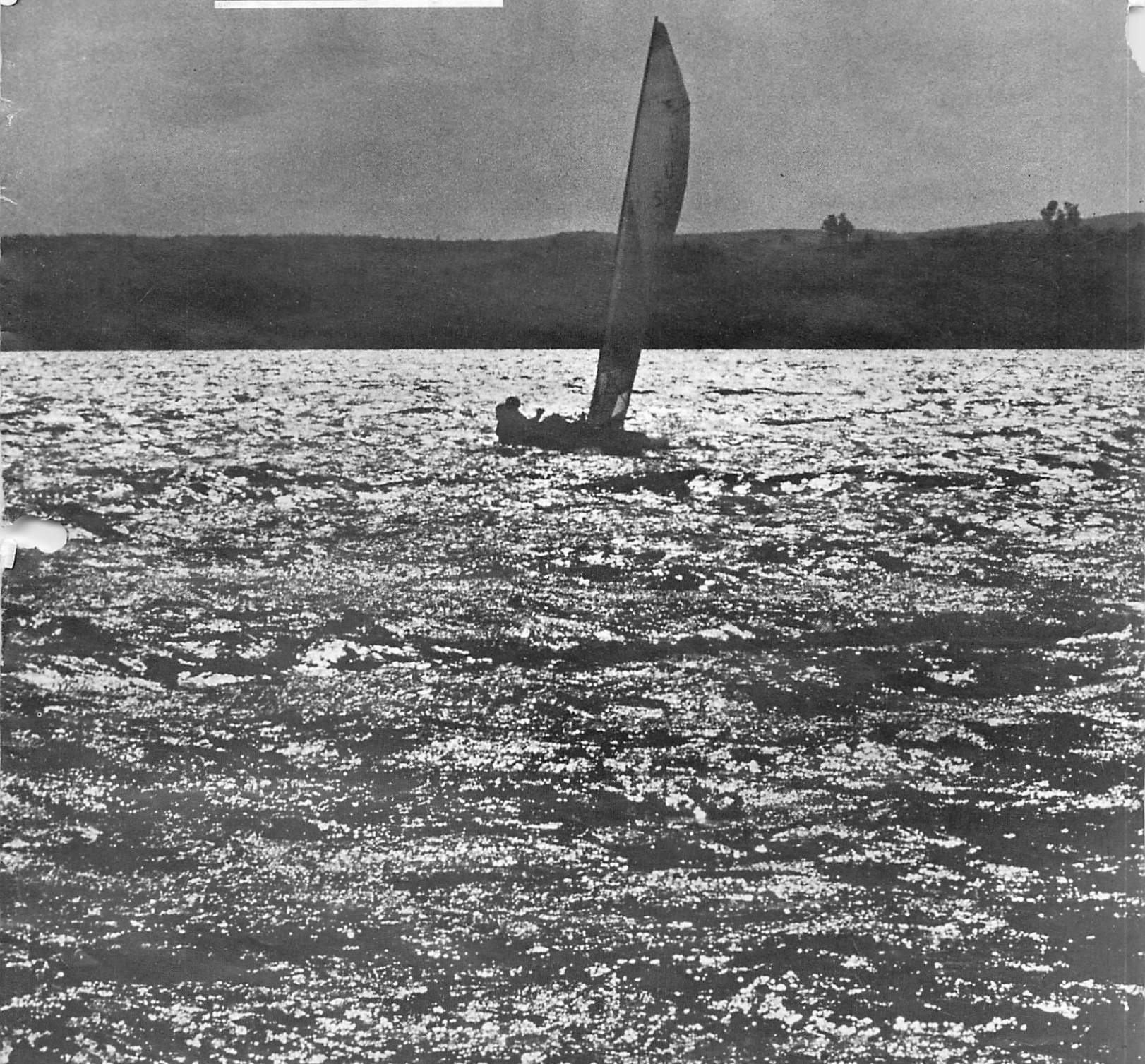




SNIFE
BULLETIN



Bill L. Buckles
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MARCH 1983



Ullman Sails

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The Western Hemisphere Championship is one of the two major regattas for Snipes in 1982. The top 2 boats from each country qualify. The regatta is a round robin series and the only equipment taken from boat to boat is the competitor's sails. Ullman sails were first in six out of seven races and placed 1st, 2nd and 3rd overall. This was the 4th time out of the last 5 Western Hemispheres that Ullman Sails have won.

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2nd District 4 Championships
3rd Columbus Open
1st, 3rd Spring Invitational MBYC
1st, 2nd, 4th, 5th Mission Bay Ft.
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SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

MARCH 1983
Volume XXXII No. 3

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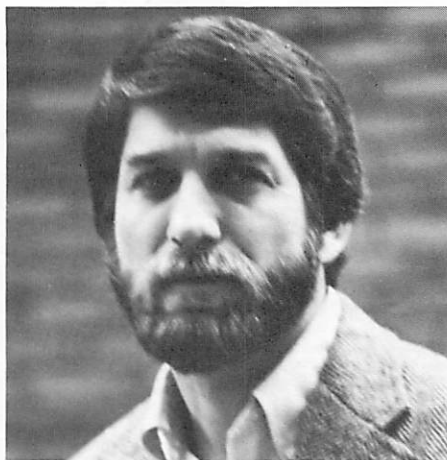
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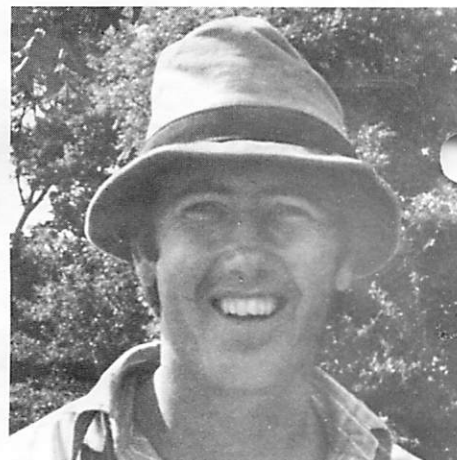
\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

CHANGE OF ADDRESS

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



Dick Schmidt



Keith Zars

New SCIRA Board Members Introduced

RICHARD A. SCHMIDT

Dick Schmidt, Professor of Kinesiology at UCLA, began his sailing career as a twelve-year-old in prams in Santa Barbara, CA, in 1954. He sails with the Alamitos Bay fleet, has been fleet champion three times, and has won titles in various classes including the national championship of the Windmill Class in 1970.

