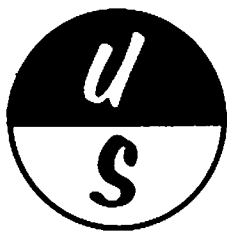


***SNIPE***  
***BULLETIN***



MARCH 1982



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# Greg Fisher Romps At District III Championship

North Cape Yacht Club hosted the 1981 District III Championships on June 26-28. Lake Erie provided a multitude of conditions that baffled almost everyone except Greg Fisher and Joni Palmer.

Thirty-nine Snipes registered for the three day event. George "Skip" McCollough who ran the 1980 North American Championships, again did a superb job of conducting the races.

Two races were held on Friday afternoon following a busy morning of sail measuring, boat weighing, rigging, launching and meetings. The first race of the qualifying series was sailed in a moderately light, variable wind with one to two-foot chop. Greg Fisher displayed excellent offwind speed to move into first place on the second leg and held on for the first of five first place finishes. The second race was won by Jeff Evans and Bill Donath in similar conditions. The third qualifying race on Saturday morning was started in very light wind with smooth water. This race was cancelled after two legs because the time for completing the first triangle expired.

During lunch the fleet was split into the Chalmers-Burns and Dunphy Fleets. Dave Chapin missed the qualifying series because of a Star Regatta but arrived in time to defend his District III title. The winds filled in for the afternoon races. Both races were sailed in a choppy, shifty off shore breeze of 6 to 8 m.p.h. Fisher found these conditions to his liking and with great upwind and offwind speed won both races.

The Dunphy Series had unusually stiff competition due in part to the two race qualifying series, and the adverse conditions that challenged the best turning and boat speed whizzes. Don Hite had a slim lead over Dick Hand after Saturday's races.

Saturday night the Snipe sailors were joined by North Cape Yacht Club members and danced to good ol' country music at the Haller's Hoe Down. The free beer flowed throughout the weekend, and disappeared in anticipated quantities during the chicken BBQ and dance.

Sunday the wind freshened to 10 to 15 m.p.h. with two to three-foot, rolling waves. Greg Fisher showed his all-American collegiate form for surfing offwind, and motored to the front on the first reaching legs, to win both races going away. Jeff Evans was second by a slim 0.3

## DISTRICT III CHAMPIONSHIP CHALMERS - BURNS TROPHY (Top 10 of 20 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
23619	Greg Fisher/Joni Palmer	HYC	1-3-1-1-1-1	0	1
24682	Jeff Evans/Bill Donath	IBYC	5-1-3-4-2-5	26.7	2
24679	Greg Gust/Patti Fisher	IBYC	2-5-7-2-4-2	27	3
23624	Sam Mollet/Brian Mollet	PLYC	3-10-10-7-3-3	40.7	4
24333	Fred Rozelle/Jan Bertelson	Crescent	10-15-4-5-8-11	49	5
24688	John Walton/John Wilson	Crescent	6-7-13-3-5-9	49.7	6
24307	Dick Mitchell/Susan Place	Barton	12-6-2-10-9-10	50	7
20369	Jerry Thompson/Kim Thompson	Lake Angelus	7-4-6-12-7-6	54.4	8
23751	Terry Timm/John Hardin	NCYC	4-11-14-8-6-7	58.7	9
24500	Jim Richter/Julie Richter	ISC	13-9-5-6-13-13	59.7	10

## DUNPHY TROPHY (Top 10 of 18 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24267	Don Hite/Carroll Ashworth	NCYC	14-32-3-2-1-5	18.7	1
23635	Dick Hand/Rob Borer III	PLYC	20-20-5-1-5-1	20	2
24800	Bill Buckles/Charles Hurlbut	Cleveland	9-31-1-16-3-3	33.4	3
23754	Ray Croasdale/T. Ketten	Gull Lake	31-35-8-11-2-2	37	4
24096	David Smith/Michele Bolyard	Cowan	36-22-2-10-4-8	41	5
17511	Cris Croasdale/C. Buckley	Gull Lake	32-29-7-8-6-4	46.7	6
19380	George Stickler/E. Strundl	LaCross	35-21-4-6-10-6	47.4	7
22725	Bob Foster/Glen Foster	Diamond	21-26-6-5-9-11	53.7	8
17395	Dan Orr/Ken Nielson	Crescent	28-37-18-4-7-9	60	9
24602	Bob Borer/Katarina Borer	NCYC	27-28-1-2-3-8-DSQ	65.7	10

points over fellow Springfield sailor Greg Gust.

Don Hite and Dick Hand each had a first and fifth which allowed Don and Carol Ashworth to maintain their slim lead and win the Dunphy Trophy. Bill Buckles and Charles Hurlbut were third.

The trophy presentation was slowed

by several protests. Jim Richter not only presided over the most successful District III business meeting ever but was also on hand to present the awards. The top junior sailors were Tom Hite and John Sohacki.

*Terry Timm  
North Cape Fleet 762*

## District III Juniors Led By Peterson

Cowan Lake Snipe Fleet 433 was host to the 1981 District III Jr. Championship on August 22-23. The regatta was won by Jeff Peterson of the host fleet with Derek Horst second and Martin Keen third. Unfortunately, last year's winner, John Irvine, was not able to defend his title since he was in Connecticut at the USYRU Bemis finals.

Light and variable winds blew from the east for Saturday's first race. Martin Keen was around the triangular course first with Horst and Peterson close behind. Peterson won the second race held over the same course in even lighter winds. John Szczepanski was second and Tom Hite third. By the time the boats had regrouped, it was too late to start a third race, so everyone headed back for a fried chicken dinner at the club house.

Sunday morning was clear with light winds out of the west. Peterson scored a



*District III Juniors*

second behind Horst which was enough to win the regatta. Keen's fifth place finish put him third overall, one point ahead of Szczepanski. Although attendance was small, three boats came from out-of-state, Tom Hite from Michigan and Andrea and John Szczepanski who double-decked their Snipes from St. Louis.

