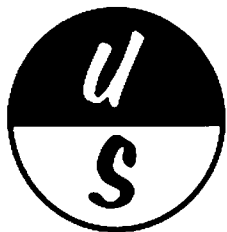


SNIPE ***BULLETIN***



MAY 1984

1983 Results — 1st Midwinters, Bacardi and Overall for Winter Circuit
Gold and Bronze Medals in Pan American Games



Ullman Sails

Again

Again

Again

Again

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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- * First-Don Q (wind 0-14 knots)**
- First-Bacardi (wind 0-14 knots)**
- Second-Gamblin (wind 10-14 knots)**
- (4 regattas - 3 Firsts and a second!)**

*Congratulations to Bob Hodges who in winning the Don Q, was the only non-sailmaker to win a circuit regatta - and we are proud that he uses Sobstad Sails.

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ASSOCIATION

MAY 1984
Volume XXXIII No. 5

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

Finland, Colombia Name New National Secretaries

"New winds are blowing in Finland! After serving SCIRA Finland as treasurer for the last two years, I was elected new National Secretary at our annual meeting held in February."

Peter Holm, son of SCIRA Board member-at-large Per-Ole, was elected to replace outgoing secretary Peter Lindholm. He is 26 years old and has been sailing since the age of 10, first as crew for his father and later as skipper. He was second in the Junior World Championship in Finland in 1976 and "somehow managed to beat Dave Chapin" at the Junior Worlds in Argentina.

His address is:
Peter Holm
Otonkallio 3 E 26
02110 ESP00 11
Finland.

In Colombia, Gabriel Cuervo was recently elected to succeed Guillermo Camargo as National Secretary. Guillermo writes, "He's very qualified for the job and is highly motivated to push the Snipe Class forward."

His address is:
Gabriel Cuervo
Apartado Aero 15425
Bogota 1, Colombia.

We welcome these two new secretaries for the Class. SCIRA also expresses its appreciation for the work by both Peter Lindholm and Guillermo Camargo on our behalf.

LETTER TO THE EDITOR

More on Alternative Penalties:

(Johnny MacCall, one of South America's top sailors, finished fifth in the last two Snipe World Championships, and was a medalist for Argentina in Stars at the most recent Pan Ams.)

I would like to say a word about the 720° rule. In the beginning of racing, as there were few boats competing, it was difficult to get disqualified, and of course fair sailors were the norm around the course. But nowadays, the extra training in all points makes people think of other ways of winning, and as the number of boats at the start increases to levels never expected, it is very common to touch another boat at a fifty-boat start, because there always is one side favored, and the length of the line, as a rule, is one boat and a half for each boat entered.

Some sailors started realizing that the rules can be used to attack, and not only to defend themselves, as they were created to do, and this is the point; it is impossible to escape from another good sailor, if he wants to disqualify you at the start. This is because the rules are to defend ourselves. The IYRU created rules 37.1, 42.2, etc., to keep the leeward boat safe from the windward boat, but what happens when the leeward boat attacks the windward boat? She nearly always gets disqualified, because she has to prove her innocence, and this in small boats is impossible when half a meter is all that you have to touch a windward boat. You can trim-hike-heel to do it and say you never changed your course. In bigger boats it's different, and the rules are more logical. We have some appeals that gave the charge of the demonstration to the leeward boat (in France against Lion Hart) appeal #204.

So, for this reason, I think that the 720° rule is fair enough for small boats, including, of course, Snipes. If an unfair sailor intended to disqualify me at the start, or on a reach, and he succeeded, I can continue racing after the 720°, and he must still race well to beat me. Although it is true that a 720° at the start is one thing, and at the finishing line is another story, if you pass the starting line without a touch that involves you in a 720°, you have passed the most dangerous part of racing in this item. So, if you do this, you are capable of maintaining your position during the race. And if not, a 720° is logical, because you have failed in the most difficult part of the race, so you have to go

THE COVER

Snipes of the world coming at you. These Snipes are on their way to the race course for the last race of the Worlds. The entrance to Leixos Harbor is in the background. Buzz Lamb photo.

THE SCORE

Seven numbers were issued last month with six going to Portugal and one going to the U.S.A. No new fleets were chartered during the month.

Numbered SNIPES— 25804
Chartered Fleets — 791

well behind. On the other hand, if you touch another boat on the last beat, a 720° will put you just behind those you were trying to beat; fair enough, too!

*Johnny MacCall
Buenos Aires, Argentina*

Western Hemisphere Dates Announced

October 6th through 14th are the dates set for the 1984 Western Hemisphere Championship to be held on Lake Ypacarai, Paraguay, a beautiful setting a few miles from Asuncion. These dates have been chosen to coincide with the Paraguayan National holiday on October 12th, which will be the last racing day of the regatta.

