

SNIPE
BULLETIN



MAY 1981



Ullman Sails

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How about . . .*

1980 Western Hemispheres

1979 NORTH AMERICANS - 1, 2

1979 U.S. NATIONALS:

Heinzerling - 1, 3, 4 Jr. Nationals - 1, 2, 3

Crosby - 1, 2 Wells - 1, 2, 3

1980 MIDWINTERS - 1

1980 NASSAU, GAMBLIN - 1

1980 NASSAU, BACARDI - 1

1980 JUNIOR WORLD CHAMPIONSHIP - 1, 2

1981 WINTER CIRCUIT - 2nd Overall

1981 NASSAU - 1st Overall

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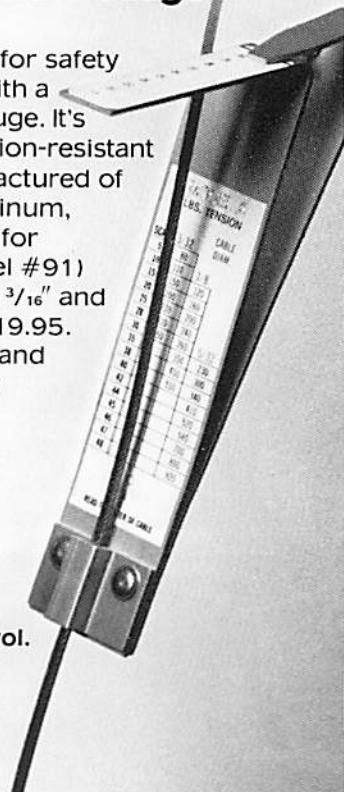
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What Are You Doing?¹

Winners are in touch with "Reality"

Many articles have appeared in the Bulletin giving hints on winning. Champion sailors have written on rigging, tactics, sail shape, etc., all aimed at making us more successful. Engineers have written on hydro-foils, air-foils, lift, drag, inertia, and have provided scientific data on why your Snipe does or does not go fast.

The former topics I understood and tried *all* the suggestions, sometimes with improved performance, sometimes not. The latter set of topics I read but the ideas never quite got in my grasp.

The Snipe is a one-design and although not identical, these boats being raced are nearly equal. Chapin or Reynolds or all the Diazes could be competitive in any Snipe, I think.

I'm a counselor. My job is to help people decide what they want and how to go about getting it. My philosophy is based on Reality Therapy, a concept developed by Dr. William Glasser, a psychiatrist; and I have often felt that the racing sailor needed to see a psychiatrist.

There are eight steps to success in Reality Therapy. I feel that they are each valid for the one-design racer.

Step 1. **Be friendly.** Enjoy the competitors and the competition. Only a small portion of the time spent at a regatta is spent racing. To be successful you should enjoy it all, from the drive to the site to the drive home.

Step 2. **What are you doing to prepare for success?** Is your equipment in good condition? Do you know the race course? Did you go to the bathroom (head)? Do you know when the race starts? Are you in the starting area well ahead of the start? Have you practiced starts? Is your

crew familiar with the boat? Are you ready to race?

Step 3. **Is what you are doing helping you?** If you are late to arrive, late to rig, late to the starting area, have an unfamiliar crew, equipment in shoddy condition, no concept of the course or time sequence, and generally unprepared, your chance of success is greatly diminished.

Step 4. **Make a plan.** Develop a plan to do better. This includes boat preparation, a plan for starting procedures, and procedures throughout the race and at the finish. And yes, plan a proper mental attitude. We do feel like we act. A poor plan is better than no plan. With a plan you can evaluate your performance and make adjustments in future plans. If you sail, hoping that things will work out, you can bet they will not. For the best results, write the plan down.

Step 5. **Make a commitment.** Do you really want to do better, to do well, to win a trophy? Are you willing to do what needs to be done to improve? Are you willing to do what needs to be done at the next race? Will you do what needs to be done?

Step 6. **Don't accept (make) excuses.** Everyone has about the same equipment, about the same wind, the same course. Winners win consistently. Excuses make losing all right. Excuses are given for the good of the giver. If you do well, you deserve the credit. If you don't do well, you deserve the blame. Listen to yourself.

Step 7. **Don't punish or criticize.** There are logical consequences to your actions. If you don't do well, don't punish yourself, don't punish your crew, don't punish your loved ones (including your Snipe). Check Step 4. Did you have a reasonable plan? How about Step 5? Did you do as you planned to do? Do you really want to do better? When you race, some are going to do well and some are not. Your actions will determine the category into which you will fall.

Step 8. **Don't give up.** The next time you will do better. If you follow these eight steps your performance will improve, you will enjoy racing more and those people around you will enjoy your company more. Within a season your name will appear in the Bulletin!

¹*What Are You Doing?* Edited by Naomi Glasser, Published by Harper and Row, New York, 1980.