Dick has been sailing Snipes since 1971, first in Michigan, and later in California. He and his crew, his wife Gwen Gordon, have finished in the top ten in the U.S. Nationals three times.

After graduation from high school in Santa Barbara, Dick attended the University of California at Berkeley, where he was captain of the gymnastics team. He received his M.A. from Berkeley in 1965, and his Ph.D. from the University of Illinois in 1967. Dick teaches and does research on human performance, the acquisition of motor skills, and movement control.

KEITH ZARS

Keith Zars, president of Gary Pools, Inc., a family business started by his father Leif, lives with his beautiful wife Barbara and their children in San Antonio, Texas, where he sails with the Lake Canyon Fleet. He is the first second generation member of the Board of Governors of SCIRA. Leif was a member of the

Board in the mid 1970s.

Sailing is a Zars family activity. Keith began his sailing career as crew for his dad thirty years ago, and is continuing that tradition by having his own young son Brian as his crew.

Keith has served as Governor of District II and is currently on the board of his local yacht club. His sailing career includes several District II and Southwestern Championships.

Masters Championship Slated For Sept. 22-24

The 1983 U.S. Masters Championship will be sponsored by the Iowa-Nebraska Fleet 309. Racing will be September 22, 23, and 24, at Lakeshore Country Club, Omaha, Nebraska, on Lake Manawa. The sponsors have sent the following pledge:

"To provide an opportunity for long-time Snipe sailors to get together in a relaxed atmosphere. Plenty of time allotted for social activities, sailors are free to leave their crews at home and team up with another master or their spouse."

For information contact: Iowa-Nebraska Sailing Association, c/o Glenn Ruff, 7405 Rogers Road, Omaha, NE 68124. (402) 397-0848.

World Championship Entries Increased

The Board of Governors just recently voted to increase the number of entries to the World Championships. Now the current European Champion and the Western Hemisphere Champion qualify over an above the two per country. The World Champion continues to qualify automatically and the country organizing the regatta is entitled to three entries.

THE COVER

Alberto Rippe and crew Cristia Rippe, representatives of Uruguay at the Junior World Championship, 1982, are shown in silhouette sailing on Sydney Harbor, North Sydney, Nova Scotia. Buzz Lamb photo.

THE COMMODORE SAYS

Back in 1963 when I got my first Snipe and sailed in my first Nationals and my **only Western Hemispheres**, I thought about what a great group of people I had the opportunity to meet. I think that is one of the main reasons I feel so grateful to serve as SCIRA Commodore this year, the "Snipe family" that is such a large part of our class.

In the past 16 months, I have been able to see this "family" work at the World Championships, Junior Worlds, U.S. Nationals, Southern Circuit, North Americans, and the Western Hemispheres. At all locations I have seen true Snipe hospitality at work in putting up, or putting up with competitors and officials.

One of the main things that I would like to see more of in the Snipe organization is communication between Snipe class members and Board members, National Secretaries, and (in the U.S.) District Governors. As a Board member, it is difficult to vote on items or bring up new ideas without feedback from the general membership. As in the case of the U.S. Board meeting, it is a lot better to discuss ideas calmly before the Board meeting than afterward in the General Meeting when the beer keg has been flowing awhile.

Check your February Bulletin. In it you will find a list of all Board members, National Secretaries, District Governors, etc. If you want an idea brought up before the Board, talk or write to one of these people and they will present it at the meeting. Section 23 in the SCIRA Constitution tells how this is supposed to work; it was interesting after I got around to reading it.

I hope also that Board members would solicit information from their peers and check with sailmakers and boat builders to see if any problems or new ideas should be brought up. And don't forget about letters to the Bulletin; this is our vehicle for expressing ideas and it is only as good as we make it.

Happy Sailing in '83.

Doug DeSouza, SCIRA Commodore

Dues Are Due

Members who paid 1982 SCIRA dues are reminded to pay their 1983 dues before March 31. All those whose dues have not been received in the office by that date will be billed from the SCIRA office in early April. Fleet Captains are reminded to remit dues to the office as early as possible to avoid double billing of members who have already paid their dues.



Wayne Soares



Julio Labandeira

New Western Hemisphere Officers

WAYNE SOARES — New Western Hemisphere Secretary

Wayne Soares, Vice-Secretary for SCIRA's Western Hemisphere for two years, was elected as Secretary for a two year term at the meeting of Western Hemisphere Secretaries in Nassau in November.

Wayne is Bermuda's National Secretary and has been Race Week Champion, Bermudian National Champion on several occasions, and has been his country's representative at both hemispheric and world championships.

Wayne served on SCIRA's Board of Governors for a three year term beginning in 1977.

JULIO ALBERTO LABANDEIRA

Julio Labandeira, Buenos Aires, Argentina, is the new Vice-secretary for the Western Hemisphere. Julio, an accountant,

is married, with one daughter, and another one due soon. He has traveled both on business and as a Snipe sailor throughout South America, and is the current South American champion. He is 33 years old.

He has been sailing since he was a baby, but began to race seriously after graduation from the University in Buenos Aires.

Julio began his career in Penguins as crew before graduating to skipper, and later to Snipes in 1973 as crew, and 1975 as skipper.