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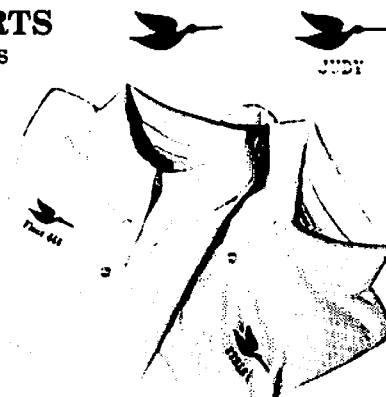
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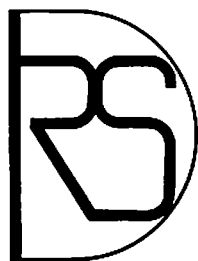
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Winter Sailing In Sweden



North European Secretary Per Gothlin gets a "warm-up" glass before the last race of the season in Stockholm last December. Temperatures dipped to 10 degrees below zero that day. (Lars Nyberg photo)

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Tips For The "Freshman Class"

A newcomer's observations on what it takes to excel in Snipe competition.

Craig Leweck isn't anybody's average freshman. In 1983 he won the Pacific Coast Championship, finished in sixth place in the Heinzerlings at his first U.S. Snipe Nationals, and was tied for first place going into the last race of the Halloween Regatta — when disaster struck. Snipe is actually "post graduate work" for Craig, who won the 1980 MORC Internationals. He has won the Sabot Nationals three times.

All of you freshmen (sophomores, juniors and seniors are invited to audit the class) should find something to identify with in this article in which Craig shares some of the knowledge (and some of the pain) of his first year in Snipes.

by Craig Leweck

While competitive sailing at its best can be one of the most satisfying endeavors for anyone, it seems like it can also be one of the most frustrating and endless of causes. Nowhere do these low moments occur more frequently than during one's rookie season in a one-design class.

Since great amounts of sailing time in a dinghy are required to achieve any degree of success on the race course, a first-year player not only lacks this precious "time in the boat," he must also overcome the problems and dilemmas any new boat presents. The Snipe is no exception. As the wind pipes up on the course, do you drop the traveler to keep the boat on its feet, or do you vang, or both? To eliminate jib luff sag, should you tighten the jib halyard or the shrouds? And what about the mast ram? Answering these questions while at the same time trying to keep your brain in the race can make a couch and a television set seem like a viable alternative for a weekend activity. Fortunately for most of us, we live through this education. Hopefully with a few shortcuts from a former rookie, the learning curve for new class members may get a touch steeper.

The decision to enter the Snipe class was a strong one. As it is one of the oldest and most competitive one-design classes, this signifies one thing: top-flight racing, year-in and year-out. Throughout most of its history, the Snipe has attracted world-class sailors across the board. What does this mean for you? It means that it's time to get to work, for at this moment, you not only

can't see the light at the end of the tunnel, you can't see the tunnel.

As with any class, to be competitive on the race course, one has to have total confidence in his equipment. The only way to determine what's up is to attend a few regattas and crew on one of the boats. Growing up as I did on the West Coast, where the Snipe Class may be the strongest, I was fortunate enough to have a broad base to analyze. Finally, after crewing in the North Americans at Mission Bay, I had a pretty good idea of what was currently working in the class. I talked to all the heavies, pumping them for hidden secrets while later taking notes on their boats as they entertained at the bar. One must go from A to Z, finding out what hull, mast and sails to use while absorbing rigging ideas. A camera is helpful for the latter, since bar-napkin drawings usually will poorly reinforce the memory. Then there are the things you didn't think of, like spreader length and angle, the amount of fairing on the daggerboard, and the method of preventing mast breakage. What you once saw as a nice dinghy designed a half-century ago has suddenly turned full circle. You are now on a quest to overcome this new nemesis.

Now that you've bought your ticket and had it stamped, come aboard, for the ride has just begun. The first point of interest on our journey will be the rigging on your boat. Working forward, I have found success in placing only three controls (in addition to the mainsheet) in front of me on the deck. As I physically maneuver the boat through a race, I find it both a pleasure and a must to be able to grab the string I want. The result of this is that you must divide the sailing adjustments between your crew and yourself.

A popular and impractical area to position cleats is the aft, underside vicinity of the deck. Unfortunately, to avoid having to double up all the controls so as to have them on the sides, a few do have to go in the middle of the boat. The problem here is to consider which controls come into play where crew weight is not vital. My final list was a short one. I presently have the forepuller, which is used for either light air beating or downwind sailing, and the barberhaulers, that find their application while the crew is usually in a transition