Earl Purtee
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Sailors and sailmakers needed to participate in non-commercial research project to develop and test sails with fast aerodynamic shapes. Sailors will measure winning sails to determine optimum shape specifications for mathematical sail design program. Sails will be carefully constructed and measured by cooperating lofts and sold to sailors at normal price. Computer time will be paid by researcher. Sailors will test sails for speed in two-boat racing conditions. Ted Andresen, P. O. Box 40053, St. Petersburg, FL 33743 (813) 367-1532.

The Bolde Mothers of
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NEW YORK STATE CHAMPIONSHIP July 18-19

Beer truck will be flowing beginning Friday afternoon and will continue through Sunday. Late start on Saturday so boats from the U.S. Nationals may attend.

Leo Murphy
Cuba Lake Rd., South Shore
Cuba, NY 14727

SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

MAY 1981
Vol. XXX No. 5

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of dues in SCIRA are paid for a year's
subscription to the SNIFE BULLE-
TIN.

CHANGE OF ADDRESS

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



Left: The renovated
1892 Dutch sailing
barge, home of the
Mieke family.

Below: Junior Dutch
sailing crew, brothers
Tjeered and Jon
Dykstre at their
sailing club.

Holland's Snipe Sailors Promoting SCIRA

The small membership is still struggling in Holland to uphold SCIRA. I hope that any reader of the Snipe BULLETIN who has any contact with the Dutch K.N.W.V., or the sailing press will assist in promoting the class. With three stalwarts dispersed over the country it is difficult to push Snipe. The members have managed to race in Belgium, England and France, with the hope of getting to Belgium for the Copper Cup, and to England again this year.

Should crews wish to sail in Holland, a warm friendly welcome can be assured, and even an opportunity to visit Jan and Mieke Jager at their home — an 1892 Dutch sailing boat at Kortenhoef.

I ask, in conclusion, that deep thought be given by readers to dig out contacts in the Netherlands able to assist the further growth of Snipe in the country. There is no lack of enthusiasm in the small membership, and any names submitted will be hotly pursued.

*Mrs. Jo Broughton,
Dutch National Secretary
24, Empress Dr.
Chislehurst, Kent, England*

Data Available For 1981 North Americans

Further details on the 1981 North American Championship, to be held at Sea Cliff Yacht Club September 18-20, may be obtained from general chairman John A. Williams, 25 Orchard Street, Glen Head, NY 11545. Jack has announced that Ben Howe will be housing chairman, and will try to house at least 50% of visitors with local Snipers.

Space for launching, parking, and vans will be available.

Write to Jack Williams for other information.



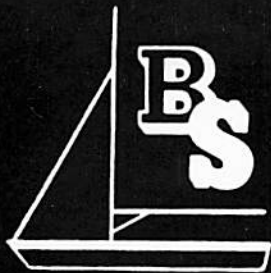
THE COVER

Boats run — very slowly — toward the mark at the 1980 Hallowe'en Regatta on Alatoona Lake at Atlanta Yacht Club. Steve and Connie Suddath won the regatta. Steve made it a clean sweep for the weekend when he was elected Governor for SCIRA District IV at the D-4 annual meeting. John Weber photo.

THE SCORE

Thirty-one numbers were issued during the month. Spain got the most with 20, followed by Sweden with 10, and 1 went to the U.S. No new fleets were chartered.

Numbered SNIPES — 24773
Chartered Fleets — 777



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In the fall of 1978 we decided to take on our largest challenge and start a Snipe spar from scratch. We looked at many Snipe spars on the market. With all the information we accumulated, the Bryant Spars staff discussed what to do. The results of those conversations is the CAB No. 1. This spar is a combination with a section of 2.49" x 1.94", a constant wall thickness of 0.96 with a side to side taper of 81" from the top.

We gathered together an assortment of mainsails and looked at how they fit our spar. What a surprise we had, that little or no adjustments had to be made to the sail. To you that means your sail should easily adapt to the CAB No. 1. The Bryant Spars staff has available upon request deflections of the CAB No. 1 compared to two spars currently on the market. We've also taken the courtesy of having these deflections available to a variety of Snipe sailmakers for your convenience.

If you have any questions, please call or write Mark Bryant or Andy Fox for more information about the CAB No. 1.

LOOK IN THE BULLETIN FOR MORE INFORMATION TO COME
"THINK SPEED"

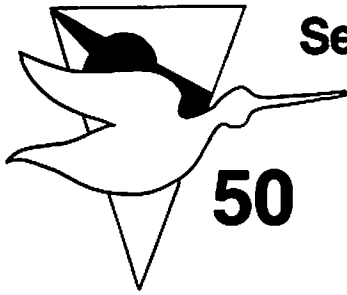
Sincerely yours,

Mark Bryant

1981 U.S. NATIONAL CHAMPIONSHIPS

Severn Sailing Association, Annapolis, Maryland

July 10-17, 1981



Schedule outline:

July 10
11-12

Junior Measuring
Jr. Nationals & Sr. Measuring

Regatta Chairman:
Ike Lawton
2347 Maytime Dr.
Gambrills, MD 21054
(301) 263-4252

Measurement closes at 1700 hours, July 12

July 13-14
15-17

Crosby Series
Wells & Heinzerling Series

REGISTRATION FORM

1981 U.S. NATIONAL CHAMPIONSHIP

Must be received by June 26, 1981

- U.S. JUNIOR CHAMPIONSHIP. No entry fee. Birth date: Skipper _____ Crew _____
Skipper and crew must not yet be 19 years old on December 31, 1981.
- U.S. NATIONAL CHAMPIONSHIP. \$40 entry fee. Send Registration and Fee to SCIRA, Privateer Road,
Hixson, Tennessee 37343. **MUST BE RECEIVED BY JUNE 26, 1981.**

Please print:

Skipper _____ Crew _____

Address _____

Yacht Club _____ Fleet Number _____

Sail Number _____ You must sail with your own sail number. If you will sail a chartered or borrowed boat, give the following information:

Owner _____ Boat Number _____

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

The Builder of the boat is _____ Year Built _____ Color Hull _____ Color Deck _____

IF HULL MEASUREMENTS ARE NEEDED, PLAN TO ARRIVE BY FRIDAY, JULY 10.

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

Signature of Skipper _____ Date _____

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

Signature of Fleet Captain _____ Date _____

We need an estimate of special social event participants. On Tuesday, July 14, there will be a moonlight cruise from SSA with live band and cash bar. The cost will be approximately \$8.00 per person.

Also on Thursday, there will be a crab feast at the Annapolis Crab House with cost per person of approximately \$13.00.

Please indicate your interests:

_____ Number of Moonlight cruise participants. _____ Number of Crab Feast participants.

U.S. Nationals Slated For Annapolis

Annapolis Snipe Fleet 532 and the Severn Sailing Association will be co-hosts for the 1981 Golden Anniversary U.S. Nationals.

Located in Annapolis Harbor, SSA is a one-design small boat racing club providing year round activities in one of the busiest sailing areas in the country. It is the premier racing club on the Chesapeake Bay. You can expect the Race Committee and regatta management to be among the best in the nation,

The City of Annapolis is a sailor's paradise. Sailmakers, marine hardware stores, repair services . . . practically everything imaginable for the sailor can be had. Churches, stores, gas stations, bars, restaurants and a laundromat are within walking distance from the club. However, accommodations will be a problem. We suggest you reserve early!!

FACILITIES: Snipes will be launched from three hoists (bring your lifting bridle) into a sheltered harbor area.

The boat parking lot is paved, as is the car park area.

Rest rooms with showers are in the clubhouse which can shelter about 250 people. Breakfasts and lunches can be purchased from a concession stand.

VANS and CAMPING: There is no camping at the club. There are two campgrounds - Camp Letts, a Y camp near Mayo, Md., eight miles from Annapolis, and a KOA facility in Millersville, fourteen miles to the northwest.

SSA can accept 25 vans. Since showers and food are available, this is a good idea. Because of demands for space, SSA will limit the number of vans.

SPECIAL EVENTS: At least two special events are planned. We will need an estimate of numbers of participants in the Tuesday night moonlight cruise (\$8.00 per person) and Thursday crab feast (\$13.00 per person).

MEASUREMENT: Junior measurement will be from 8:00 am to 6:00 pm Friday, July 10th. Seniors will measure during the same hours on Saturday and Sunday the 11th and 12th.

DEADLINE FOR REGISTRATION: Be certain to have your registration arrive at the SCIRA Office no later than June 26. No entries will be accepted after that date. The form is in this issue of the BULLETIN. Fill it out, check if for accuracy, mail it as soon as possible.

LODGING: See the list in last month's BULLETIN. Make your own reservations.

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1. Every Snipe is insured for \$4000 regardless of age.
2. Every Trailer is insured for actual cash value up to \$500.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing, and ashore in the United States and Canada. There is 12 months navigation.
5. Reimbursement for loss is "New for Old" with a \$100 deductible. No depreciation taken even on sails and covers.
6. Medical payments provided up to \$2,000.
7. Your Homeowners liability automatically provides bodily injury and property damage liability.
8. This policy is available in most states where Snipes are sailed.

PLEASE PREPARE MY POLICY — HERE'S THE INFORMATION

Effective _____ Telephone _____

Name _____

Address _____

City _____ County _____ State _____ Zip _____

Builder _____ Year Built _____

Hull Material _____ Mast Material _____ Mast Age _____

Class _____ Length _____

Are You a Class Member? _____ Hull or Sail No. _____

Trailer Mfg. & Model _____ Year _____

Home Port _____ Is Boat Dry Sailed or Moored? _____

Describe losses past 3 Years _____

Date of Birth _____ Social Security No. _____

Skipper's Experience _____ Previous Ins. Co. _____

Is Boat age over 10 Years? _____ If yes, send detailed information on condition, betterments, etc. and photos.