He is three times Argentine National Champion, and represented his country in two Western Hemisphere Championships. Julio was national secretary for Argentina in 1980-81, and worked hard on building the membership in Argentina, and all South America.

IN MEMORIAM

CARL ZIMMERMAN 1890-1982

SCIRA Commodore Carl Zimmerman died in Florida on December 20, 1982.

Carl, elected to the position of Vice-Commodore in 1952, presided over one of the most tumultuous chapters in Snipe Class history. Halfway through the summer of 1952 Commodore Owen Duffy died, and Carl took over as acting commodore until his election to the top post the following January. Then Bill Crosby, Snipe designer, executive secretary, and BULLETIN editor, died, leaving Carl and the Board to find a new secretary for the Class, and a new home for the SCIRA office. Carl persuaded Birney Mills of Akron to take the job, and did

most of the physical work of moving the Snipe Class and its records and files to Akron, where it flourished for another 17 years.

Zimmie was a racing sailor long before he became an administrator, and he remained one long after he gave up the reins as commodore. He was a member of Portage Lakes Fleet 110, and won most of the trophies in District III, and many outside his District. He was second in the Wells Series in 1969 at the age of 79.

Carl retired to Florida several years ago, but remained active in both the Akron and Miami fleets until he sold his boat four years ago. He is survived by three nieces, and an extended SCIRA family.

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What a season in 1982!

Japanese Nationals	2, 4	Colombian Nationals	1
English Nationals	1	Finnish Nationals	2
Canadian Nationals	1, 2, 3, 4, 5	U.S. Nationals Crosby	1
District 1	1, 3, 4	U.S. Nationals Heinzerling	5, 6, 9
District 5	1, 3	Nationals Heinzerling-Crosby Combination	1
District 3	2, 4	Colonial Cup	1, 2, 3, 4
District 4	1	Board of Governors	1, 2, 4
Southern Championships	1, 3, 5	Richmond	1, 2, 3, 4
Northeastern Championships	2, 4, 5	Northcape	1, 2
New England Championships	1, 3, 4	Wolverine	1, 2
Atlantic Coast Championships	1, 3, 4	Riff-Raff	2
Bermuda Race Week	2	1982 Halloween	2, 3, 5, 6, 7
Ontario Championships	1, 2	SCIRA Midwinters	3
U.S. Fleet Point Score (Minneford)	1, 5	Don Q	2
Oxford Accident	1, 2	Battle of Atlanta	2, 3, 4
New York State Open	2, 4, 5		

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Tuning Spreaders For Top Performance

Length and alignment of spreaders are critical to optimum mainsail shape.

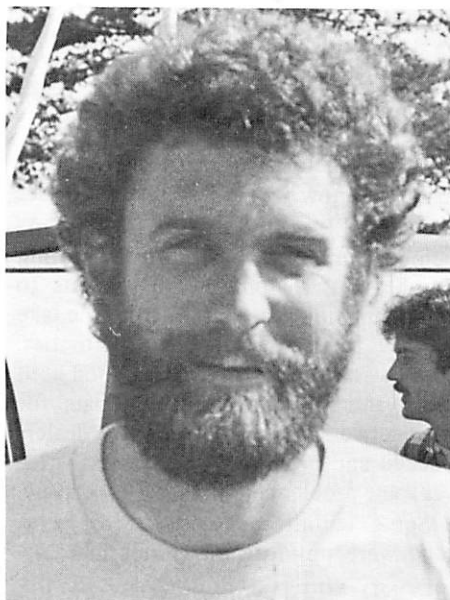
by Greg Fisher

Spreader tune in the Snipe is perhaps one of the most important variables in making your mainsail work correctly. The spreader length and cant is practically everything in making the mast stiffer or bendier sideways and fore and aft. As we know, the longer the spreaders, the stiffer the mast will be sideways; the shorter the spreaders, the more the mast will bend to windward in heavy air. The farther forward we cock the spreaders, the stiffer the mast will be fore and aft as the spreaders try to pull the middle of the mast aft. The farther aft the spreaders are cocked, the more the middle of the mast will try to bend forward and place positive fore and aft bend in the mast.

With the looser rigs, popular in the past, having the correct spreader measurements was much less critical. Most masts (the Cobra I, the Mueller, Proctor Alpha +, the Proctor E, etc.) went with a general spreader length of 17"-18" long, and the tips were allowed to swing fairly far aft (20"-22") to allow the mast to bend as much as possible. Since the rig was sloppy, small imperfections in the spreader set would not show up as readily as they do now with the tighter rigs.

With the advent of the tighter rig in the Snipe, improper spreader tune exaggerates to major problems in mainsail shape. A spreader that is even one inch too long will severely poke the mast to leeward, make the leech of the main too tight and close the slot between the main and the jib. Spreaders that are cocked too far forward make the mast bend curve too flat around the spreader area, and make the mainsail too full at that point. By restricting the bend in that area it makes the mast bendier at the top and very bottom, and will overflatten the sail in those areas. By cocking the spreaders too far aft, the mast would bend way too much with very little recourse to restrict it.

First, to help achieve even fore and aft mast bend from top to bottom, it's a good idea to cut out the external web placed in the mast between the gooseneck and the bottom of the mast. On our boat, we achieved this by pulling the web completely out of the mast by removing the



Greg Fisher

butt casting and halyard sheaves at the bottom, and then cutting it 2" below the gooseneck and 2" above the deck. We then slid in and riveted the two individual pieces. This will allow that mast to bend much easier and therefore allow the area of the mast just above the gooseneck to bend more evenly and the sail to take better shape.

Second, the standard spreaders on the older bendier masts were cut between 17½"-18" in length, and 30"-32" tip to tip. With the tighter rig, these measurements are too long, and should be cut down to achieve top performance (on most of the newer masts, this web is being removed as discussed and the spreaders cut at the shorter lengths).