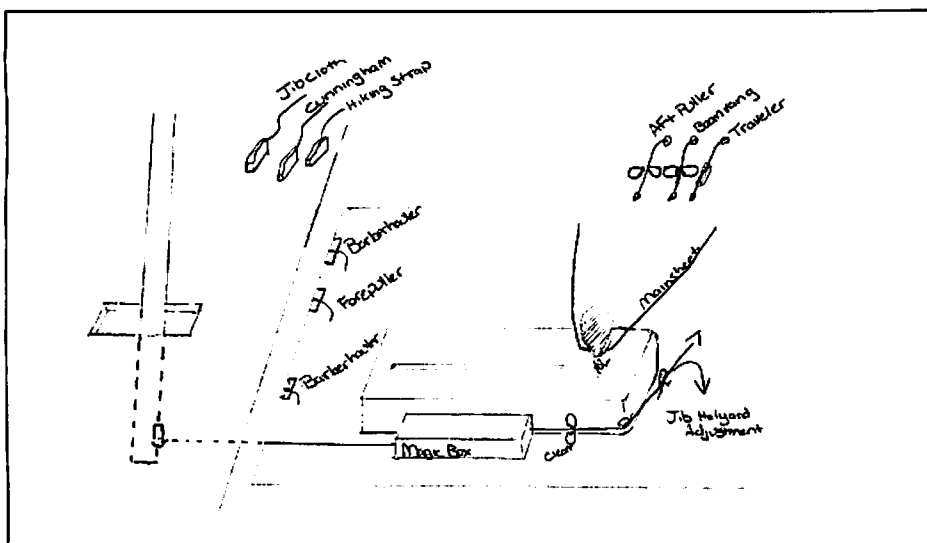
through the center of the boat.

The strings that are pertinent for going to weather must be reachable from where the crew is likely to be found — on the rail. However, one perplexing control that can't be doubled to the sides yet must be available for fine tuning is the jib halyard. The short distance from the halyard exits to the crew, combined with the need for plenty of purchase, has led many to similar solutions. The result I found most efficient was to direct the halyard back to a long Harken magic box along the port side of the centerboard well, with a cleat just behind it. The line passes through the cleat to a turning block, which then can allow the jib halyard control line to be adjusted from any point in the boat. Since I don't play with it much upwind, I find this to be a satisfactory compromise.

A couple of other tricks to focus on include the daggerboard and the mainsheet system. The class permits only an inch of sharpening along the fore and aft edges of the board, and this is what you should aim for. It's quite common for the trailing edge of a quality board to cause most razor blades to appear dull in comparison. Lately, though, this knife-like finish is finding itself more often on the leading edge. Theoretically in contrast to the parabolic shape, the finer entry will keep any stalling at a minimum. I would definitely start relatively sharp forward and go from there.

As for your mainsheet system, the method of splicing the traveler tails within the core of the mainsheet is a must. This allows for both dead-center sheeting in light air and full-powered cranking in a blow. My personal tendency toward constant mainsheet trim has led to the elimination of its cleats and the addition of a second ratchet block, this one placed on the boom, just above the one in the cockpit. This added ratchet block allows me to continue working the main as the wind speed rises. I may have to re-establish my friendship with my hands at the end of a tiring day, but I feel that the control of always having it in my palm is worth it.

Even with a total weight of nearly four hundred pounds for a fifteen-footer, it's crucial that the hull be kept at the minimum. Following the passage of those enjoyable moments of sanding and fairing our hull, the focus should next be aimed toward achieving a well-sealed boat. When either your mother or wife is not looking, commandeer the vacuum cleaner and pull it up to the stern of your Snipe. Reverse the air flow system so it is emitting and tape the hose to your drain plug. With a bucket of soapy water, slowly go over every possible leak with a sponge. Be careful to apply only a small amount of suds or else it will be tough to detect any



air leakage. Newly discovered openings must be quickly sealed for your Snipe to anticipate a reasonably competitive life.

With the boat now faired and sealed, all we have left is to weigh her with the permissible equipment, eliminating or adding the extra baggage to level off at the three hundred eighty-one pound limit. In my book, for all the time we direct toward squeezing that last ounce of speed out of our rigs, to not have a platform at the minimum weight seems incredible.

Ascertaining that our hull is up to par leaves us to only look up — to the mast, that is. My first accomplishments in breezy conditions were preceded by intense levels of frustration, having been rolled so often that the dirty air which remained would cause oxygen masks to fall from the boom to permit proper breathing. I decided that since the pain from hiking was as great for winners as it was for losers, I had better take a closer look at the rig's reactions to situations before I could take advantage of its characteristics. The first thing I noticed was that as the wind increased, the middle of my mast was forced to leeward. I later discovered that the spreaders I had were about an inch longer than the norm. Without lower shrouds to support the mast's mid-section, spreaders longer than around sixteen and a half inches will in effect drive that portion of the rig to leeward as the shrouds lead up, thus closing the slot and any hope of speed.

The trend in design has removed the mast's lower stiffening, resulting in a very bendy rig. I knew that, before I was to become a threat on the course, I was going to have to be able to control the mast's fore and aft bend and jib luff sag. Because of the flexible nature of the spars, a great deal of luff curve must be drawn into the mains for the sail to match the mast's maximum bend. Considering this, to properly alter the depth of the main to match the varying conditions, we must see what can ef-

fectively bend the mast. Simple mainsheet tension transmits into a compression force to help our effort, but to avoid over-tightening the leech, we turn next to the boom vang, the Snipe's most efficient tool for modifying mast bend.