## DISTRICT III JUNIORS

Boat	Skipper	Club	Places	Points	Finish
21465	Jeff Peterson	CLSA	3-1-2	8.7	1
21777	Derek Horst	CLSA	2-5-1	13	2
23333	Martin Keen	CLSA	1-4-5	18	3
19266	John Szczepanski	Carlyle	4-2-4	19	4
24604	Tom Hite	Crescent	5-3-3	21.4	5
19267	Andrea Szczepanski	Carlyle	6-6-6	35.1	6

# SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

MARCH 1982  
Vol. XXXI No. 3

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Madrid 16, Spain

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3918 LaCresta Dr.  
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Privateer Road  
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Chairman: TED A. WELLS  
5 Huntington Ave.  
Wichita, Kansas 67208

## EDITOR

Lowry Lamb

## EDITORIAL & BUSINESS OFFICE

Address all correspondence to:  
Privateer Road, Hixson, Tennessee  
37343, U.S.A.

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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.

## Belles To Complete Delgado's Term As Sec'y

The Spanish Class Assembly has elected Angel Belles as National Secretary to complete the one year remaining of Arturo Delgado's term. Known as "Tio Angel" (Uncle Angel) in Spain, he has been racing Snipes for 35 years, and is still active in the class. He has held the comfortable office of vice-secretary for over 10 years, and now will be put to work as secretary.

Angel is well-known throughout the Snipe world, having attended world championships in Punta del Este, and Alamitos Bay, and the Junior World Championship in Argentina.

Correspondence for the Spanish National Secretary should continue to be directed to Juan Vigon 23, Madrid, Spain.

## 1982 Dues Become Delinquent March 31

Dues not paid by March 31st for the current season become delinquent as of that date. Dues notices will be mailed from the office on April 15th. If you have not yet received your black and yellow 1982 SCIRA decal, please either send your dues through your fleet captain, or send them directly to the SCIRA office. You are required to have a current decal for any sanctioned regatta.

Individual dues for 1982 are \$20 for individuals, and \$15 for co-owners. Associate dues are \$10.

**FLEET CAPTAINS:** If you are holding any dues for any reason, please send them on to the office to avoid having our members dunned for dues already paid.

The June BULLETIN will be the last received by those not paid for 1982.

## Fort Worth Boat Club Plans U.S. Nationals

It has been 20 years since the Fort Worth Boat Club has held a U.S. Snipe Nationals, but they have not been sleeping. In that time they have run a variety of national and world championships, including the 1980 Youth Worlds, and the 1981 USYRU Mallory Finals.

Fort Worth Boat Club's former Snipe sailors, including Hub Isaacs, O.L. Pitts, Perry Bass, and Quentin McGowan, are still active sailors, and their active interest is the main reason the U.S. Nationals are returning to Eagle Mountain Lake.

Set at the tip of the major peninsula of Eagle Mountain Lake, the Fort Worth

Boat Club commands a panoramic view of the lake. This arrangement allows the setting of two or more fully independent racing triangles within a short sailing distance of the facilities. In twenty years the number of docks and slips has doubled, providing ample between-race tie-up space for the 100 or more Snipes expected. Launching facilities include a triple wide launching ramp and two power winches.

On July 30th the 1982 nationals will open for the business of weighing and measuring boats to be sailed in the Junior National Championship, July 31st and August 1st. Measuring for the Senior Nationals will be conducted Friday, when no juniors are in line, and all day Saturday and Sunday. Measuring will close at 5:00 p.m., Sunday.

The Crosby Series begins Monday and continues Tuesday. The Heinzerling and Wells Series will be conducted Wednesday, Thursday, and Friday. Awards will be presented during the Friday night banquet at the Fort Worth Boat Club.

For further information contact: Steve Sherman, 1109 N. Connor No. 211, Irving, TX 70561, (214) 579-2325.

## Bids Requested For North Americans

The 1982 North American Championship location is not yet set. If your fleet is interested in holding this event, please submit a detailed bid to the SCIRA office as soon as possible. Bids will be considered and approved by the North American Secretaries.

## THE COVER

Lake Allatoona shows most of its bottom to the visitors at Hallowe'en Regatta. Low water created islands and hazards where none had existed before thus requiring vital guesses as to which side of a new island might prove to be favored. Photo by Sylvia Griffith.

## THE SCORE

Twenty-one numbers were issued during the month, with 10 going to Sweden, eight to the U.S.A., two to Japan and one to Brazil. Fleet Charter 783 was issued to "El Nihuil" in San Rafael, Mendoza, Argentina.

**Numbered SNIPES — 25101**  
**Chartered Fleets — 783**



Gene Tragus

## Gene Tragus Is New SCIRA Rear Commodore

Dr. Eugene Tragus of Dallas, TX, Fleet No. 1, White Rock Sailing Club, has been elected SCIRA's 1982 Rear Commodore.

Gene has served three years on the Board of Governors, and was previously District II Governor for a two-year term. He was chairman of the U.S. National Championship in 1977.

Gene, born in Shenandoah, Pennsylvania, celebrates his birthday on New Year's Eve. His education includes a B.S. degree from Clemson in 1957, graduate study in zoology also at Clemson, and his medical degree from South Carolina in 1961.

Dr. Tragus practices in Dallas, and has a long list of credits in professional studies, and teaching, as well as publication. His talents in administration, as well as sailing, are serving SCIRA well.

## Holm, Muhlhausen Elected To SCIRA Board

Per-Ole Holm, Kokkola, Finland, and John Muhlhausen, Atlanta, Georgia, are SCIRA's newest board members, having been elected to three-year terms as members-at-large.

Per-Ole is Vice-President of Finland's Sailing Association and helped organize the second World Junior Championship held in Finland in 1975. He has been coach for the successful campaigns of the Finnish teams at the last two world championships, conducting ingenious funding campaigns to get the necessary money for the team to compete. His wife Gunvor, and son Markus, accompanied him to the latest world championship. They also support Snipe sailing, and Markus serves as crew on his father's Snipe.



Per-Ole Holm (Per Gothlin photo)

Per-Ole is world famous for his handsome head gear, a copy of his club's uniform hat from 1875, which he models in the accompanying photo.