As a starting point, cut the spreaders off to 16½" from the side of the mast to the shroud hole. Set your tip to tip measurement from between 25"-27" tip to tip. When sailing upwind in an 8-10 mph breeze, you should sight up the back of the mast tunnel and be able to see that the mast is perfectly straight laterally. If the mast is poking to leeward at the spreaders, this is an indication that your spreaders need to be shortened. Cut off a little bit at a time until you've got the mast perfectly straight from hounds to gooseneck. It is normal that the tip of the mast will fall off slightly, especially in the

puffs to help depower the top of the mainsail.

The easiest way we've found to shorten the spreaders is to lay one spreader on top of the other, using the angle cut at the inside edge nearest the mast as a pattern. With your pencil you can mark the correct angle and the hole for the pin precisely. Shorten it ¼"-½" at a time. If you notice bow to windward in the mast at the spreaders, then you need a set of longer spreaders. Of course as you check side bend, it is extremely important that the mast is blocked tight side to side at the deck to restrict all sideways movement.

To double-check your spreader tip-to-tip measurement as you sail upwind in these conditions, pull your mainsheet in as hard as possible until you see overbend wrinkles from the clew towards the mast. This shows that the mast has bent too much for the main in those conditions and is starting to "stretch" the cloth. At that point, your spreaders should just "bottom out" against the edge of the mast. This means that your spreaders will lock out any further bend past this point. If your spreaders are cocked too far forward (farther forward than 27") when you sheeted the main in as hard as you could, you would not develop these very hard overbend wrinkles, which are important for the guide to our maximum mast bend.

We should mention that the shroud hole placement, laterally, is important when setting the spreader length. The standard hole position is approximately 3" in from the rail. For every inch closer to the rail, add ½" to the suggested spreader length. So if your shroud hole is 2" from the rail, your spreader length should be 16½"-17". Again, double-check this by sighting up your mast. Once your spreaders are set correctly and you're confident that you are developing the correct mast bend both sideways and fore and aft, you've eliminated one more variable in making your Snipe reach maximum potential.

If you have any questions on this or on Snipe mast bend, or on any tuning on the Snipe, please feel free to give me a call at (614) 221-2410.

Building A Snipe Fleet

New goals established for "rebuilt" INSA Fleet 309.

Fleet building can also mean rebuilding. Iowa-Nebraska Snipe Fleet 309, an old and active fleet in SCIRA, shares many of the problems of fleets located within clubs in attracting and keeping new members, as well as accommodating the current membership to change and growth. The fleet, one of the biggest and most active fleets in SCIRA, has numbered among its membership two SCIRA Commodores and a frequent winner of the national and international point score championships. The fleet is located at Omaha, Nebraska, in District II.

In early 1981 the club commodore Jerry Toohey, having noted some fleet problems, appointed a committee to study growth potential and means of improvement for the I.N.S.A. fleet. The following is a summary of their study and their plan of action. We hope to have a report from them later on the success of the program in the 1982 season. Three meetings were held to: 1) Identify problems, 2) Propose solutions, 3) Ratify action.

FIRST MEETING – June 18 – Identification of problems and tentative solutions:

PROBLEMS: 1. CLUB MEMBERSHIP
The first group of problems had to do with the fact that the fleet operated out of Lakeshore Country Club which involved an expensive membership fee, added to the cost of a boat and equipment. The group at the country club was regarded as snobbish by other sailors. Fleet members not belonging to the club found camaraderie missing, communication weak, rules as to use of club facilities not clear; and these members felt like second class citizens of the fleet.

2. I.N.S.A. PROGRAM: The second group of problems involved the fleet program: Some sailors were turned off by the intensity of competition. Newer and less accomplished sailors were discouraged by not scoring well. I.N.S.A. needed a statement of purpose as to whether they would promote sailing in general or Snipe

racing. A determination needed to be made as to how big I.N.S.A. wanted to be.

3. OTHER PROBLEMS: I.N.S.A. members in general were not promoting membership, seldom bringing guests to sail, or inviting other sailors from the lake to take part in fleet or club activities. There was difficulty in locating good used boats and in obtaining new boats for prospective members. Boat dealers stocked and promoted other boats. There was some problem in obtaining good crew.

Some tentative suggestions for solutions were put forward at this meeting.
SECOND MEETING – July 1981 – Refinement of suggestions and tentative program.

List of points for consideration by the fleet membership drawn up at the meeting:

1. Establish a statement of purpose for I.N.S.A.
2. Assign a "Big Brother" to all new members.
3. Organize a "B" fleet: "The Lakeshore Fleet."
4. Promote a working relationship with the Sail Loft boat dealer.
5. Designate a flag officer as membership chairman.
6. Establish a provisional club membership.
7. Designate a member as "used boat broker."
8. Race with a guest as crew for non point score races.
9. Exhibit at local boat shows and shopping centers.
10. Promote attitude of promotion in membership. Make visitors and guests feel welcome.
11. Encourage non-Snipe owners to participate.
12. Liberalize shoreside rules for non-members.
13. Encourage the race committee to invite guests aboard the committee boat.
14. Post a list of available crews.
15. If necessary, explore alternate

bases of operations for non-club-member sailors.

Other comments on which no action was required (or nothing to be done)

A. "A" Fleet skippers to serve as "B" fleet crews.

B. Off-beach sailing not a good alternative for this club.

C. Availability of crew a problem.

D. Club costs are high.

E. Intensity of competition turns some people off.

F. If you do not sail well you probably will not sail long.

G. I.N.S.A. members in general are not promoting membership.

THIRD MEETING – September 12 – Ratification by the membership of I.N.S.A. Fleet 309 of the committee proposals.