Since the spreaders are unfixed to the mast, tightening the vang will thrust the boom forward, freely inducing bend. However, what the vang does not realize is that excessive bend will turn the mast right past the designed luff curve, producing those hideous "overbend wrinkles" which extend from the clew toward the luff. To avoid exceeding this bend limitation, we must limit the swing of the spreaders to prevent the spar from passing this point of no return. Once the spreaders are blocked out at the correct spot, they will discourage further bend while allowing the lever-effect of the mast to handle our other concern, the luff sag of the jib. The compression force of mainsheet tension is now reduced, enabling it to pull the tip aft and thus lessen jib sag. The need for a powerful jib is diminished as we enter these upper ranges, so the elimination of luff sag will allow us to sail to weather more efficiently.

Using the Snipe rig to maintain the desired sail shape is critical, but so is keeping it in the vertical mode. In the face of a premature end to a regatta, the significance of taking the necessary measures to preserve one's mast is obvious. Considering that there is little preventing the mast from inverting while off the wind, it's essential that your spreader tips can't swing forward of ninety degrees to the boat. As this restricts the mid-section of the mast from fading aft, at the same time we can use our forepuller to attain our goal. It's also vital to realize that as we sail upwind with a tight vang, the moment we drive off and ease out the main, that forward force of the boom will now be directed at an

angle to the boat. This in turn will throw the mast out of column and possibly snap it, so a timely ease of the vang at the weather mark will let your mast live to see another day. As I discovered during the 1983 Halloween Regatta, a 1-1-dnf is a frustrating way to conclude a series. With that in mind, we must prepare a mental checklist for those breezy conditions so as to prevent any problems. At least your insurance company may be more apt to smile in the face of adverse conditions.

A decision as weighty as any you'll cross is the choice of which sailmaker to go with. The level of racing that the class presents should direct your interests at those who are actively involved in Snipe racing, for it is only in this fashion that possible design shapes can evolve. As for regatta results, they are definitely an asset, but be aware of sailmakers sporting win lists that could double for personal resumes. In the long run, it is the continuous accumulation of satisfied customers that carry a loft, not the few wins by one of the loft jockeys. Beyond the sails, the loft should also provide you with a complete tuning guide that allows you to reproduce the identical sailing environment (ie., shroud tension, spreader angle, mast rake, etc.) for which the sails were designed. And possibly above all is that your final choice should be there to answer the phone when you call with a question. Their ability to stand next to their product is what's needed for you to be able to attain your goals and expectations.

That leads me to my final point — that of one's goals and expectations. As we enter this humbling period with our egos tenderly resting in our back pockets, it's important to place many levels ahead of what we ultimately dare to attain. The pressure we place on ourselves to swiftly achieve our lofty ambitions will only erode the spirit which dreams of such acclaim. One must enter this new arena with only thoughts of leaning, not of living up to past achievements or of the monetary investment and sacrifices that have provided this opportunity. Mentally pacing one's natural desires to succeed is never simple, but neither is standing erect to repeated failures. Fortunately, the format of class racing supplies one the competition in the local arena to learn the lessons at a less painful level. Then if the desire exists, the road to the top stretches out just beyond the sign.

Regardless of where your sights fall or your horizons extend, the grandest part of your Snipe experience will be the people you encounter, for they are among the finest. So, from the toe I stubbed to the one you're possibly about to, I wish you the very best.

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Bob Rowland Cops Riff Raff Honors

Snipe Fleet 433 hosted the 1983 Riff Raff Regatta on June 4-5, 1983, at Cowan Lake near Cincinnati, Ohio. Sailing conditions were perfect for the three races on Saturday and the final race on Sunday. In the "A" Fleet, first place was easily taken by Bob Rowland of Bellbrook, Ohio, a regular Cowan sailor. Second place was won by James Hill from Acton Lake in a squeaker over third place finisher Mike Zalzal of Cowan. Newcomer to the class, George Bell of Cowan, took fourth place, and Bill Willmarth, Barton Pond, landed fifth place.

The "B" Fleet was dominated by Cowan juniors. Jeff and Danny Irvine of

the famous Irvine family won first place. Bill Crossley with father crewing took second place. Jim Hater, a senior from Acton, was third. Bill Flack and Karl Ritters, seniors from Cowan, were fourth and fifth respectively.

For the first time a junior race was held and attracted eight participating boats. Joe Benz of Acton took first place, beating Martin Keen of Cowan, who dallied to retrieve his whisker pole. The Cowan Lake Sailing Association is committed to junior sailing, and Snipe Fleet 433 has decided a junior race will be a permanent feature of its annual Riff Raff Regatta.

After Saturday's races a terrific dinner was had and there followed a full evening of games and entertainment for all to enjoy.