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Area 1: \$80.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

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Reynolds Squeaks By Chapin For Midwinters Win

Championship taken by only .3 point

Pete Duvoisin took his tape recorder to Clearwater for the Mid-winter Championship, and the BULLETIN is indebted to him for the report of the regatta, and interviews with the top finishers. Pete reported the first two races, Augie the next two, and Mark Reynolds the last two.

The weather for the practice race was cool with a northwest wind, heavily overcast with a few drops of rain. The usual top boats were at the front of the fleet pacing with each other, but none of the leaders chose to finish the race.

First race: On Sunday the winds dropped off around noon, coming first from the east, and then shifting to northwest at 12 to 15.

The first start was recalled, but the second, with the one-minute rule in effect, got away clean. Duvoisin led at the first mark and noted a stiff current running, fortunately, away from the mark for this race. Lenhart was second and Chapin third among much wave action and rocking and rolling. There was enough wind for some planing. Jeff went over Duvoisin to windward, and Duvoisin was 2nd, with Chapin 3rd. Duvoisin lost Chapin on the second broad reach, and rounded with Reynolds at the leeward mark, Reynolds moved into second on the beat, and Gales came up to 4th. There was surfing on the run, and some more changes in position on the way to the finish, as Augie Diaz was now 5th. Lenhart finished first followed by Reynolds, Chapin, Gales, Diaz, and Duvoisin.

Second race: The second race, sailed back-to-back with the first, was much the same as the first; still overcast with winds of about 15.

The first start was good, and things went well for the leaders, Chapin and Lenhart, as they rounded the first mark, but Shadden inside of Duvoisin misjudged the current, which was now running heavily into the mark.

Shadden got hung on the mark, and soon great rafts of 8 to 10 boats were hung together trying to round the mark, each boat appearing to attract others. Augie was among those circling more than once. It was not the place to park.

Chapin won, with Jeff second, Mark

Reynolds third, Rob Gorman fourth, and Jerry Thompson fifth.

The second race had taken its toll with a number of hook-ups. Augie had a hole in his boat, and Gonzalo Diaz was hit by Steve Suddath, who was doing a 720, and lost the leeward shroud, forcing him to retire. John Dunkley's new boat was creased, and at least one other boat was holed.

Third race — reported by Augie Diaz: The leeward end was favored; Mark and I went down there. I got the pin end and managed to pinch him off. He had to tack off and take sterns, and I managed to cross the fleet and got to the weather mark first. Jeff was second — really close — but on the reach we opened up on him. We had a little better speed.

By the second windward leg, we had a pretty good lead with Jeff still second — but by that time Dave was challenging. Going downwind Chapin passed Jeff, and Shadden was close.

Going to the finish, it was really close between Jeff, Shadden and Chapin. Coming to the finish Jeff starboard-tacked Chapin, and Chapin cut it a little too close, hit the mark, and had to re-round to finish again. Shadden got the third and Dave was fourth.

Fourth race - reported by Augie Diaz: About the same conditions prevailed with the wind a little higher; 15 to 18. Waves were 2 to 3 feet, with good surfing.

We started to windward and were able to tack on everybody. We had a little edge of speed and managed to go past Mark. That put us in first place, but we overstood the mark — overplayed the current, which was not as strong for this race, and Gorman came in, and rounded ahead of us. They were first to the jibing mark, but we got inside of them and rounded the jibing mark in first. After that we just opened up the lead.

On the last beat we were first; Chapin moved into second on the downwind leg. Mark finished third with Shadden fourth. It was pretty close.

Fifth race — reported by Mark Reynolds: We checked the line — it seemed pretty even with the wind shifting back and forth about 10 degrees and blowing 15 to 18. We started at the windward end

and got about 5 degrees right at the start, so we were a little lifted. It shifted back down again 5 to 10 degrees, and we were one of the first boats to tack. We went a little way, and the wind shifted back again, and we tacked, putting us on top of the fleet. From then on we just tried to stay on top of everybody — and managed to do it.

We were pretty lucky, because the guys close to us — Chapin, Diaz, and Lenhart — had kinda bad starts. Chapin worked out, and was fourth at the mark, and then worked up to second. Our speed was pretty much equal — sometimes he could get us — sometimes we could get him. Chapin finished second, and John Shadden third.

Sixth race - Mark Reynolds reporting: This last race was pretty good because there were four guys who were within four points, and any of the four could win. Chapin was in the best position, because he didn't have any bad races. We had to beat him and finish first or second — third place wouldn't do it — he would have won the regatta.

We started toward the windward end — got a pretty good start. Chapin started a little bit further to windward of us.

We were pretty even off the line. We may have had a little speed on him off the line. As soon as he tacked over, we tacked at the same time, and hung right in with him. Looking for Diaz and Lenhart, we saw that both had gotten buried at the start, so we concentrated on Chapin.