John Muhlhausen, a graphics designer and member of Atlanta Yacht Club fleet 330, is the author of a beginners' book on sailing featuring a graphic approach, and of the widely used SCIRA brochure. Another of John's major talents is for instruction. He was a teenaged sailing instructor at his home club at Quassapaug, CT, where he began his sailing career as a seven-year-old crew aboard his older sister's Snipe. John has taught in both junior and senior training programs at Atlanta.

John, 1979 Governor of District IV, was chairman of that year's U.S. National Championship.

## THE COMMODORE SAYS

It is undeniable that one of the greatest incentives for, and aspirations of, a Snipe sailor is the possibility of competing in a World Championship. It would represent the fulfillment of his sailing ambitions!

However, over the years we have seen how excellent skippers and dedicated participants in the most important races have been excluded from the World Championship when they would have been ideal candidates for the title had they been able to participate.

It is also undeniable that times change, and ideas with them, and we must keep abreast of developments. I can recall a time when it used to be said that a race with more than 25 boats was unthinkable. However, in the latest World Championship 36 boats competed and nothing unusual happened: I even think a few more were missing. In my own country,



John Muhlhausen (Buzz Lamb photo)

During a year spent in Europe learning more about his trade as a graphic artist, John met and married Kitza, a native of Skovshoved, Denmark. Kitza is regular crew of John's Snipe "Pappa John" christened by John's sailing class on the day son David was born.

## Correction To SCIRA Board Meeting Minutes

Notice - For the World Championship, the Board of Governors voted to allow the host country for the World Championship three entries. However, if the defending Champion is from the host country the limit of three entries shall still apply, rather than allowing an additional entry.

we hold two or three regattas each year with an average of 80 boats. . . and the best always win!

I could give examples of major regattas with a larger number of entrants, not only in our own class but in other very popular classes. I have had the experience of meeting racing folk from other classes who expressed their surprise at the small number of participants per country in the World Snipe Championship. It is not unusual to attend World Championships with 70 participants representing nine countries! And though we may feel this unrealistic, we must admit that it has its advocates.

I consider that the system we introduced for the European Championship has proved frankly positive. In the years in which this Championship is held, greater activity and training is noticeable

*(Continued on page 6)*

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## Blue Dominates Gray in '81 Championship

Nineteen Snipes from the North and South of District 1 raced in 5-15 m.p.h. breezes on Barnegat Bay for the 1981 Blue-Gray Championship at Pine Beach.

Race Committee chairman Ralph Bush cleverly set up an Olympic course around a Laser regatta for the first three races on Saturday.

Ed Adams was leading the fleet with 1-1-4 places while we enjoyed barbecued chicken on Saturday evening.

Sunday's weather began with rain and threats of thunder storms. Ralph set up a course on the river nearer to Pine Beach Y.C., and got off two breezy (15-25 m.p.h.) races between the storms.

Rob Gorman, with crew Wayne Huntley, sailed a fine consistent 3-2-1-2-3 series to capture top honors in the stiff competition.

Will the Southern gray rise again?

*Charlie Eshleman, Pine Beach Fleet 256*

### BLUE-GRAY CHAMPIONSHIP (Top 7 of 19 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
24110	Rob Gorman, Wayne Huntley	Quannapowitt	3-2-1-2-3	17.4	1
24684	Ed Adams, Meredith O'Doud	Newport	1-1-4-3-4	21.7	2
24608	Steve Callison, Mike Bohenski	Severn. S.A.	2-10-3-1-1	24.7	3
23749	Griff Hall, Uffe Christensen	S.A.A.	8-3-9-4-2	45.7	4
18100	Jonathan Bartlett, Art Holt	S.S.A.	4-5-6-5-8	53.7	5
23620	Fred Abels, Tom Hechu	Sea Cliff No.4	6-6-5-6-5	55.1	6
14002	Keith Donald, Cathy Grill	S.S.A.	5-4-2-7-7	57.0	7

## THE COMMODORE SAYS

*(Continued from page 5)*

on the part of those skippers who feel they have a chance of being classified.

I am not going to propose here that the same system of classification as for the European Championship be applied to the World Championship. This would be too radical and too problematical a change. One of the great merits of our class — and the secret of its longevity — is that, though remaining conservative, it has succeeded in keeping abreast of the times without making overdrastic changes.

Therefore, if we are fully agreed that a World Champion automatically has the right to participate in the next Championship held after an interval of two years, why not also let the European and Hemisphere champions participate automatically in the World Championship of the following year? Would this not represent a great incentive and a great recompense?

On the basis of the above, I submit for the consideration of all Snipe sailors in general, and of the Board of Governors in particular, the following proposal:

To amend the Regulations of the World Championship as follows:

The following may participate in the World Championship:

1. The world champion, 2. The European champion, 3. The W. Hemisphere champion, 4. Two crews per country, 5. The countries to which the World Champion, European Champion or W. Hemisphere Champion belong may, accordingly, be represented by three crews, providing the skipper of one of them holds one of the three titles.

6. Exceptionally, where the holders of the title of World Champion or European or W. Hemisphere Champion are different but of the same nationality, their country may be represented by four crews. Conversely, therefore, if one and the same skipper holds the World title and the European or W. Hemisphere title, his country may only be represented by three crews.

7. If the host country does not have among its representatives the World, European or W.H. Champion, it will be entitled to enter a third representative.

*Arturo Delgado  
SCIRA Commodore*



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# Seminar Notes From '81 U.S. Nationals

*Championship skippers answer questions on tactics, rigging*

At last summer's U.S. National Championship, the local Annapolis Fleet scheduled a seminar with questions and answers from some of the experts present for the racing. Four Class champions: Jeff Lenhart, Mark Reynolds, Roger Stewart, and John Shadden; and class newcomer Dave Perry, USYRU board member, class racing journalist, and winner in various one-design classes, formed a panel to discuss winning techniques in rigging and racing Snipes. Dr. Stanley Watkins of the local fleet was moderator.

Q: Let's begin with winners – Jeff, you won today. How'd you do it?

JEFF: Just lucky shifts I guess. (loud guffaws).

Q: Rigging? How much slop for the chop?