1983 RIFF-RAFF REGATTA A FLEET (Top 10 of 21 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
24272	Bob Rowland/Sandy Rowland	Cowan	1-1-1-3	5.7	1
23288	James Hill/Robin Hill	Acton	8-2-2-1	20	2
24630	Mike Zalzal/Cheryl Zalzal	Cowan	3-4-4-2	24.7	3
25232	George Bell/Pam Bell	Cowan	9-3-8-5	44.7	4
24802	Bill Willmarth/Nancy Willmarth	Barton	7-8-3-8	46.7	5
21120	Rob Hill/Alice Kenney	Acton	5-6-12-6	51.4	6
23038	Jeff Peterson/Kris Anderson	Cowan	4-dnf-7-4	57A	7
23187	Martin Keen/Jenny O'Flaherty	Cowan	2-15-9-12	57B	8
25379	Brad Warne/Penny Warne	Hoover	11-7-5-16	62	9
25114	Buzz Levinson/Phil St. John	Indianapolis	17-12-6-10	68.7	10

B FLEET (Top 5 of 11 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
24271	Jeff Irvine/Danny Irvine	Cowan	4-1-2-1	11	1
21777	Bill Crossley/Guy Crossley	Cowan	5-4-1-2	21	2
22562	Jim Hater/Mike Hater	Acton	2-3-4-5	26.7	3
20536	Flack/Eilers	Cowan	3-2-5-6	30.4	4
25410	Karl Ritters/Tom Wierenga	Cowan	1-8-6-3	31.4	5

JUNIOR RACE (Top 4 of 8 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
21120	Joe Benz/Rob Hill				1
23187	Martin Keen/Jenny O'Flaherty				2
21777	Bill Crossley/Guy Crossley				3
23038	Jeff Peterson/Chris Anderson				4

Johnny McCall Wins Argentina's Grand Prix

Johnny MacCall won all three races in Argentina's Grand Prix '84, held on the beautiful lake at Bahia Blanca, 400 miles south of Buenos Aires. In the tough battle for second place Daniel Mugaburu beat out Western Hemisphere Secretary Julio Labandeira.

Winds were between 10 and 20 knots for the three-race series, which drew 24 boats from eight Argentine fleets.

ARGENTINA'S GRAND PRIX (Top 15 of 24 entries)

Boat	Skipper	Places	Pts.	Finish
24598	Johnny MacCall	1-1-1	0	1
24697	Daniel Mugaburu	2-5-4	21	2
21671	Julio Labandeira	3-7-2	21.7	3
22888	Jorge Fernandez	4-6-3	25.4	4
24034	Hugo Fieravanti	5-3-4	28.7	5
24297	Claudio Ciccio	6-4-5	29.7	6
24022	Ariel Villaba	9-2-10	34	7
24076	Rene Gimenez	8-8-6	39.7	8
24055	Carlos Scurcia	10-12-8	48	9
	Enrique Tellarini	16-6-11	50.7	10
25174	Gustavo Sierra	12-14-9	53	11
24056	Ricardo Gonzalez	13-11-12	54	12
24045	Oswaldo Hernandez	7-17-20	62	13
24075	Carlos H. Francioni	11-9-nf	62	14
24078	Gustavo Alonso	15-15-14	62	15

SELECTION FOR SOUTH AMERICAN CHAMPIONSHIP (Top 9 of 15 entries)

Skipper/Crew	Places	Pts.
Johnny MacCall/D. Brauer	1-1-3-1-1	0
A. Viacava/J. Minlez	3-2-2-3-2	14.7
R. Revora/P. Rodriguez	4-4-1-2-3	16.7
Pedro Sisti/Marcus Mugaburu	2-3-nf-4-4	25.7
C. Shebor/P. Esquivel	6-7-5-5-5	31.7
G. Agnoletti/R. Ganivecci	5-6-6-6-6	45.1
F. Sanjurjo/J. Decucon	7-5-4-7-10	49
A. Ferrara/N. Cassipla	8-9-7-8-9	56
J. Janivelli/F. Goncass	9-8-8-9-8	57

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84 Snipe Nationals New Orleans



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print clearly.

☐ U.S. Junior Championship No entry fee. Skipper and crew must not yet be 20 years old on December 31, 1984.

Birthdate: Skipper

Crew

☐ U.S. National Championship \$50 entry fee. Send Registration and Fee to SCIRA, Privateer Road, Hixson, Tennessee 37343.

Skipper

Sail Number

Crew

Address

Yacht Club

Fleet Number

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

Boat Number

Owner

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

Boat Builder

Year Built

Hull Color

Deck Color

If hull measurements
are needed plan to
arrive by Friday,
July 14.

Preferred boat measuring Time and Date First Choice

Second Choice

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

Signature of Skipper

Date

I certify that this entrant is 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

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Whether it's helping you set up your rig or giving you a hand carrying your boat, we will be there. We will help you win!

Call or write Greg or Patti Fisher, Dick Mitchell, or Craig Leweck so we can help you prepare for the new season.

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HELP YOU
WIN.**



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Suddaths Are Champs At Bird Bath Regatta

The Muscle Shoals Sailing Club on Wilson Lake, Alabama was the site of the Second Annual Bird Bath Regatta on September 10-11, 1983. Twenty Snipes showed up for a weekend of fun and frolic in preparation for District IV's fall festivities. Six fleets were represented. Atlanta Yacht Club (#330) led the way by putting eight boats on the line, followed by the Lake Lanier (#781), Barefoot (#726), and Privateer (#142) fleets with three boats apiece, the Delta fleet (#407) with two boats, and last, but not least, a "Lone Bird" from the host Muscle Shoals Snipe Fleet (#784).