Jerry Toohey's preliminary comments covered the following points:

1) The INSA Fleet has sailed an extraordinary high number of point score races, possibly the highest in the U.S.

2) We have devoted very little time or effort to "building" and now must face this task.

3) Rebuilding will mean fewer point score races per season, but not fewer races over-all.

4) The season schedule should include point score and "rebuilding" races on the same day to insure participation.

It was agreed, in general, the fleet has suffered in some declining participation by current members. A number of causes were cited including the appearance to outsiders that INSA is snobbish, the costs of Lakeshore Country Club, poor initiative of members in recruiting potential new sailors, an over-competitive atmosphere, failure of experienced sailors to teach skills to newer sailors, lack of commercial appeal of the Snipe, difficulty in tracking down used boats, and occasional scarcity of good crews. There was some discussion whether INSA's purpose was to promote

principally Snipe racing or principally multifleet racing and the group voted seven to five in favor of the former.

The overwhelming consensus of the group was that a rebuilding program was necessary, based on an outline of factors set forth in the Rood-Jetton-Davis Special Committee Report, dated July 30, 1981, and that fewer point score races was acceptable. Accordingly, on motion duly made, seconded and unanimously approved, each of the following were authorized:

1) The Rear Commodore is to have general authority for several new non-racing functions. First, in the area of new membership, he shall direct the promotion and personal followup for all prospective and new members, including a sales program and Big Brother program, whereby new members will have someone assigned to them for encouragement, general information, and training. Secondly, the Rear Commodore will organize a presence at the annual boat show, including printed information about the INSA program. Third, the Rear Commodore shall have general authority over a used boat program, including seeking out and posting of used boats for sale. Fourth, a program is to be initiated to promote a relationship with Sail Loft for carrying new and/or used Snipes. In carrying out all these functions, the Rear Commodore will be assisted by various past Commodores and others to whom specific responsibilities in each particular program may be delegated.

2) There will be separately scored "series training races" in which the bottom group of skippers from the preceding season plus beginning sailors in the current season will select skippers from among the top ten finishers of the previous year for crewing, in order to provide in-race training. This program might be for a series early in the season, consecutive weeks, or alternatively, one or two races per month for each month during the season.

3) A "B" Fleet or Lakeshore Fleet will be formed to race separately from the "A" Fleet, possibly as a third race on an occasional Sunday or as a fourth race during a four-race weekend. Skippers finishing high in "A" Fleet races might be required to crew in "B" Fleet races.

4) "Open" races. On an occasional basis, members of the Eastern Nebraska Sailing Association or other fleets will be invited to Lake Manawa to participate in "series training races" and/or "B" Fleet races.

5) Phil Eberhart, Scott Hughes and George Rood will constitute a Special Committee to coordinate, detail, refine

and write-up the three new programs described at Items 2, 3 and 4.

6) Jerry Toohey is authorized to meet with the Lakeshore Country Club Board to attempt to negotiate an arrangement in which prospective new INSA members would be allowed to sail on a preliminary basis with a financial abatement from the normal dues rate, and to obtain approval for the invitational open fleet racing described at Item 4. In addition, Jerry is authorized to seek permission from the Board for a sailing training program which could be taught by John Rogers. Rogers would in exchange, join INSA, store and use his boat and the Club facilities in the program. In effect, Rogers would be a continuous "Guest", with Club privileges.

7) Dick Hoch of the Sail Loft shall be encouraged to attend our social events and be placed on our mailing list.

8) Each year a list of available crews

shall be put in the INSA booklet.

9) A duplicate of the results of each day's races shall be posted immediately after the race on the waterfront bulletin board.

10) Twice a year (in the spring and fall) there shall be a general INSA membership meeting like this one, to generally discuss the issues confronting SCIRA, and to reassess and review progress in solving the various problems and meeting future needs.



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The Lighter Side Of Nautical Terms

by Lou Joline

Every trade has its lingo, every tribe has its jive, but when it comes to vernacular, sailing takes the final bow. Hang around boats and you hear such strange words: some are crude, many are awkward, and most are antique! Goosenecks and gudgeons! Fenders and snubbers! Care for a plate of cringles? Watch that big roach! Is that a thwart on your nose? No wonder novice sailors get confused! I thought to myself last winter "Why not help the new sailor by assembling a list of the least understood terms along with an easy and concise definition?" So I set to work researching every source of nautical lore. Here then is the first installment. May it add to your sailing enjoyment:

GYRO COMPASS: A cheap compass made in Greece. Skippers sailing erratic courses are said to possess one.

ATOMIC FOUR: U.S., France, Russia, China

FOUL WEATHER GEAR: An extra low gear for driving the boat through stormy, wet weather fit only for ducks and geese.

7 TO 1 PURCHASE: A last-minute desperate attempt to fix the boat up in time for the one o'clock start.

HALYARD BALLS: Considered a delicacy by the Iroquois Indians.

MAST RAKE: A narrow rake used to clean the leaves and spider nests out of the mast each spring.

MAST HEAD: A hole positioned 26 inches up from the butt of the mast.

FIRST MATE: Crew responsible for last place finishes '64, '65, and '66.

SECOND MATE: Crew responsible for last place finishes '67 and '68.

SWIVEL JAM: A jam made from swivel nuts, very good on rolls.

SPREADER: Used to spread swivel jam on rolls.

ROLL TACK: Large tack used to hold roll on table while spreading the swivel jam.

PORT SHROUD: A linen cloth used to cover a dead crew member when returning to port. The more competitive boats keep 2 or 3 in stock.

SNATCH BLOCK: Skimpily clothing worn to distract the competition.

SCANTLINGS: See Snatch Block.

DOUBLE BLOCK: Rubberized suit worn over scantlings.

To be continued next month. . .