ROGER: Well – we never felt that fast. We sail neither loose nor tight – about half way in between, not as tight as Chapin and tighter than Reynolds. We sail with the jib halyard about 21'4" or 5", downwind 21'8".

Q: (to Roger) What make of boat are you sailing?

ROGER: We built the boat about two years ago.\*

Q: (Jeff to Roger) Did you change it since?

ROGER: We figured on a conventional Snipe with flat run and narrow entry. The first boat was slow. Six months ago we cut the bottom off – made moderate changes which made a lot of change in performance. There is some curve in the cross section – the rocker is nominal, sharp bow. The moment of inertia was slightly over at first – more over now, probably.

MARK: I sail with a real loose rig – though not as loose as the old rigs were – 21'8" back to 21'3" or 4", pretty loose. We never use pullers upwind – only if it is very sloppy. We have a Cobra II mast. My spreaders don't hit the stops. I let the mast bend even in a blow. You should



*On-the-water "seminar." Identifiable experts are Roger Stewart (23822), Mark Reynolds (24815), and Augie Diaz (23712). (Don White photo)*

ease the main in a chop. We might pre-bend in light conditions. We aren't tight off the wind.

Q: No aft puller on at all?

MARK: No.

ROGER: We use the aft puller in smooth water.

MARK: Even in big chop you need bend down low. Jeff is getting bend down low.

Q: Why?

JEFF: This is like moving the mast forward. I think the mast is at 60 inches, and this is like getting it a little further forward.

MARK: I sheet pretty hard and hook my battens a little (which most people advise against). I play my main a lot so I can ease and change. It is easy to stall unless you steer very carefully. The forestay sags after a tack. I used two mains today.

One experimental from a program on a computer to design a sail. All big boat sails are made that way.

Q: Same sail as you had at the Midwinters?

MARK: Yes, we do a lot of testing. Really hard, with only small changes. When it is shifty it is hard to determine any differences. The construction is different with computer design, but the result is about the same.

ROGER: I thought that it was equal up wind, but a little better running and reaching. Hard to tell here, this may not be so.

MARK: They (the computer designed sails) look better, but I am not sure they are any better. It is a well balanced sail, but it may not be any better.

Q: (by Eric Purdon): Do you guys think the class is getting back to loose rig?



MARK: Almost nobody on the West Coast is using a tight rig any more.

JEFF: There is a little more control with loose rig. You get overpowered when the wind comes up with a tight rig.

MARK: It is too much of a problem to shift for chop etc.

JEFF: Yes, but the loose rig isn't nearly as loose as it used to be.

Q: Do you use side pullers?

JEFF: Chocking in the middle is much easier than side pullers.

MARK: I don't do either — chock or pullers.

Q: When is side bend desirable?

MARK: Maybe in light air, but I never let my mast bend sideways.

Q: (to the whole panel) How do you have your boat set up?

DAVE: I just copied Mark. I didn't have time to experiment. I asked Greg, Augie, John, Mark, etc. I didn't have time to wonder why on any point. Mark let me get behind him, and I saw how he had his jib in about two inches more, and I changed that, and pointed better.

JOHN: My rig is like Mark's — his is 21'8", mine is 21'6". Depending on how hard the wind is — I want the mast forward off the wind. I slacked off the trav-

eller when the wind came up today. We are a little light this year, and getting lighter every day.

Q: (to the panel) What is your weight here?

JOHN: 290, we were 335 last year.

DAVE: 310.

MARK: 300.

JEFF: 310.

Q: What can you do if you don't have enough weight?

GREG FISHER: Carry more twist, bend rather than let the traveller off a lot.

DAVE: I am new to the class, but I have the halyard hauled up in the heavier wind. I don't play the traveller. I sail on the jib and let the main in and out rather than the traveller. The speed comes out of the jib.

Q: (To Dave Perry) Do you feather at all?

DAVE: No, I just keep the boat flat.

MARK: I used to use an extra line to pull the traveller to weather — but I don't use that any more. In the first race I used the "Fireball" traveller. It doesn't work as well when it is windy. I use a fixed wire loop, a really good reference as the wind increases. I tighten the jib halyard as the wind comes up.

Q: What about starts?

MARK: Space to leeward is important.

Q: (to Mark) Running, how much do you ease off on the jib halyard?

MARK: A lot. I don't know how much. I don't have a magic box.

GREG FISHER: Let out the magic box all the way.

MARK: The forestay wire gives a good reference — you can't tell easily on a magic box. Let the forestay off some. Rake is really important, mostly because of the slot. You must remember to change your fairleads. Keep your eye on the slot. Watch to see what changes.

DAVE: The Snipe seems relatively slow, and here on Chesapeake bay the wind must change every 30 to 40 seconds. Small adjustments in the jib are vital.

Q: (To Dave Perry) What do you like about competing in the Snipe?

DAVE: I liked the fact that I could get a good boat, buy good sails, and be competitive. The fact that the boat is tactical is what really appeals to me. And, there is no other class in which you can find the same competition.

*\* Editors Note: Roger Stewart's boat, No. 23822 is of plywood, and was built by Roger and his crew, Doug Sharp.*

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## Defending champions best 56-boat fleet

# Hakan And Lila Bjurstrom Win Finland's Nationals

Hakan and Lila Bjurstrom, defending champions, were the best of 56 boats in Finland's Nationals held at Hanko in July. They finished with 8.7 points, having dropped an 8th place in the six-race series. Bill Holmstrom and T. Anttila were second. Claes Carpelan and Freddy Wegelius were third, just .1 ahead of Bobby Casen and B. Holmqvist.

Conditions were varied for the six races, with medium heavy wind and seas for the first two races, heavy wind for the 3rd and 4th races, and very light and shifting winds for the 5th and 6th races.