Saturday dawned hot and hazy with but the barest hint of a breeze. Fortunately, what wind there was (about 2-3 knots) hung in there long enough to allow completion of two full Gold Cup races. The first race was won by Steve and Connie Suddath, followed closely by Means and Peggy Davis and Matt and Holly Gregory who, by the way, blinded most of the opposition with the inaugural voyage of a brand new Snipe. The second race was snatched away by a crafty Bill Simons who chose the "wrong" side of the course and made out like a bandit. Bill was trailed by Brent McKensie and "Dangerous" Don Pettigrew. The ever-consistent Steve and Connie picked up a fourth place finish to hold a slight lead at the end of the day over Brent, Means, Don, and Woody Norwood, respectively.

The Sun rose on Sunday morning, but the wind didn't. In a vain attempt to get the third race in, the Race Committee postponed the 10:00 a.m. start for one hour before finally calling it quits. Though all were disappointed in not being able to get that final race in, the good times continued

as the boats were packed for home.

As Fleet Captain for the host club, I can truly say that it was a privilege to hold a regatta for such a great bunch of sailors. Kudos also to all those members of the Muscle Shoals Sailing Club who provided us with a race committee, food, and entertainment. As with the first Bird Bath Regatta, I especially want to thank Means, Peggy, and Tarasa Davis for their continuing support and encouragement of the Muscle Shoals Snipe Fleet. With folks like these around, it's easy to see why Snipe

sailing is the best thing going. See you at the Third Annual Bird Bath Regatta on September 8-9, 1984!!!

Bill Parkhurst
Snipe Fleet #784

BIRD BATH REGATTA (Top 10 of 20 entries)

Boat	Skipper	Places	Fin.
24807	Suddath	1-4	1
24774	McKensie	4-2	2
24264	M. Davis	2-5	3
24124	Pettigrew	8-3	4
25100	Norwood	5-6	5
24791	B. Simons	13-1	6
21021	Gregory	3-12	7
24142	Troutman	7-10	8
22358	T. Davis	9-8	9
25007	Smith	11-7	10



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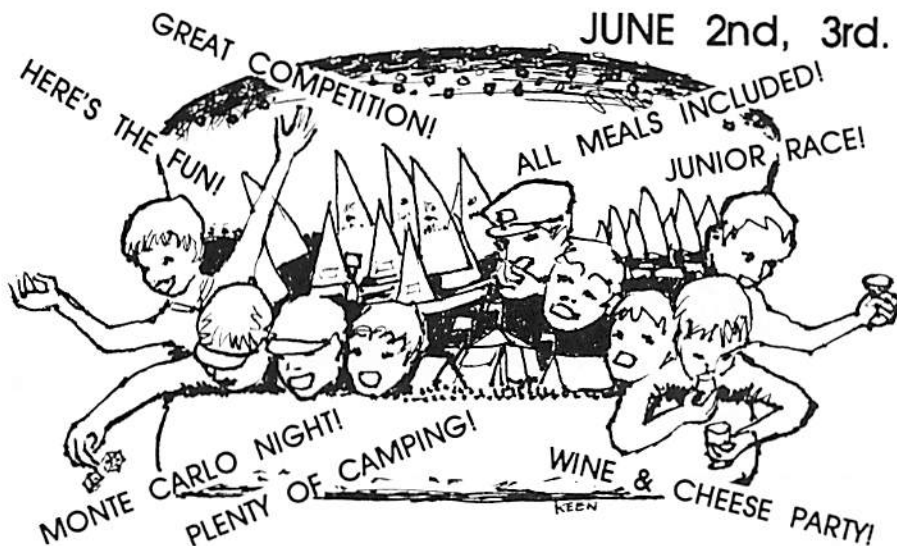
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DUPLIN 21005, white hull, red deck, 3 sets of sails (North, Ullman). Good trailer. \$1,600. Bill Mueffelmann, (617) 246-3741.

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CHUBASCO 19717, white hull, red trim, Cobra mast, compass, North sails, top and bottom covers, trailer. \$1,800. Joseph Buck, 655 Logan St., Elmira, NY 14905. (607) 732-3821.

WORLD CHAMPIONSHIP BAGS & WALLETS, Limited Supply. Bags — Navy waterproofed nylon canvas featuring World Championship logo in gold — \$15. Leather wallets — Embossed with 50th anniversary logo — \$8. SCIRA, Privateer Road, Hixson, TN 37343.

SNIPE 21508, white with teal trim, good trailer, all covers, new Cobra II mast, 2 boards. \$1,800 firm. Fred Bradshaw, (404) 231-9567.

DUPLIN 22594, red w/white deck, Cobra mast & boom, Shore sails: 1 main, 3 jibs. Fully race equipped. Ritchie compass, majic box, adjustable traveller, trailer. \$1,700. Bill Johns, 11 Cross St., Narragansett, RI 02882. (401) 789-1544 evenings.

FOR SALE 75 CHUBASCO Snipe 20601. Elms Sails, main & jib, white with blue accent on decks edge, teal trim. Boat and trailer \$2,250. Call or write Mark Knoedel, 4607 E. Independence, Tulsa, OK 74115, (918) 834-9248 home. (918) 835-1174.