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Rozelle, Timm, Gram Dominate Oakville International Snipe Week

The Oakville Snipe Fleet has had a very busy year hosting three international open regattas in the space of a week. The regattas were the Ontario Open, the Northeastern Open and the Canadian Open.

This year marks the 25th year of the Ontario Open. Twenty-eight boats from Ontario, Nova Scotia, New York State, Ohio, Michigan, Massachusetts, Indiana and Bermuda sailed August 7-8, 1982. Light winds prevailed on Saturday and never topped eight knots. This breeze came in from the Southeast kicking up a nasty short chop later in the day. Guy Lovejoy and Fred Rozelle loved the stuff as Guy won the first race and Fred the second and third. Also doing well were Steve Callison, Rob Gorman, Terry Timm and Harry Levinson. Steve Callison felt right at home in the Lake Ontario chop which has the added advantage of not being salty.

The Green Can party was again a great success putting the competitors in the right condition for Sunday's blow. The Sunday race began in 15 to 20 and increased until the end of the second reach when it steadily died away leaving nothing but slop behind. Doug Nugent and Dan Gandy won this race with Steve Callison and Christine Allen second. Rain and a dying breeze caused Snipe Week Race Committee chairman Don Hains to cancel further racing. The final standings were Fred and Janet Rozelle in first; Steve Callison and Christine Allen second; Rob Gorman and Lisa Nord, third; Terry Timm and Elizabeta Borer, fourth; and Ken Van Wagnen and Dave Taylor, fifth.

After the prize-giving a large number of the competitors went to The Club on the hill above the Oakville Yacht Squadron and later to Houlahans to prepare themselves properly for the next regatta.

The storms of Sunday cleared away on Monday leaving brisk west to northwest winds of 15 to 20 knots and more for the first day of the Northeastern Open. Twenty-seven boats entered including several who had put the "pedal to the metal", and blasted up from the U.S. Nationals at Fort Worth. Terry Timm and Elizabeta Borer proved to be the real heavy weather team with a record of 1-2-3 the first day. Also doing well were Doug Nugent and Dan Gandy, and Rob Gorman and Lisa Nord each bagging a first.

Monday evening was "Hoser Night in Canada, Eh," with burgers, beer and corn boil. The next day all the Hosers plus as-

sorted Hoosiers, Wolverines, Bluenosers and Onions were hosed by Ken Van Wagnen and Dave Taylor from Lorain, Ohio who won both races in hard west to northwest winds. Ken's two wins put him into second place overall behind Terry Timm and Elizabeta Borer by a mere 3/10ths of a point. Third overall went to Sam and Brian Mollet. Fourth place was taken by Rob Gorman and Lisa Nord and fifth by Dick Mitchell and Chris Croasdale.

On the race course Tuesday was an Ontario Sailing Association mobile sailing clinic. Video tapes were made of the races and were shown in the club house. This was quite popular with the assembled sailors making comments about various manoeuvres and smooth and not so smooth moves that they and others had made.

Twenty-three boats sailed in the final series of the week, the Canadian Open, August 11-13th. The series was dominated by light shifty winds all three days. Only one race could be held Wednesday due to substantial wind shifts forcing abandonment of two races. Fritz and Jane Gram

won the completed race.

Fritz dominated the racing winning four of the six races, all of which were sailed in winds under eight knots. Fred and Janet Rozelle won the third race and Ken Van Wagnen and Dave Taylor the sixth.

A major consideration was a heavy current on Thursday which caused more than one boat to be carried into at least one of the marks. The final race Thursday had to be shortened due to the current and dying breeze.

Overall, Fritz and Jane Gram were first with an impressive 3.0 points, well ahead of second place Fred and Janet Rozelle. Ken Van Wagnen and Dave Taylor finished third. Fourth and first Canadians, were David Belford and Phyllis Belford. Fifth were Dick Mitchell and Chris Croasdale. The winners used a Phoenix with a Bruder mast and Ullman Sails. Second, third and fifth used 1980 Muellers with Cobra II masts and Shore Sails. Fourth place used a 1979 McLaughlin with Cobra II mast, Ullman jib and Shore main.

David Belford and Phyllis Belford, as first Canadian finishers in the regatta, are

XXVth ONTARIO OPEN (Top 10 of 28 entries)

Boat	Skipper/Crew	Home	Places	Points	Fin.
24333	Fred Rozelle/Janet Rozelle	Detroit	5-1-1-12	28.0	1
24608	Steve Callison/Christine Allen	Newport	4-6-3-2	28.4	2
24110	Rob Gorman/Lisa Nord	Quannapowitt	2-5-4-2	34.0	3
23751	Terry Timm/Elizabeta Borer	North Cape	8-2-2-10	36.0	4
24331	Ken Van Wagnen/Dave Taylor	Lorain	3-4-8-6	39.4	5
22285	Harry Levinson/Sara Crane	Indianapolis	12-3-5-4	41.7	6
16333	Guy Lovejoy/Chuck Bastian	Keuka	1-12-9-14	53.0	7
24332	Leigh Savage/Sally Savage	Barton	6-9-7-8	53.7	8
22216	Dennis McCutcheon/Jayne McCutcheon	Oakville	7-10-6-13	59.7	9
23279	John Johns/Kate Heywood	Barton	11-15-10-3	59.7	10

XXIst NORTHEASTERN CHAMPIONSHIP (Top 10 of 27 entries)