Roger Nylund, editor  
Viklatieto-Snipenytt  
(Finnish BULLETIN)

### SNIPES FINNISH NATIONALS

Boat	Skipper/Crew	Club	Places	*Points	Finish
22862	H. Bjurstrom/L. Bjurstrom	N	1-1-2-3-1-8	8.7	1
24326	B. Holmstrom/T. Anttila	HSF	2-2-4-1-6-9	25.7	2
19677	C. Carpelan/F. Wegelius	HPS	8-7-1-21-10	46	3
20679	R. Casen/B. Holmqvist	GSF	3-3-3-4-15-15	46.1	4
20271	V-P Ruoho/P. Haimakainen	GSF	4-6-10-6-27-3	53.1	5
21662	K. Toikka/T. Kolsi	HPS	5-14-7-10-5-6	60.7	6
24312	J. Liinamaa/V. Raaevaara	N	9-10-18-5-2-14	64	7
24118	P-A Lindholm/P. Nippala	HSF	6-5-6-8-18-12	65.4	8
22789	J. Lahti/J. Heljo	N	12-18-5-7-31-2	68	9
23987	K. Pietila/J. Valli	N	14-13-11-11-3-5	68.7	10
24327	S. Lindholm/J. Lommi	HSF	DSQ-4-17-17-29-1	89	11
24319	T. Bjorndahl/P. Haldin	GSF	11-9-14-14-13-DNF	90	12
22799	C-G Wiklund/S. Borg	GSF	20-15-16-19-9-4	91	13
24117	P. Rajakallio/K. Hyvarinen	N	19-11-DNF-12-4-22	96	14
22786	P. Bjurstrom/K. Nyman	N	10-12-12-18-37-17	99	15
24313	T. Valkila/H. Lindqvist	HSF	21-16-8-16-17-13	100	16
21446	P-O Holm/J. Nyberg	GSF	16-19-22-15-8-26	110	17
20280	C-H Krause/M. Mickelsson	BS	DNF-21-9-9-22-33	124	18
24317	R. Ginstrom/J. Sundstrom	HSF	13-8-13-DNF-39-25	128	19
21832	I. Hallavo/K. Tornroos	VVP	26-26-23-25-7-38	137	20
23680	A. Luostarinen/J. Rautio	STPS	17-20-15-DSQ-38-18	138	21
22369	H. Hillos/H. Niekka	BSF	30-25-26-23-10-39	144	22
24015	K. Rajakallio/K. Pelkonen	OPS	25-28-21-DNF-24-24	152	23
19680	J. Sipari/R. Hautamaki	HPS	23-DNS-DNF-22-11-1	155	24
23675	J. Kinnunen/J. Hauru	OM	15-30-DSQ-DNF-19-7	159	25
23678	R. Nylund/C-A Schauman	ASS	22-27-28-20-49-34	161	26
21836	L. Osterlund/H. Lommi	HSF	24-DSQ-20-14-32-43	163	27
20286	S. Valjus/R. Valjus	OPS	33-36-31-27-26-21	168	28
22370	An. Seppala/M. Seppala	HSK	DSQ-23-34-DNS-14-16	175	29
22489	K. Saarhelo/J. Saarhelo	BSF	34-38-19-24-36-37	180	30
23824	A. Winberg/S. Winberg	HSF	28-33-DNF-21-43-30	185	31
22794	S. Vaisanen/P. Pajari	NVK	45-31-30-DNF-15-35	186	32
24324	A. Rosenlew/B. Rosenlew	HSK	7-17-DSQ-DSQ-DSQ-20	190	33
24150	M. Lindqvist/M. Uitto	HSF	38-29-DNF-31-23-40	191	34
20682	J. Seppala/P. Hirvonen	HPS	29-34-40-29-45-31	193	35
24328	G. Langenskiold/F. Langensk.	NJK	35-DNS-36-28-35-32	196	36
23982	J. Toyryla/A. Tervahartiala	HSF	39-DNS-27-DNS-25-28	207	37
24140	C-H Krogius/K. Krogius	NJK	31-DNS-DSQ-DSQ-12-19	208	38
23823	K. Backman/J. Nasanen	HSF	32-35-35-DNF-34-44	210	39
22368	K. Tuomala/P. Vaisanen	BSF	44-DSQ-29-26-47-41	217	40
5604	T. Karlsson/H. Elfving	KP	27-22-25-DNS-DNS-DNS	220	41
19683	Cl. Osterlund/K. Larsson	HSF	DNS-DNS-24-DNS-28-23	221	42
21664	L. Backman/J. Klang	KPS	41-41-37-30-44-49	223	43
22401	H. Laakso/L. Rinkinen	ONS	47-37-38-32-41-53	225	44
19806	P. Vuorinen/O. Huovilainen	VVP	42-32-DNS-DNS-40-29	238	45
24121	M. Kankkonen/J. Huima	GSF	43-39-33-DNS-48-45	238	46
24017	Ca. Osterlund/L. Lignell	HSF	18-24-DNS-DNF-DNS-DNS	246	47
24016	P. Niemi/R. Lindberg	HSF	DNS-DNS-32-DNS-33-36	247	48
23825	T. Jarvinen/G. Linnell	VVK	46-40-39-DNS-51-48	254	49
23676	M. Forsblom/P. Harkki	HSF	37-DNS-DNF-DNS-30-46	259	50
22853	Aa. Seppala/U. Seppala	HSK	DNF-DNF-DNS-DNS-16-42	262	51
23829	B. Osterlund/M. Gustafsson	HSF	DNF-DNS-DNF-DNS-42-27	273	52
18492	R. Ostman/E-K Wilkko-Antell	BS	36-DNS-DNS-DNS-46-DNS	286	53
24314	V. Valkila/P. Kangas	HSF	40-DNS-DNS-DNS-DNS-DNS	302	54
24318	T. Holmberg/H. Sandin	HSF	DNF-DNS-DNS-DNS-50-50	304	55
23828	K. Kokkonen/L. Repo	HSK	DNF-DNS-DNS-DNS-DNS-DNS	320	56

\* One race excluded

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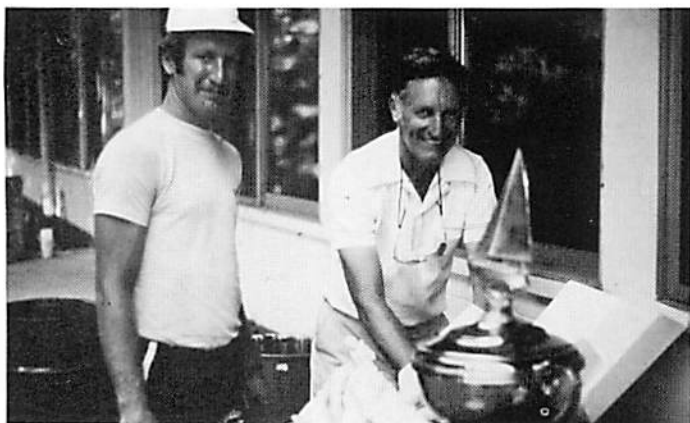


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Don't forget to send the Bulletin a complete report and photos on your Snipe regatta. In the overall results be sure to include names of skipper and crew, home club or fleet, places in each race, total points, and standing in fleet.