EICHENLAUB 21793, dark green hull, white deck and boot stripe. 2 suits Shore sails, 1 yr. old top cover, trailer. \$2,100. Jim Nordine, 104 Scenic Drive, Horseheads, NY. (607) 739-1024.

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Sanctioned Snipe Regattas

MAY 5-6, CRACKER BARREL, District IV Team Race, Chattahoochee Fleet 452, Cliff Hogg, Rt. 1, Box 78, Hamilton, GA 31811.

MAY 12-13, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Fleet 142, Rob Fowler, Privateer Rd., Hixson, TN 37343.

MAY 19-20, REDNECK REGATTA, Magnolia Fleet 604, John H. Downey, 120 North Congress St., Jackson, MS 39201.

MAY 19-20, GEORGE HOWELL MEMORIAL, Whitewater Valley Fleet 653, Earl Purtee, 517 So. 21st, Richmond, IN 47374.

MAY 19-20, BLUE CIRCLE INTERNATIONAL/J.K. JUNIOR CHAMPIONSHIP, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

MAY 26-27, SOUTHWESTERN CHAMPIONSHIP, Dallas Fleet 1, Steve Kindrick, 9751 Burselon, Dallas, TX 75243.

MAY 31-JUNE 3, NATIONAL CHAMPIONSHIP, FRANCE, Louis-Paul Lamarque, 45 Domaine de Hontane, Le Tallan-Medoc, 33320 Eysines, France.

JUNE 1, INTERDISTRICT TEAM RACE, Annapolis Fleet 532, Phil Richmond, 142 Monticello Ave., Annapolis, MD 21401.

JUNE 2-3, RIFF-RAFF REGATTA, Cowan Lake Fleet 433, Guy Crossley, 9520 Croton Dr., Cincinnati, OH 45242.

JUNE 2-3, COLONIAL CUP, Annapolis Fleet 532, Phil Richmond, 142 Monticello Ave., Annapolis, MD 21401.

JUNE 9-10, WHITTEMORE-ST. JOHN, Quassapaug Fleet 231, Dave Rogers, Jr., Hill Rd., Naugatuck, CT 06770.

JUNE 9-10, NORTHEASTERN INVITATIONAL, Lorain Fleet 785, Dick Parker, 2706 Colorado Ave., Lorain, OH 44052.

JUNE 16-17, STONE INTERNATIONAL, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

JUNE 16-17, FIREWATER REGATTA, Lincoln Fleet 567, Richard Evnen, 2540 C St., Lincoln, NE 68502.

JUNE 16-17, WOLVERINE REGATTA, Barton Fleet 520, John Johns, 1220 W. Washington, Ann Arbor, MI 48103.

JUNE 16-17, DISTRICT VII CHAMPIONSHIP, Clear Lake, CA, Larry Murphy, (Gov.) 415-753-5009, 129 Escolta Way, San Francisco, CA 94116.

JUNE 16-17, BLUE-GRAY REGATTA, Pine Beach Fleet 256, Lee Griffith, P.O. Box 2058, Princeton, NJ 08540.

JUNE 21-24, PORTUGUESE CHAMPIONSHIP, Domingos Borralho, Av. Duque de Loule 75-6º Esq., 1000 Lisboa, Portugal.

JUNE 23-24, SILVER CUP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, Normandy, MO 63121.

JUNE 30-JULY 1, OHIO OPEN, Lorain Fleet

785, Dick Parker, 2706 Colorado Ave., Lorain, OH 44052.

JUNE 30-JULY 2, GEORGE BECKER MEMORIAL, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

JULY 1-7, U.K. NATIONALS (OPEN), John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

JULY 6-8, DISTRICT III CHAMPIONSHIPS (Sr.), Island Bay Fleet 91, Lou Dixon, 2023 Bates, Springfield, IL 62704.

JULY 6, DISTRICT V JUNIORS, Cuba Lake Fleet 442, Leo Murphy Jr., P.O. Box 66, Cuba Lake, NY 14727.

JULY 7-8, NEW YORK STATE OPEN, Cuba Lake Fleet 442, Leo Murphy Jr., P.O. Box 66, Cuba Lake, NY 14727.

JULY 7-8, WINCHESTER INVITATIONAL, Winchester Fleet 77, Jack Gannon, 14 Brentwood Rd., Woburn, MA 01801.

JULY 14-15, U.S. JUNIOR NATIONAL CHAMPIONSHIP, New Orleans Fleet 116 and District IV, Jerry Blouin, 6885 Wuerpel St., New Orleans, LA 70124.

JULY 16-20, U.S. NATIONAL CHAMPIONSHIP, New Orleans Fleet 116 and District IV, Jerry Blouin, 6885 Wuerpel St., New Orleans, LA 70124.

JULY 21-27, EUROPEAN CHAMPIONSHIP, Snipe Sweden and Royal Gothenburg Yacht Club, Marstrand, Sweden, Jan Wennergren, Plantagegatan 4, 41304 Goetborg, Sweden.