Boat	Skipper/Crew	Home	Places	Points	Fin.
23751	Terry Timm/Elizabeta Borer	North Cape	1-2-3-3-3	20.1	1
24331	Ken Van Wagnen/Dave Taylor	Lorain	2-3-6-1-1	20.4	2
23624	Sam Mollet/Brian Mollet	Portage Lakes	3-5-2-4-4	34.7	3
24110	Rob Gorman/Lisa Nord	Quannapowitt	4-7-1-2-8	38.0	4
24307	Dick Mitchell/Chris Croasdale	Columbus	9-4-7-12-2	57.0	5
22285	Harry Levinson/Sara Crane	Indianapolis	11-8-17-5-6	75.7	6
24333	Fred Rozelle/Janet Rozelle	Detroit	6-14-4-14-10	75.7	7
24116	Doug Nugent/Dan Gandy	Oakville	5-1-5-DNS-DNS	81.0	8
16699	Fritz Gram/Jane Gram	Cuba Lake	8-11-9-6-19	82.7	9
22554	Denis Astephen/Perry Astephen	Northern	15-9-11-9-14	88.0	10

CANADIAN OPEN (Top 10 of 23 Entries)

Boat	Skipper/Crew	Home	Places	Points	Fin.
16699	Fritz Gram/Jane Gram	Cuba Lake	1-1-1-1-2	3.0	1
24333	Fred Rozelle/Janet Rozelle	Detroit	3-2-1-2-4	19.7	2
24331	Ken Van Wagnen/Dave Taylor	Lorain	3-2-5-9-1	33.7	3
23397	David Belford/Phyllis Belford	Oakville	4-4-3-4-5	39.7	4
24307	Dick Mitchell/Chris Croasdale	Columbus	2-6-7-8-7	54.7	5
24332	Leigh Savage/Sally Savage	Barton	5-7-4-5-9	56.0	6
23625	Dick Hand/Robbie Frechette	Portage Lakes	8-6-4-6-6	57.1	7
24116	Doug Nugent/Dan Gandy	Oakville	9-5-12-2-10	62.0	8
24806	Chris Hains/Don Hains	Oakville	8-16-5-12-3	69.7	9
24683	Tersh Bugbee/Mark Maunder	Cuba Lake	7-10-8-7-11	73.0	10

Canadian National Champion and will represent Canada along with second Canadian finishers Doug Nugent and Dan Gandy at the Western Hemisphere Championship. Third Canadian boat was Chris Hains and Donald Hains.

In 1983 the Canadian Open will be at the Northern Yacht Club, North Sydney, Cape Breton Island, Nova Scotia. Cape Breton Island is one of the most scenic and historic parts of Canada. The Northern Yacht Club is famous for hospitality and good times. The racing conditions on the Northwest arm of Sydney Harbour are some of the finest anywhere. Hope you can make it.

*Chris Hains
Oakville Yacht Squadron
Fleet 321*

Lake Lanier Sailing Club Takes Atlanta Team Championship

In 1981 Atlanta Yacht Club's fleet 330 and Barefoot SC's fleet 726 got together for an informal party and fleet team racing. AYC won by a slim margin. A month later fleet 781 was formed at Lake Lanier Sailing Club and the Atlanta Team Championship became more of a challenge.

On June 19, 1982, LLSC hosted a three-race series which saw 23 Snipes on the course. Jim Smither and Bill Cobb of AYC ran the race committee and had an excellent 5-12 knot breeze.

The racing was very tight and for what was supposed to be an informal party with some racing the competitive spirit was really high. Greg Gust, sailing for BFSC, won the first race and followed with two seconds to win individual honors. Brent McKenzie and Tommy Smith were second and third overall to lead LLSC to team victory. Barefoot was the second team and AYC followed.

After the racing everyone enjoyed the beer keg along with a dutch supper and told their war stories. The Paddle Award was presented to fleet 781 for their win. (We usually have to paddle home after summer races.) Next summer the third Atlanta Team Championship will probably be even more competitive.

The ATC is not to be confused with the Battle of Atlanta Snipe regatta. This is open to all Snipes and held at the time of year when Sherman marched across Georgia in 1864.

*Jesse Coburn
Lake Lanier Fleet No. 781*



Some of the fleet returning to the club, in sheltered waters, after their grueling Sunday racing in open water during the 1982 British S/Eastern Championship.

Maldon YC Sponsors SE UK Championship

The 1982 S. Eastern Snipe Championship was raced over the weekend of Sept. 2-3. It was, as tradition, hosted by Maldon Yacht Club home of fleet number 362, and brought two days of contrasting weather.

The first race, Saturday midday had to be 'forgotten' owing to complete lack of wind. This was fortunate for the Stone fleet boats, as they had to paddle over to the regatta (a distance between clubs of four miles) arriving just after the start of the second race.

With very little wind, the second race got underway and the long patient battle of finding the puffs began. The regions being supplied with wind were easily picked out on the calm waters. Intricate courses were taken to make the marks by moving from wind area to wind area. The race officer decided to shorten course moved the committee boat into position, and, the first gun went to UK class treasurer Bob Farrands crewed by son Richard, while Maldon fleet captain John Leader with his daughter crewing took second.

To round off the day an open air Disco/Barbecue was held within the club compound. The loud music attracted the local police, but they were appeased by the chef Lou Lancaster using her feminine charm by liberally giving out hamburgers to the patrol crew and sending the 'boys in blue' off with enough food for the local police station. The disco continued - loud and clear - without further disturbance!

Sunday saw the azure skies being replaced by cloud plus a few spots of rain. But, more concern was shown for the rising wind and sea. The third race of the regatta got underway without the presence of some Stone fleet boats. They had

started to sail over but decided to turn back owing to worsening conditions.

It was tough going, favouring the heavies. The third race was a clear win for Maldon's Commodore Eddie Wetherall. Owing to the uncomfortable conditions a quick start was made to get the fourth and final race underway. On the committee boat taking up station the appropriate flag was unfurled and no time lost in the countdown. With the start gun the club's lead boat opened throttle and ploughed into the rising sea. Behind, the fleet knuckled down to some heavy sailing ahead. In the open water one or two decided to retire and returned, hugging the shore. For those fighting it out the racing became tougher and tougher with the final gun going again to Commodore Eddie.

