

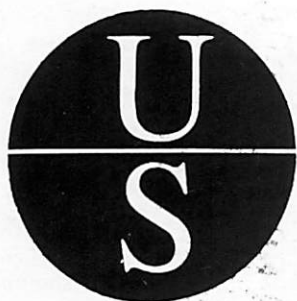
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MAY 1986



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## Submerged Rules

# EXCEPT

by Gary Boswell  
Dallas Fleet 1

Imagine, if you can, this dramatic finish. You are approaching the finish line on port tack. Only one boat has any chance to finish ahead of you and deprive you of the Mugwump fleet championship. The good news is that the dastardly fellow overstood the mark at the committee boat end. The bad news is that he is on starboard tack. You can just cross him — if he maintains his current course. Overstanding, he is sailing somewhat off the wind. As you cross, he abruptly heads up. Collision course! You quickly go head-to-wind. So does he. There is contact.

You just nosed him out at the finish to win all the Mugwump marbles. You have visions of being interviewed by Garrison Keeler. But what about the collision? It worries you not. You know that the rules do not permit an abrupt alteration of course so as to prevent a burdened boat from keeping clear. You bravely raise your protest flag, set sail for the dock and the wine, women and other delights reserved for big winners.

Hours later you stagger from the protest meeting, your dreams of being the Mugwump fleet champion thwarted again. Dashed on the rocks of one little word — except. What happened?

Being human, each of us remembers the main clause in a rule and forgets the exceptions which always seem to apply to situations that only Rosemary Woods (Nixon's secretary) could get into. Examine Rule 35 — Limitations on Altering Course.

When one yacht is required to keep clear of another, the right-of-way yacht shall not alter course so as to prevent the other yacht from keeping clear, or so as to obstruct her while she is keeping clear, *except*:

(a) to the extent permitted by rule 38.1, (Same Tack, Luffing and Sailing above a Proper Course after Starting), and

(b) when assuming a proper course: either

(i) to start, unless subject to rule 40, (Same Tack, Luffing before Starting) or to the second part of rule 44.1(b), (Returning to Start).

or

(ii) when rounding a mark.

Wow! What an except. Can you un-

tangle all that verbiage under (a) or (b)(i)? Could a gaggle of Philadelphia lawyers? To simplify, just skip to the simple phrase under (b)(ii). That's the phrase that cost Dragonbreath the Mugwump championship. Finish marks are marks of the course. So an abrupt alteration of course to close-hauled on rounding the end of the committee boat is permitted. If it catches Dragonbreath unawares, so much the better. He should have anticipated. He should have remembered the except.

The Submerged Rule we extract from this soap opera is: On rounding a mark, including the finish mark, a yacht is expressly permitted to radically assume the new proper course even if this prevents a burdened yacht from keeping clear. This Submerged Rule is certified in both Appeal 167 and Appeal 231.



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# SNIPE BULLETIN

(USPS 611-500)

SNIPE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

MAY 1986

Volume XXXV 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.



Pete Fenner

## Pete Fenner, Jim Grubbs — New SCIRA Board Members-At-Large

SCIRA's newest board members, elected for three year terms, are Pete Fenner, Dallas, Texas, Fleet #1, and Jim Grubbs, Lake Washington, California, Fleet #43. They replace outgoing members-at-large Keith Zars and Dick Schmidt.

Pete was born in Cranston, Rhode Island, and grew up sailing on Narragansett Bay. His parents still live near Edgewood Yacht Club, where Pete started sailing in a Beetle Cat. In high school Pete raced borrowed Snipes in local races, and developed his lasting appreciation for the boat.

After a collegiate sailing career at Worcester Polytechnic Institute, and graduate work in Chicago, Pete went to work for Texas Instruments in Dallas. There, Snipe sailors put him to work as crew. Bobbie Cummings helped Pete put a plywood deck on a glass hull, and with a wooden deck-stepped mast, and new Elms sails, he qualified for the Heinzerling Series at the '67 U.S. Nationals: "That hooked me. Augie Diaz won a Snipe, and Earl Elms brought 10 cases of real beer so he didn't have to drink the Oklahoma 3.2 stuff. I've owned a Snipe ever since."

Pete has attended many U.S. Nationals, the Winter Circuit, and the North Americans. He has also finished high in local and regional regattas. He has served several terms as fleet captain, and was SCIRA coordinator for the 1982 U.S. Nationals. Pete has just completed a term as Governor of District II. He is interested in building class participation and financial resources.

Jimmy Grubbs qualified for the Heinzerling Championship as a junior in 1969.

Although his Snipe sailing career has been interrupted by getting an education, and earning a living, he has continued to be a power in powerful West Coast Snipe sailing. Jimmy is current District VII Champion, and has served as Fleet Captain for the Lake Washington Fleet for the last two years. He works as a political fund raiser.

Both Pete and Jim have involved their families in Snipe sailing, and both have their wives as crew on the boat.

Welcome to Pete and Jim, and thanks to Keith and Dick for their work for the class.