JULY 28-29, LAKE ONTARIO OPEN (BRIODY), Newport Fleet 103, John C. Dentinger, 58 Edmonds St., Rochester, NY 14607.

JULY 28-29, HUNTINGTON LAKE REGATTA, San Francisco Fleet 12, Spencer Allen, P.O. Box 5827, San Francisco, CA 94101.

JULY 29-AUGUST 1, NORWEGIAN CHAMPIONSHIP, Moss Y.C., Norway, Gunnar Kjendlie, Folke Bernadottesv-27B, Oslo, 8, Norway.

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

AUGUST 4-5, MIDWESTERN CHAMPIONSHIP, Wichita Fleet 93, Ted Wells, 5 Huntington, Wichita, KS 67206.

AUGUST 4-5, ATLANTIC COAST CHAMPIONSHIP, Narragansett Bay Fleet 17, Ed Adams, Box 441, Newport, RI 02840.

AUGUST 11-12, DISTRICT III JUNIOR DISTRICTS, Gull Lake Fleet 190, Ray Croasdale, 501 Bronson Med. Center, Kalamazoo, MI 49007.

AUGUST 11-12, MASTERS OF SNIPE (40 yrs. and over), Airisto Segelsallskap I Abo., Roger Nylund, Itainen Pitkakatu 9 B 28, 20520 TURKU, Finland.

AUGUST 16-19, ARGENTINA'S NATIONAL CHAMPIONSHIP, Luis Rudoy, Rosario, Argentina. Phone 389460.

AUGUST 18-19, BOARD OF GOVERNOR'S REGATTA, Quassapaug Fleet 231, Dave Rogers, Jr., Hill Rd., Naugatuck, CT 06770.

AUGUST 21-26, CAMPEANATO d'ESPANA AB-SLUTO, Mallorca, Francisco Perez Lopez, Avda Rector Jose, Loustrou 3-10, A, Murcia 6, Spain.

AUGUST 25-26, CALL-OF-FALL/NEW JERSEY

OPEN, Pine Beach Fleet 256, Lee Griffith, P.O. Box 2058, Princeton, NJ 08540.

AUGUST 25-26, GRAND PRIX, SILVERSNIP, Motala, Tomas Franzen, Wrangelsgatan 24, 242 40, Helsingborg, Sweden.

AUGUST 25-26, CAMPEONATO ADRIATICO, Chigia, Enzo Perini, c/o Circolo Nautico Chioggia, 1121 A, Calle S. Croce, 30015, Chioggia, Italy.

SEPTEMBER 7-9, NORTH AMERICAN CHAMPIONSHIPS, Alamitos Bay Fleet 218, Keith Dodson, 382 Havana Ave., Long Beach, CA 90814.

SEPTEMBER 8-9, LONG ISLAND OPEN/CALL-OF-FALL, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

SEPTEMBER 8-9, RONALD PRIME MEMORIAL, North Cove Fleet 127, Arthur Cunningham, P.O. 7243, Concord, NH 03301.

SEPTEMBER 8-9, BIRD BATH REGATTA, Muscle Shoals Fleet 784, Bill Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

SEPTEMBER 8-9, MALDON, S.E. SNIPE CHAMPIONSHIP, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD, England.

SEPTEMBER 15-16, BUDWORTH, N.W. SNIPE CHAMPIONSHIP, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

SEPTEMBER 15-16, MASS BAY OPEN/CALL-OF-FALL, Mass Bay Fleet 244, Diana Healy, 30 Crestview Dr., Malden, MA 02148.

SEPTEMBER 15-16, PACIFIC COAST CHAMPIONSHIP, St. Francis Y.C., San Francisco Fleet 12, Warren 2001 Union St. #430, San Francisco, CA 94123.

SEPTEMBER 22-23, MYSTIC LAKE OPEN, Medford Fleet 777, Martin W. Fraser, 382 Watertown St., Newton, MA 02158.

SEPTEMBER 27-29, U.S. MASTERS CHAMPIONSHIP, Quassapaug Fleet 231, Ned Daly, Nichols Hill Rd., Washington, CT 06720.

SEPTEMBER 29-30, BATTLE OF ATLANTA, Lake Lanier Fleet 781, Tom Smith 369 Stafford St., Marietta, GA 30064.

OCTOBER 6-7, FRIGID DIGIT, Annapolis Fleet 532, Jonathan Bartlett, 3 Essex Rd., Annapolis, MD 21401.

OCTOBER 6-14, WESTERN HEMISPHERE CHAMPIONSHIP, Lake Ypacarai, Paraguay, Bertrand Gayet, Algodonera Guarani S.A., Cassilla de Correo 787, Asuncion, Paraguay. Phone 502-080. Telex 222 PYAGUSA.

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Race Finish position	Conditions	
	Sea	Wind Kts.
1st	Smooth	0 - 6
1st	Slight swell	3 - 10
1st	4' swell, chop	7 - 12
1st	12' swell, mixed chop	15 - 25
1st	6' swell, chop	8 - 18

Look for upcoming reports describing our new leechcut jib which won one race at the U.S. Nationals and was used in 50% of the races by the 2nd place boat at the Worlds.

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