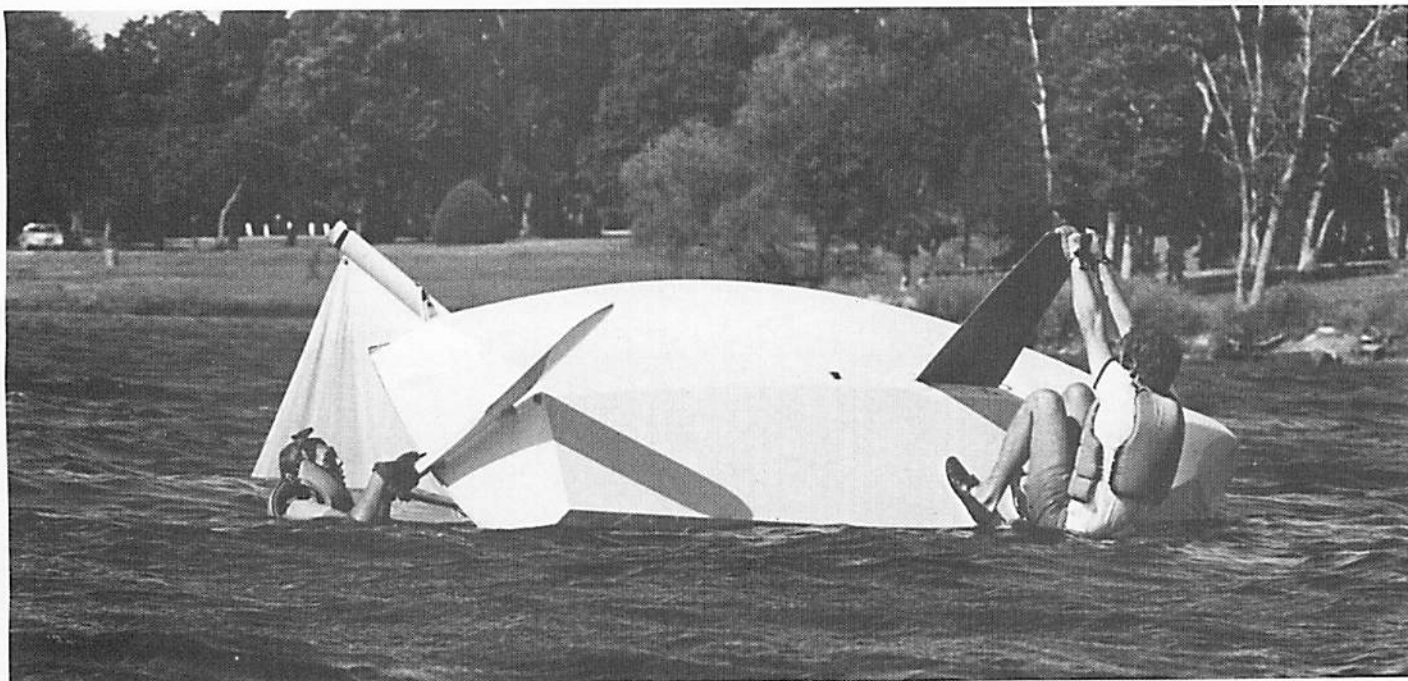
Snipes in travel position.



Cheryl has the boats about half way through the launch mode.



Snipes ready for launching, or in this case, storage for winter.



Heavy winds overturned even the best sailors. (Jackie Stroud photo)

High Winds Zap District II Championship

Shawnee Snipe Fleet No. 597, Topeka, Kansas, was host for the District II championship regatta on June 24-25, 1978, at Lake Shawnee.

Regatta chairman, Bob Congrove, and Fleet captain, David Ryan, ordered a weekend of moderate 15-kt. southerly Kansas zephyrs. What Dame Fate delivered, however, was three races on Saturday in churning up-and-down Kansas gales agitated by temperatures nearing a hundred. Then the two races Sunday were run in winds which ranged from "shroud snappers" to "rudder poppers," and succeeded in overturning even the best sailors.