Opposite: Lilly Fleet. Standing, l. to r., Sam Mollet, Buzz Levinson, Harry Levinson, Dick Mitchell, Ray Schmit, John Brannan, Jim Richter, Jim McDonald, Paul Zent. Kneeling, l. to r., Brian Mollet, Phil St. John, Alison Harnes, Patti Fisher, Robbie Coughlin, Mary Alice Brannan, Julie Richter, Marion McDonald. Bottom right: Call Fleet. Standing, l. to r., Ken Woodworth, Eric Witt, Tran Alfrey, David Smith, Jay Antenen, Ray Szczepanski, Earl Purtee, Tom Hite, John Szczepanski, Lew Lappas. Kneeling, l. to r., Kris Woodworth, J.A. Lacy, Nancy Alfrey, Michele Bolyard, Ray Wagenknecht, Rob Lorentz, Mary Alice Purtee, Don Hite, Andrea Szczepanski, Arleene Lappas. Below: Sam (r.) and Brian Mollet.



*Heavy competition, light air on tap at Geist Reservoir*

## Mollet Triumphs At Indiana Open Championship

Sam Mollet took over where Greg Fisher left off to win the 1981 Indiana Open, sailed September 12 and 13 at Geist Reservoir in Indianapolis. Saturday skies were sunny and bright, but winds were light and variable.

After a short postponement for wind the Lilly series started with light S-W winds. Regatta chairman Jack Samuelson broke away and rounded the windward mark first. At the reaching mark nine boats were neck and neck. Richter was first around the leeward mark and held on in light air to finish first. Mollet, Mc-

Donald, Buzz Levinson and Bob Hill followed in that order.

In the Call race, Ken Woodworth was first, followed by David Smith and Erik Witt. Racing was abandoned for the day in favor of beer and snacks which helped settle most of the sailors' light-air frustrations. Dinner committee Harry and Karen Huff supplied tasty brats and kraut, salad, and apple strudel for the hungry sailors.

Sunday was another beautiful day with SW winds expected at 5-15. Harry Alan Levinson, after a good start, led all the way. Berkley Duck after restarting,

played the shifts up the center and finished second. Consistant Buzz Levinson was third followed by Dick Mitchell with Patti Fisher crewing. Dinner chairman Huff was fifth.

Ray Szczepanski, 1980 national chairman, did one of those horizon jobs on the Call fleet. Alfrey was second, Woodworth third and Witt fourth. Going into the third race Sunday morning Harry Alan Levinson had 13 points, Buzz 13.7, Sam 16, Duck and Richter were next at 20. Winds picked up 10-14 for the start.

Ray Schmit started at the pin and port tacked to an early lead. Brannan was first

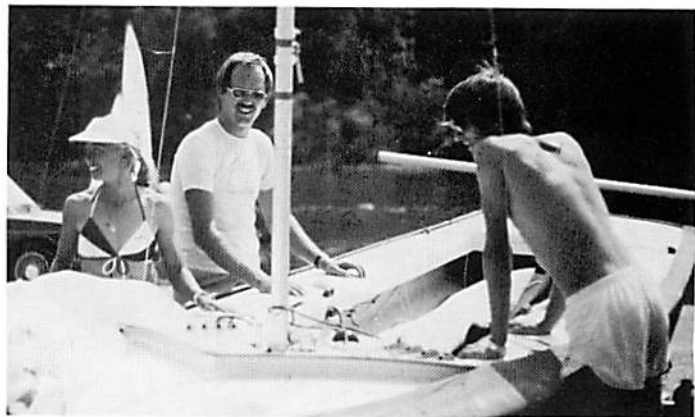
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*L. to r., Patti Fisher, Paul Dovey, Dick Mitchell.*

around the windward mark, followed by Mollet and Buzz Levinson. Mollet, playing his vang to great advantage on the long run up the lake, was first at the reaching and leeward marks. Brannan nipped Mollet at the finish but Mollet's second gave him the regatta. Buzz's fourth gave him second and Dick Mitchell's third gave him fourth in the regatta. In the Call final Erik Witt port tacked and led all the way. Ken Woodworth's third gave him an overall first, and Tran Alfrey's seventh gave him an overall third.

After the resolution of several protests, beautiful highly polished etched glass mugs were awarded to the skipper and crew of the top ten finishers in each fleet. Hope to see you all next year. Until then, good luck and good sailing.

*John D. Brannan  
Fleet 409*

**INDIANA OPEN  
LILLY (A) FLEET  
(Top 10 of 24 entries)**

Boat	Skipper/Crew	Fleet	Places	Points	Finish
23624	Sam Mollet/Brian	Portage Lake YC	2-7-2	19	1
24114	Buzz Levinson/Phil St. John	ISC	4-3-4	21.7	2
22285	Harry A. Levinson/Alison Harnes	ISC	7-1-7	26	3
24307	Dick Mitchell/Patti Fisher	Hoover YC	10-4-3	29.7	4
20659	Ray Schmit/Robbie Coughcin	86	6-6-5	33.4	5
20908	Berkley Duck/Nancy	ISC	11-2-9	35	6
24270	John Brannan/Mary Alice	ISC	16-8-1	36	7
24500	Jim Richter/Julie	ISC	1-14-11	37	8
21008	J. McDonald/Marion	ISC	3-17-8	42.7	9
20932	Paul Zent/Julie Brannan	ISC	13-10-10	51	10