It was blowing about 18, and we were hiking hard. We tried to go over him and almost got past, but he slowly pinched us up, and we had to tack out. That just killed us — we lost four or five boat lengths — maybe even more on him. He got to the mark barely in first but slowed down as he tacked to round the mark and two boats — Kelson Elam and Fred Abley, drove over him. On that reach we also went over him.

Somewhere on that reach Chapin broke his hiking stick and had to tie his paddle on to the tiller, and he lost a lot right there.

We took second on that reach, but Chapin went over us on the next reach —

with his paddle as a hiking stick. He knew if we got third he won the regatta, so if he could keep these two boats out in the lead he would do it.

We tried to shake him by throwing a hard luff, but we were too far away so he kinda went over us. But then on the next beat, with him using the paddle for a hiking stick, he was a little slow, so we gradually ground out from Ables and finally rolled Elan going into the weather mark, and on the run we gained a little bit. Going onto the last beat Chapin was in second just ahead of Augie, and kept going right — which was the way to go. Augie had to tack to clear his air, and Dave gained on him when he tacked back left and kept going left, while Augie kept to the right before we got to the lay line.

We had to decide which one to cover. We had to beat Chapin — but he wasn't going as fast as he would have been with the improvised hiking stick, and Augie was going the right way. We decided to stay close to Augie, but as close to Chapin as we could.

Chapin got pretty far left, and then the wind shifted to the left more than it had all day, and Chapin came in on a good shift going to the finish line. We were just able to cross him, and tack on top of him.

Right as I tacked I knew something was wrong, when I saw there was water in the bottom of the boat, and I remembered I had forgotten that I had closed the bailer on the run. I had seen water during the beat but hadn't been thinking about that we needed to hold the boat flatter.

Coming to the finish there was a lot of water in the boat — but luckily for us it was all over by then, and we finished first, by .3 of a point.

Interviews At The Midwinters

These candid interviews were conducted by Pete Duvoisin between races at the Midwinters.

MARK REYNOLDS

Mark, anything different about how you are sailing — trim or anything to do in the lumpy stuff?

No, not really. I still sailed pretty much as I normally do. I sail quite a bit differently from the other guys. I'm sailing with the rig tension real loose like I always have. Most of these other guys are real tight. It's funny, but we still go about the same speed with entirely different setups.

What do you think makes the difference between a loose and tight rig? What

| Boat | Skipper/Crew |
|-------|--------------------------------|
| 24815 | Mark Reynolds/Pat Muglia |
| 24702 | Dave Chapin/Mark Hallman |
| 23712 | Augie Diaz/Alec Caviglia |
| 20560 | Jeff Lenhart/Sean Biehl |
| 24678 | John Shadden/Steve Rosenberg |
| 24060 | Robin Gales/Chuck Sinks |
| 22326 | Craig Martin/Mark Elrod |
| 24110 | Rob Gorman/Wayne Huntley |
| 24638 | Kelson Elan/Cornelia Henderson |
| 23713 | Gonzalo Diaz/Anna Diaz |
| 24675 | Jerry Thompson/Ron Fox |
| 19389 | Bob Russell |
| 23628 | Fred Abels |
| 19091 | Pete Duvoisin/Jane Duvoisin |
| 23624 | Sam Mollett/Brian Mollet |
| 16488 | Basil Kelly |
| 24687 | John Dunkley |
| 24242 | Bruce Colyer |

are the advantages and disadvantages?

Well — the main advantage of the loose rig would be on the run where I can let my mast go forward on the run. In these conditions, with big swells — where you are surfing a lot — maybe it's not quite as important. I have always figured if I can go as fast upwind with a loose rig, then I'll take the loose rig; but if they start blowing me off upwind, then I will tighten up. I have used the tight rig a little bit, and it's a lot more difficult to use. That's why I like the loose rig, it is more automatic. You hit some chop — the jib gets a little fuller, and you get the power to go through it. Then when you get in flatter water, you can trim down — flatten out the main and jib, and point up a little.

DAVE CHAPIN

Dave, what about that repair you had to make today — tying your paddle to the tiller?

I had to do it! Had to steer. It worked pretty well, but I had to get used to it. I lost tons just doing it. I thought I was dead. Just as we rounded the windward mark I caught it on something, and tried to pull it loose. One time I dropped it, and my crew yelled what are we doing? Tacking! OH! NO!

Yes, it was a close one to lose. Three tenths of a point, but I think our speed was pretty even.

Were you doing anything different as far as trim, for the chop?

We straightened out our mast one time and it helped a lot.

You think too much mast bend knocks the leech off?

Well — just slow for some reason.