The Sunday winds were particularly hard on Gary and Margaret Boswell, who were leading the championship with a 2-6-1 after Saturday's races. In the fourth race, the wind demasted Boswell's boat so that he was unable to finish the race and was forced to take a DNS in the fifth. Nevertheless, he finished the district championship in 8th place.

Thirty-four snipes in the district championship and seventeen in the Shawnee Sunflower regatta made up the two fleets. Henry Davis and Jeff Toohey from Omaha, Nebraska, captured the district championship despite being in second



Close quarters at the mark. (Jackie Stroud photo)

place at the end of Saturday's races and capsizing Sunday morning. Davis, who won every 1978 regatta he participated in previous to the Districts, won the 1st, 4th and 5th races and finished 4th in the 2nd & 3rd. Paul and Sig Festerson, also of Omaha, finished 5-2-5-3-4 to take second place; and, Tommy and Dee Ann Binion of Dallas placed third overall with a 4-7-3-8-5. Doug Day was first man over the line in the second race.

Jim Rix, Wichita, with his father, Ken, as crew, zapped first place in the Sunflower regatta fleet. Gary and Jayne Pierce, also of Wichita, took second place; and two of the fairer sex, Leslie Tucker

and Beth Wasson, from the home fleet in Topeka, waltzed in for a third.

Saturday night festivities featured a traditional Kansas steak fry and time for everyone to compare sunburns and sailing mistakes. Trophies, which are always handmade by the Shawnee Snipe fleet for their regattas, were designed and executed this year by Robb James. They were beautiful, framed silver point etchings of ships of the Americus Cup Series. Eight captain and crew trophies were given in the district division and five in the Sunflower division.

Herschel Stroud
Shawnee Fleet 597



A Fleet winners: Henry Davis/Jeff Toohey; Paul/Sigrid Festerson; Tommy/Dee Ann Binion; Keith Zars/Steve McCarthy; Louis/Sonja Joline; George Croasdale/Keith Lovell; Doug/Ann Day; Gary/Margaret Boswell. (Ann Palmer photo)



B Fleet winners: James/Kenneth Rix; Gary/Jayne Pierce; Leslie Tucker/Beth Wasson; Phil/Connie Eberhart; Jim/Gwen Chandler. (Ann Palmer photo)



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MARCH 16-18, DON Q RUM KEG, Miami Fleet 7, Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165.

MARCH 21-24, BACARDI AND GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey Kelly, P. O. Box N 1113, Nassau Bahamas.

APRIL 11-16, INTERNATIONAL RACE WEEK OF PALMA — H.R.H. PRINCESS SOFIA TROPHY, Spanish Sailing Federation, Miguel Company, President, Juan Vigon 23, Madrid 3, Spain.

MAY 5-6, REDNECK REGATTA, Magnolia Fleet 604, Zeke Downey, P. O. Box 1970, Jackson, MS 39205.

MAY 25-27, SOUTH EUROPEAN CHAMPIONSHIP, Beaulieu, France, Louis-Paul Lamarque, Sec. South Europe, Boite Postale No. 4, 33036, Bordeaux, France.

MAY 26-27, SOUTHWESTERN CHAMPIONSHIP, Dallas Fleet 1, Ed Nelson, 6745 Avalon, Dallas, TX 75214.

JUNE 9-10, NEW YORK STATE OPEN, Cuba Lake Fleet 442, Leo Murphy, Jr., 107 N. Clinton, Olean, NY 14760.

JULY 19-21, EUROPEAN JUNIOR CHAMPIONSHIP, Stone Fleet 372, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD, England.

July 21-22, U. S. JUNIOR NATIONAL CHAMPIONSHIP, Pensacola Yacht Club, Pensacola, FL. District IV Governor John Muhlhausen, 3453 Winter Hill Dr., Marietta, GA 30062.

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