**CALL (B) FLEET  
(Top 10 of 29 entries)**

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24692	Ken Woodworth/Kris	Corey Lake	1-3-3	11.4	1
22350	Erik Witt/J.A. Lacy	ISC	3-4-1	13.7	2
23595	Tran Alfrey/Nancy	Acton Lake	5-2-7	26	3
24096	David Smith/Michele Bolyard	Cowan Lake SA	2-9-5	28	4
19432	Jay Antenen/Ray Wagenknecht	Acton Lake	4-12-2	29	5
19266	Ray Szczepansky/Rob Lorentz	Carlyle	7-1-12	31	6
17238	Earl Purtee/Mary Alice	653	6-10-4	35.7	7
24604	Tom Hite/Don	North Cape	8-5-8	38	8
1302	John Szczepanski/Andrea	Carlyle	11-7-9	45	9
21788	Lew Lappas/Arlene	ISC	9-17-6	49.7	10

Brezich leads 53 top skippers

# Record Fleet Shows For Italian Nationals

1981 will be remembered in Italy as the great year of the Snipe Class, after a period around the '70s in which some problems relating to the growth of new racing boats and the class fell into many troubles. The hard work of National Secretary Enzo Perini and all the Fleet Captains allowed the class to reach a new popularity, so that now we can say that Snipe is one of the biggest racing fleets in Italy. Many new crews enjoy sailing the boat, and every year more and more clubs want to organize Snipe regattas.

Activity for 1981 was organized into local races, fleet, and district championships, and a national point classification called "Beccaccino d'Oro" (Golden Snipe), based on the results of seven races

out of 11, won this year (and for the third time) by the crew Dematte and Barri.

But the top race still remains the National Championship. This year it was held in San Remo with the record fleet of 53 entries, the largest in Italian Snipe history. The first three races out of a total number of six were run in light to medium conditions (4-6 meters per second), which favored a great alteration of crews leading the race. During the last three the wind dropped to 2-3 meters per second allowing Brezich and Penso to win all the races, showing impressive close-hauled speed and a great tactical ability. They captured the incredible score of 5.7 points, followed by Zaoli and Zaoli, Cas-

ciaro and Calliari, last year's co-champions Morin and Milan, and the Golden Snipe winners Dematte and Bari.


The junior competition was won by Bottagisio and Tommasini, ahead of Cilli and Orlando, and Zadra and Faustini.

Now Italian Snipers are looking forward to the great Europeans which will be held in Venice in late July. We hope to see a lot of crews coming from all Europe to enjoy this race.

*Antonio Bari*

**ITALIAN NATIONALS  
(Top 20 of 53 entries)**

Boat	Skipper/Crew	Club	Places	Points	Finish
21943	Brezich-Penso	STV	1-7-3-1-1	5.7	1
17404	Zaoli-Zaoli	YCS	3-1-5-12-5-6	37.4	2
22771	Casciari-Calliari	AVLC	8-3-1-5-7-17	42.7	3
19153	Morin-Milan	SVOC	23-2-2-11-11-2	43	4
23454	Dematte-Bari	AVT	6-6-4-10-2-18	50.4	5
23448	Zambonin-Zambonin	CNC	11-12-8-6-3-4	56.4	6
18617	Rossi-Arrighi	CRALS	7-9-6-2-9-8	56.7	7
21939	Donaggio-Sfriso	CNC	12-4-12-3-4-16	57.7	8
22758	Rossetti-Vergani	YCS	2-10+PMS-15-14-5	70	9
22759	Zischg-Zischg	AVLC	10-8-23-7-8-11	74	10
21938	De Carolis-De Carolis	CNR	4-16-7-13-RET-21	89	11
19809	Campari-Cerini	LNIMI	5-27-13-16-22-12	97	12
22770	Longo-Calliari	AVLC	9-5-PMS-22-20-13	98	13
20950	Rosso-Rosso	CVV	13-11-34-24-16-7	101	14
23439	Bernardis-Di Girolamo	AVT	24-13-15-8-17-29	107	15
21944	Huber-Huber	CVO	21-23-25-14-13-14	115	16
21942	Monteggia-Gaia	CVMV	34-22-19-9-19-23	122	17
24162	Foroni-Ghigliotti	VCN	26-15-31-20-10-22	123	18
22757	Borca-Rebussi	YCS	14-29-21-21-35-10	125	19
21941	Suttora-Sandrin	LNIMI	20-18-17-19-21-DNC	125	20



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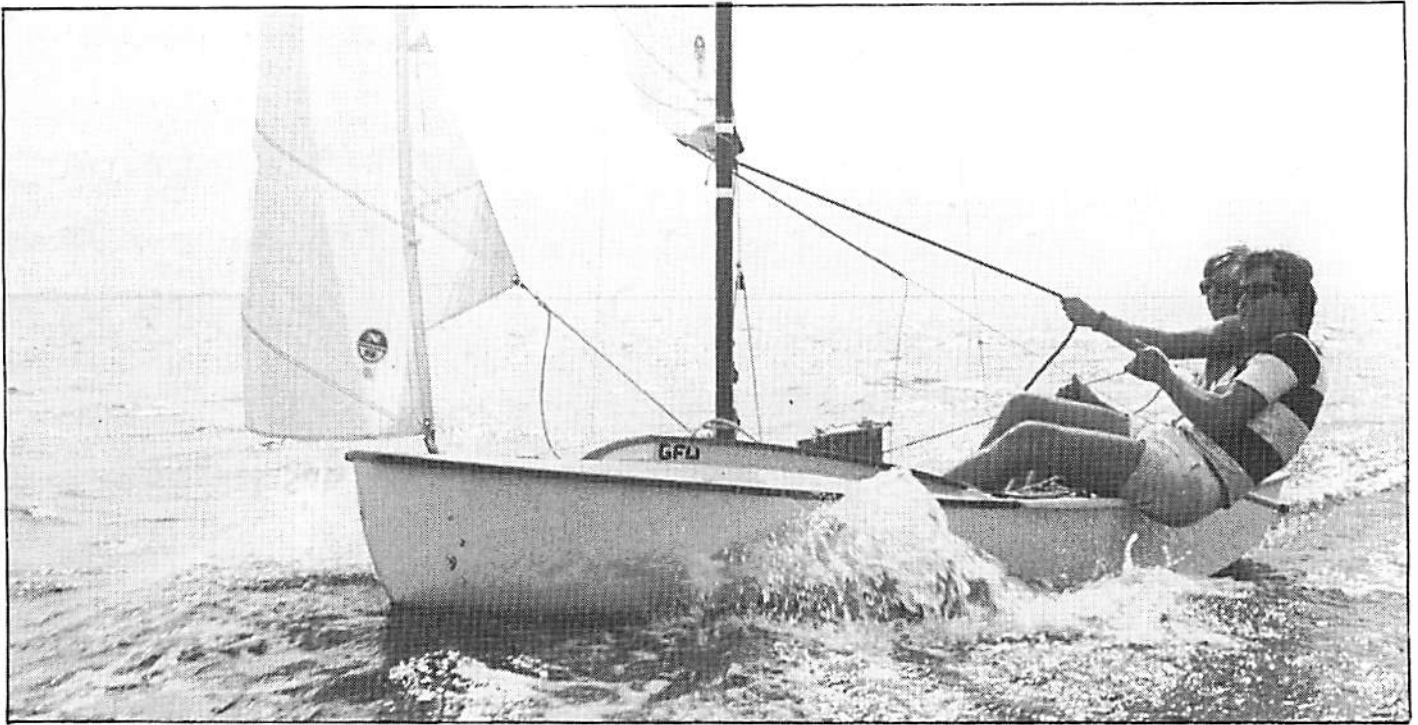