GONZALO DIAZ (On his crash)

Most horrible thing I have seen in my 35 years in Snipe! This guy is coming down right in a head-on collision with me — and I can't stop — and he can't stop either! So he hit my boat — jumped over

MIDWINTER REGATTA (Top 18 of 52 entries)

| Fleet | Places | Points | Finish |
|---------------|--------------------|--------|--------|
| Mission Bay | 2-3-(10)-3-1-1 | 14.4 | 1 |
| Springfield | 3-1-(4)-2-2-2 | 14.7 | 2 |
| Miami | 5-(24)-1-1-4-3 | 23.7 | 3 |
| Mission Bay | 1-2-2-5-6-() | 27.7 | 4 |
| Alamitos Bay | 8-(25)-3-4-3-10 | 49.4 | 5 |
| Mission Bay | 4-8-5-9-7-(11) | 60.0 | 6 |
| San Juan | 7-7-11-()-10-7 | 72.0 | 7 |
| Quannapowitt | (29)-6-7-6-14-16 | 78.4 | 8 |
| Austin | 12-19-(22)-12-15-4 | 90.0 | 9 |
| Miami | 12-14-8-14-13-(26) | 91.6 | 10 |
| Lake Angelus | 13-4-()-10-28-13 | 96.0 | 11 |
| Miami | 17-10-(21)-13-18-8 | 96.0 | 12 |
| Sea Cliff | 25-(26)-12-7-20-5 | 98 | 13 |
| Privateer | 6-9-15-19-(29)-20 | 98.7 | 14 |
| Portage Lakes | 23-()-6-18-11-12 | 99.7 | 15 |
| Nassau | (32)-13-23-16-5-15 | 101.0 | 16 |
| Nassau | 16-11-18-8-(27)-22 | 105.0 | 17 |
| Miami | 9-15-9-20-26-() | 109.0 | 18 |

my deck, and broke my leeward shroud!

How did you get out without breaking the mast? It was blowing pretty hard out there.

Well, it was the leeward shroud, so I just held on the port tack until a motor boat came along, and took down the sails, and got a tow in.

Did you get it all fixed to race the next day?

Sure — thanks to Bill Simons — he was great — came to my rescue with a couple of new shrouds!

AUGIE DIAZ

Augie, tell us about that mark? What was it like rafting up with a bunch of boats at a mark?

It's all Mark Reynolds fault — he put a picture of my daughter on the mark, and I kept trying to kiss it. I kept hitting the mark. I hit it three times, and rerounded it wrong twice — rounded too many times — all this during a big raft-up — everybody having an early party — got to the weather mark and formed a raft there — and people were pretty calm, except one guy — came through and he thought everybody should get out of the way.

What happened to your bow? I see you got a hole in your boat.

Yeah! I kissed the guy who came through like that. Used sail number cloth to cover it.

JEFF LENHART

This was the best sailing of any Midwinters I have been to.



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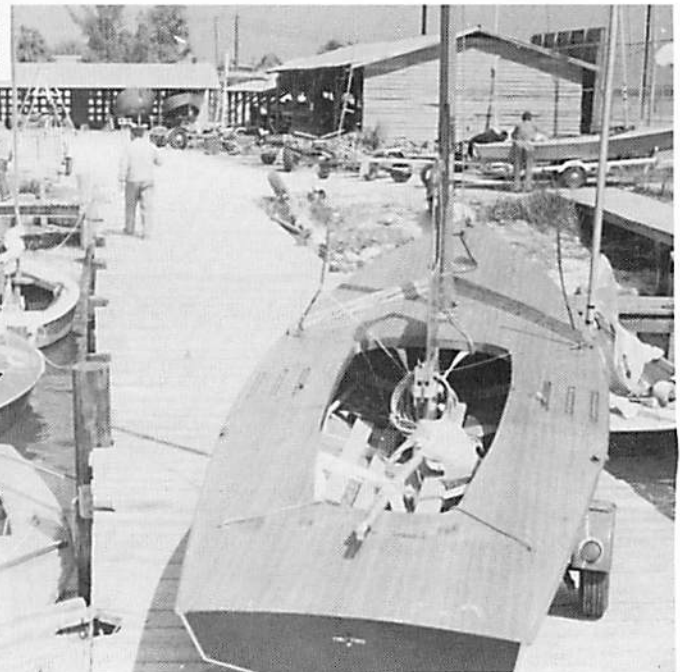
Midwinters — Yesterday

One of the oldest and most prestigious Snipe regattas in the U.S.A. is at Clearwater, Florida, and is held in March of every year. It is one of the first ones and many sailors tow their boats through the snow to attend. Usually there is some heavy wind, and this is one regatta that separates the men from the boys — the list of winners shows the top sailors of today and yesterday. These photographs should bring back memories to many and show the others something of yesterday.



At left: These two sailors have won the Midwinters one-third of the time and are shown with the trophy. Ted Wells on the left has won it 6 times and Francis Seavy has won it 8 times. Wonder how good the kids would be today if they knew half of what these two have forgotten? (Clearwater Sun Photo) Below: In the days when men were made of iron and ships weren't, this is the scene from the end of the pier at the old Clearwater Yacht Club. The boats were wood as were the masts. These are gone now, as is the pier.