The Championship had been well run and thanks went to sponsors 'London Dinghy centre.' The entry included two of UK's oldest helms Les Lancaster and Jack Farrar, both over 70 years, whilst at the other end of the age scale 15-year-old helm Mark Broughton contested the Trophy.

The tall story of the Championship came from one of Maldon's race officers. Reckoned the fastest thing that weekend had been John Leader's Snipe. It crossed the line, on the last race, with spray reaching to the top of the mast and his daughter, crewing, having to tie herself to the side shroud to save being washed over board...

Final placings (Top 6): Eddie Wetherall, Maldon Y.C., 1st; David Jones, Blue Circle S.C., 2nd; Dennis Cranston, Stone S.C., 3rd; John Leader, Maldon Y.C., 4th; Bob Farrands, R.A.F. Sail Assoc., 5th; Colin Kay, Maldon Y.C., 6th.

Maldon Yacht Club press officer.

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MARCH 13-15, SCIRA MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, Woody Miller, 112 South Mars Ave., Clearwater, FL 33515.

MARCH 18-20, DON Q RUM KEG REGATTA, Miami Fleet 7, Gonzalo E. Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155.

MARCH 23-26, BACARDI CUP and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey K. Kelly, P.O. Box N 1113, Nassau, Bahamas.

APRIL 9-10, GULF COAST SNIPE CHAMPIONSHIP, New Orleans Fleet 116, to be sailed at Bay Waveland YC, Mississippi, Jerry J. Blouin, 6885 Wuerpel St, New Orleans, LA 70124.

MAY 14-15, REDNECK REGATTA, Magnolia Fleet 604, John W. McGowan, P.O. Box 92, Canton, MS 39046.

MAY 14-15, COLUMBUS OPEN, Hoover Fleet 760, Patti Fisher, 109 Price Ave., Columbus, OH 43201.

MAY 21-22, GEORGE HOWELL MEMORIAL, Whitewater Valley Fleet 653, Earl Purtee, 517 So 21st, Richmond, IN 47374.

JUNE 11-12, CROSBY, S.C. Liverpool, John Broughton, 24 Empress Dr, Chislehurst, Kent, BR7 5BD, England.

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

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

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

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

SEPTEMBER 6-7, BRITISH S.E. CHAMPIONSHIP, Maldon YC, Essex, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD, England.

SEPTEMBER 6-12, SNIPE WORLD CHAMPIONSHIP, Porto, Portugal, Ruy Moreira, Ave. Monteviedeu 236, Foz do Douro, 4100 Porto, Portugal.

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

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



John and Kitsa Muhlhausen (16104) and Jim and Terry Howell (20303) in close competition at the Bird Bath Regatta.

Greg Gust Wins At Bird Bath Regatta

The Muscle Shoals Sailing club and Snipe Fleet 784 hosted the First Annual Bird Bath Regatta on September 11-12, 1982 on Lake Wilson, Alabama. With a single second place finish and four firsts Greg Gust, ably assisted by Shawn Burke, came away with the first place trophy. Hot on Greg's tail were AYC's tough Means and Peggy Davis, followed in succession by Brad and Martha McFadden, John and Kitsa Muhlhausen, and Don Pettigrew and Nancy Snipes. Twenty-two Snipes, in all, attended.

In spite of the threatening weather from tropical storm Chris, all races were held in near perfect conditions with steady ESE winds from 8-12 mph and occasional gusts to 15. The friendly and laid-back atmosphere of this regatta was underscored by the fact that we had only one general recall, four 720s, and no protests for the entire five-race series.

The racing was excellent at all levels of competition with the veteran Snipers consistently staying at the front of the pack while the rest of us were having fun closer to the tail end. Three brand new Snipers, sailing in their first regatta, had fun chasing the fleet. Our hats off with a hearty welcome to these new folks — Jim

and Terry Howell, Pedro and Teresa Amados, and Johnnie and Heather Shue.

Saturday evening's entertainment was provided by the famous Willie and Joe Band of the MSSC whose pickin' and singin' got the good times rolling. Before too long there were more than eight guitars (and one banjo) and more than fifty tired but happy voices serenading the cloudless night. Sunday's entertainment came rather unexpectedly as the Muhlhausens attempted to 'launch' their Buick into the waters of Wilson Lake. In his typically understated manner, Brad McFadden suggested that next year's regatta be called the "Buick Bath."

Outside of that one unfortunate incident, however, we couldn't have asked for either finer sailing or camaraderie. Snipe Fleet 784 is particularly indebted to the members of the Muscle Shoals Sailing Club for their unselfish support, Evans Harrell for his direction of the Race Committee, and last, but certainly not least, Means, Peggy, and Tarasa Davis for their unendless devotion to Sniping and support of our fledgling fleet. Hope to see y'all next year at the Second Annual Bird Bath Regatta.

Bill Parkhurst
Fleet Captain 784

BIRD BATH REGATTA (Top 10 of 22 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
24679	Greg Gust/Shawn Burke	AYC	2-1-1-1-1	3	1
24264	Means Davis IV/Peggy	AYC	1-2-2-3-2	14.7	2
24600	Brad McFadden/Martha	AYC	4-3-3-5-3	35.1	3
16104	John Muhlhausen/Kietsa	AYC	3-4-5-4-5	41.7	4
24124	Don Pettigrew/Nancy Snipes	AYS	6-11-6-2-4	51.4	5
22358	Tarasa Davis/Alex Krumdieck	AYC	5-5-4-7-8	55.0	6
24742	Ken Simons/	PYC	9-6-7-8-7	66.7	7
23456	Loy Vaughan/	BSC	12-10-9-6-6	72.4	8
23177	Tut Campbell/Becky	AYC	7-8-8-15-10	78.0	9
21612	Bruce Davis/Miss Van Hutten	AYC	10-9-10-9-11	79.0	10

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