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## North Dominates 1981 Winter Circuit.

### 1981 Winter Circuit Results

1,3,4,5 — Overall Circuit  
1,3,5,6,7,8 — Midwinters  
1,2,3 — Don Q  
1,3,4,5 — Bacardi  
2,3,5 — Gamblin

### Other 1981 Results

1st Brazilian Nationals  
1st West Coast Midwinters  
1st Comodoro Rasco  
1st South Americans

### 1980 Major Results

1st U.S. Nationals  
1st North Americans  
1st South Americans  
1st Europeans  
1st Brazilian Nationals  
1st Japanese Nationals  
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## THE ARTIST

Bart Lindstrom graduated from the University of Southern California and studied design and illustrating at the Art Center in Los Angeles. His works are in hundreds of private and public collections and he has exhibited in museums and galleries from New York to California. He has taught graduate art at the University of Texas and is regularly commissioned to do portraits of prominent citizens throughout the U.S.

A feature article in *Southwest Art* magazine describes Bart Lindstrom as “an artist who exhibits a rare quality in revealing the inner essence of his subjects. He seems to have explored the medium of watercolor to its utmost possibilities.” *Art Voices South* magazine states, “His subject matter and his skill combine to create paintings both captivating and compelling.”

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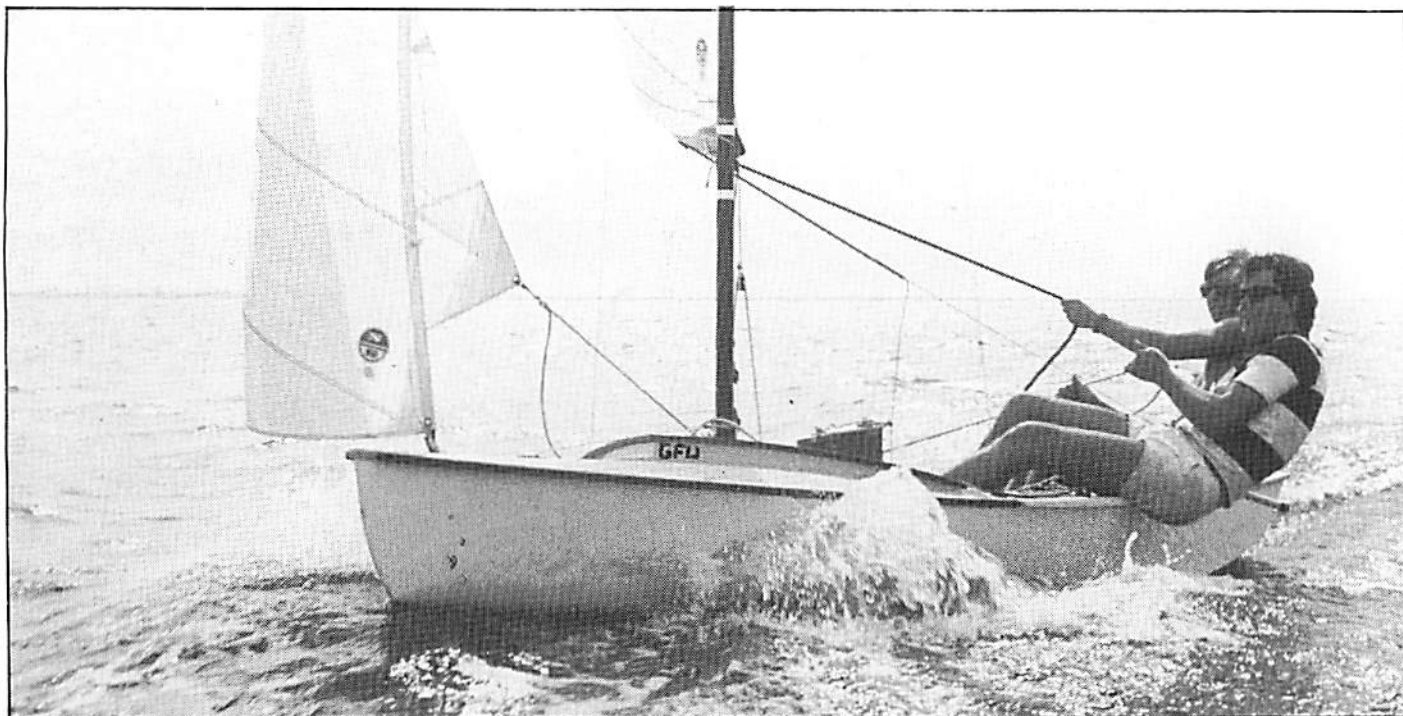
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