Opposite page, top: Guy Roberts as skipper and Ted Kamensky prepare to leave the pier for a race in 1942 Midwinters. The boat, ROGUE II, Number 4497, was built by Guy and is a "husband and wife" cockpit. It worked well the way the boats were sailed at the time, but added too much weight and was later removed. Guy sailed Snipes for over 20 years, occasionally sailing ocean cruisers. He made some of the best cotton sails available. Guy also built 13 Snipes, 8 of which were for himself. Center: Guy Roberts and Ted Kamensky sailing ROGUE II were taken in the bay off Dunedin just north of Clearwater in 1942. As a result of all the development, the bay is silting and does not have sufficient water in which to sail. Bottom: Don Cochran, Sr. and Guy Roberts tied in 1942 with 1560½ points each. Shown left to right are Jack Kamensky, Don Cochran, Sr., Guy Roberts and Ted Kamensky.



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- 1, 2, 3 – North Cape
- 1, 2, 3, 5 – Ontario Championship
- 1, 2 – Michigan State Champs
- 1, 4 – Wolverine
- 1, 2 – Memphis
- 1, 2 – Redneck
- 1, 5, 6 – Bermuda Race Week
- 1, 3 – Georgia State Champs
- 5 – Nationals, Heinzerling
- 1, 3 – Nationals, Wells
- 1, 2, 3 – Indiana Open
- 1 – Bolde Mother
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- 1, 2, 3, 4, 5, – Snipe Hunt
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Karen Gregory holds the Van Wesley Trophy as her brother Matt, left, accepts congratulations from last year's winner, Pete Duvoisin (David Cox photo)

Gregorys Win Van Wesley Trophy

Brother-and-sister team Karen and Matt Gregory are the 1980 winners of the Van Wesley Memorial Trophy. The trophy is awarded for the high point score in selected District IV regattas. Karen and Matt sail 21021 which Van owned and sailed with Karen as crew.

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MAY 1-3, COPPER CUP, Belgian Snipe Fleets, Guy Lachappelle, Rue Dodonee 113, 1180 Brussels, Belgium. (At Nieuporrt, Belgium).

MAY 2-3, REDNECK REGATTA, Magnolia Fleet 604, Zeke Downey, P.O. Box 1970, Jackson, MS 39205.

MAY 2-3, GEORGE HOWELL MEMORIAL, Whitewater Valley Fleet 653, Don A. Rhoda, 3339 N.W. "C", Richmond, IN 47374.

MAY 16-17, CROSSROADS Regatta, Delta Fleet 407, Erle P. Bennett, 4640 W. Turtel Creek, Memphis, TN 38116.

MAY 22-24, SOUTHWESTERN SNIPE CHAMPIONSHIP, Dallas Fleet 1, Dr. William K. Jackson, 3600 Gaston, Dallas, TX 75214.

MAY 27-31, EUROPEAN CUP and CRITERIUM NATIONAL OPEN, French fleets, Michel Beaudoin, Zone Industrielle du Ty-Mor, 56700, Hennebont, France.

JUNE 6-7, RIFF-RAFF, Cowan Lake Fleet 433, V. Karlis Ritters, 7708 Oceola Ln., West Chester, OH 45069.

JUNE 6-7, FIREWATER REGATTA, Lincoln Fleet 567, David B. Makepeace, 3965 So. 40, Lincoln, NE 68506.

JUNE 6-7, DISTRICT IV CHAMPIONSHIP, Charleston Fleet 52, Lewis Seabrook, Box 96, Mt. Pleasant, SC 29464.

JUNE 6-7, COLONIAL CUP, Annapolis Fleet 532, Fred Betz, 125 Granville Ave, Annapolis, IN 21401.

JUNE 12-13, HEART OF AMERICA REGATTA, Quivira Fleet 121, Gerald W. Holder, 530 Lakeshore Drive West, Lake Quivira, KS 66106.

JUNE 13-14, LAKE ONTARIO OPEN (BRIODY), Keuka Lake Fleet 382, Graham Hoffman, 5738 C.R. 33 RD 3, Canandaigua, NY 14424.

JUNE 13-14, GOVERNORS CUP, Island Bay Fleet 91, Jeff Evans, 835 S. Glenwood, Springfield, IL 62704.

JUNE 13-14, STONE INTERNATIONAL, Stone Fleet 372, Stone S.C., St. Lawrence Bay, Essex England. Write: John Broughton.

JUNE 20-21, CARLYLE SILVER CUP, Carlyle Lake Fleet 705, Dan Card, 815 Westwood Dr, Clayton, MO 63105.

JUNE 20-21, WOLVERINE REGATTA, Barton Boat Club Fleet 520, John Johns, 1220 West Washington, Ann Arbor, MI 48103.

JUNE 20-21, DISTRICT VII CHAMPIONSHIP, Seattle Snipe fleet 444, Bill Leffler, 6709 128th Ave S.E., Bellevue, WA 98006.

JUNE 26-28, DISTRICT III CHAMPIONSHIP, North Cape Fleet 762, Terry A. Timm, 214 W. Michigan Ave, Saline, MI 48176.

JUNE 26-28, DISTRICT V JUNIOR and SENIOR CHAMPIONSHIPS, (Juniors June 26, Seniors 27-28), Newport fleet 103, Norman E. Dahl, 577 Bending Bough Dr, Webster, NY 14580.

JUNE 27-28, WINCHESTER INVITATIONAL, Winchester Fleet 77, David Lence, 3 Temi Rd, Peabody, MA 01960.

JUNE 27-28, BROADSTAIRS OPEN, Broadstairs Fleet 388, Broadstairs, Kent, England. Write: John Broughton.

JULY 4-5, WHITTEMORE-ST. JOHN REGATTA, Quassapaug Fleet 231, Todd St. John, 135 Old Sherman Hill Rd., Woodbury, CT 06798.

JULY 11-12, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Severn Sailing Association, Annapolis Fleet 532, Ivan Lawton, 2347 Maytime Dr, Gambrills, MD 21054.

JULY 12-18, 50TH ANNIVERSARY REGATTA, UK NATIONALS, Southend, Essex, England. John Broughton, 24 Empress Dr, Chislehurst, Kent BR7 5BD, England.

JULY 13-17, U.S. NATIONAL CHAMPIONSHIP, Severn Sailing Association, Annapolis Fleet 532, Ivan Lawton, 2347 Maytime Dr, Gambrills, MD 21054.

JULY 18-19, NEW YORK STATE OPEN, Cuba Lake fleet 442, Leo Murphy, Jr., Cuba Lake Rd, South Shore, Cuba, NY 14727.

JULY 25-26, NEW ENGLAND CHAMPIONSHIP, Narragansett Bay Fleet 17 and Ida Lewis Yacht Club, Heather Campbell, 143 Vernon Ave, Middletown, RI 02840.

AUGUST 8-9, MICHIGAN STATE CHAMPIONSHIP, Gull Lake Fleet 190, Tick Ticknor, Box 717, Principia College, Elsie, IL 62028.

AUGUST 15-16, ONTARIO OPEN/NORTHEASTERN OPEN CHAMPIONSHIP, Oakville Fleet 321, Chris Hains, 231 Westdale Rd, Oakville, Ontario, Canada.

AUGUST 22-23, DISTRICT III JUNIOR CHAMPIONSHIP, Cowan Lake Fleet 433, John Braun, 128 Wilmuth Ave, Cincinnati, OH 45215.

AUGUST 22-23, BOARD OF GOVERNORS, Quassapaug Fleet 231, Todd St. John, 135 Old Sherman Hill Road, Woodbury, CT 06798.

AUGUST 22-23, BLUE CIRCLE INTERNATIONAL and BRITISH JUNIOR NATIONALS, Blue Circle Fleet 545. Write: John Broughton.

SEPTEMBER 7-12, SNIPE WORLD CHAMPIONSHIP, Alamitos Bay Fleet 218, Sherwood Jones, 2702 Denmead Ave, Lakewood, CA 90712.

SEPTEMBER 12-13, NORTHWEST CHAMPIONSHIP, Budworth Fleet 217, Budworth, Cheshire, England. Write: John Broughton.

SEPTEMBER 12-13, INDIANA OPEN, Indianapolis Fleet 409, Jack Samuelson, RR 2 Box 494, Westfield, IN 46074.

SEPTEMBER 18-20, NORTH AMERICAN CHAMPIONSHIP, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

SEPTEMBER 19-20, CHAMPAGNE REGATTA, Keuka Lake Fleet 382, Graham Hoffman, 5738 C.R. 33 RD 3, Canandaigua, NY 14424.

SEPTEMBER 19-20, JOE RAMEL MEMORIAL, Missouri YC Fleet 49, Dick Goppert, K-18 Rt 1, Lake Lotawana, MO 64063.

SEPTEMBER 19-20, OHIO OPEN, Chippewa Fleet 621, Howard Wolff, 3516 Hoffman Rd, Medina, OH 44256.

SEPTEMBER 26-27, OXFORD INCIDENT/ACCIDENT, Acton Lake fleet 515, Tran Alfrey, 2258 Shenandoah Dr, Fairfield, OH 45014.

SEPTEMBER 26-27, SOUTHEAST CHAMPIONSHIP, Maldon Fleet 362, Maldon, Essex, England. Write: John Broughton.

OCTOBER 25, CROSBY OPEN, Crosby S.C. Liverpool, Lancashire, England. Write: John Broughton.

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July 18-19
Leo Murphy, Cuba Lake Rd., South
Shore, Cuba, NY 14727

Northeasterns and Ontario Open,
Oakville Y.C. - August 15-16
Chris Hains, 231 Westdale Rd.,
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1,2,3 — Don Q
1,3,4,5 — Bacardi
2,3,4 — Gamblin

Other 1981 Results

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

1980 Major Results

1st U.S. Nationals
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