## Kevin Blee Named National Secretary For Bermuda

At their first meeting of the new year, Bermuda's Snipe Fleet elected Kevin Blee 1986 National Secretary to replace Commodore Wayne Soares, who had held the post for 15 years. Kevin, former fleet captain for the Spanish Point Fleet, served as acting National Secretary during the Western Hemispheres in Paraguay in 1984, and at the World Secretaries meeting in Argentina in 1985. Brett Wright was elected Fleet Captain.

Kevin's address is: P.O. Box HM 1327, Hamilton, Bermuda.

## Atlanta Fleet 330 Readies For Snipe World Masters

Atlanta Snipe Fleet 330 is delighted and honored to host the first Worlds Snipe Master Championship Regatta September 17-19, 1986. If you were around when

## THE COVER

Fred Mura photo of a start at the 1985 Bahamas Winter Championships. See the June issue for a complete report on the 1986 Circuit. Winners include: Chapin, Diaz, and Lenhart, with an overall win by Leweck.

## THE SCORE

Ninety one numbers were issued during the month. Japan asked for 70, Italy got 20 and 1 went to the U.S.A. This makes 118 numbers for the first three months — a pretty good start. A new fleet was chartered at Marblehead, Massachusetts. This is a traditional sailing center in the U.S.A. and we wish the new fleet a lot of luck.

**Numbered SNIPES — 26580**  
**Chartered Fleets — 797**

those famous words were spoken: "This day shall live in infamy" and thought your dad was referring to your birthday; you're a MASTER.

This joyous event will start slowly and respectfully with registration on Wednesday morning the 17th with a little pomp and circumstance to honor our foreign visitors. After five leisurely races sailed in the gentle afternoon breezes of Lake Allatoona, the Masters will end on Friday with a full blown social event that should sap any remaining energy from the hardiness. Why not, Saturday and Sunday have been reserved as recoup days.

A registration form will appear in next month's issue of the *BULLETIN*. We urge you to respond promptly as there will be limited luxurious accommodations at the yacht club, fast charter boats and young, agile and willing crews available on a first come basis.

So all you senior citizens in the fast lane, if you yen for Southern Comfort, mint juleps, grits and renewing of old friendships, come to Atlanta in September. You may have so much fun, you'll want to hang around for Hallowe'en.

In the meantime, if you have any questions, just call me at (404) 642-1146 or write me at 1146 Green Street, Roswell, GA 30075.

*John Muhlhausen  
Regatta Chairman*

## Did You Get A Dues Statement?

If you did it means that the Office doesn't have a record of dues payment for you in 1986. If you think you paid without getting credit, or if you paid the fleet captain and don't have your current decal yet, better ask. Second notices will be sent this month, and if dues aren't received, the June issue of the *BULLETIN* will be your last.

## LETTER TO THE EDITOR

### Consider Kevlar etc?

Dear Buzz:

Is the Snipe class rules committee still looking at the use of Mylar and Kevlar material in sail construction? Most of the sailmakers do not feel these materials would provide a speed advantage. But, there appears to be many benefits from an owner's standpoint. The following are some advantages and solutions to problems the materials posed in the past.

1. When the class first looked at these materials, they found that the technology was not proven and quality problems still existed, such as delamination. These prob-

lems appear to have been worked out.

2. The jib would last longer and give more constant performance over its life. The class might even begin by only allowing these materials in jibs. The main sail currently outlasts the jib by over 2 to 1 anyway.

3. The concern about expense no longer exists because Mylar, Kevlar, and Dacron now cost about the same. Sixty-five percent of sails' cost is in labor, so a slight increased material cost is minor. In addition, it is much easier to get consistently good quality Mylar and Kevlar than it is Dacron. This will provide more constant sail performance from lot to lot.

4. Because the quality problems have been reduced, the early handling requirements are not as critical. I think you would still want to consider rolling the sails, but if you were careful, you could get by with folding.

I am not an expert, the above statements are a condensed report of a couple of phone calls made to sailmakers. My concern is that the class actively watch these developments and take advantage of them when it will benefit all Snipe owners.

*Steve Sherman*

### Reply from the Rules Committee

Rules Committee Chairman Dan Williams replied in a telephone interview that although rules for use of these materials may not be changed before the end of the current four year period, now is the time for consideration of the use of these materials.

Any further input to Dan or other members of the Rules Committee will be welcome.

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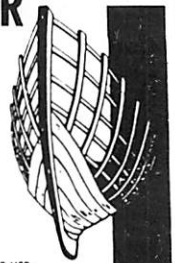
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1985 Northeasterns — 2,3,4,5	1985 Bermuda Race Week — 2
1985 Midwinters — 2	

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A Regatta shall be held each year on a rotating system between the three Divisions of SCIRA/Portugal (North, Center, South) so that each Division holds the Regatta once in three years.

The location will be subjected to approval by the General Meeting of SCIRA/Portugal one year ahead.

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**REVISION OF DEED OF GIFT:** By SCIRA/Portugal subject to approval of Fleet Captain's General Meeting.

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- 1950 — Santos Silva/Flaviano Gomes

- 1951 — Rolando Soares Oliveira/Alvaro Rosa
- 1952 — Rolando Soares Oliveira/Dulio Severo
- 1953 — Conde Martins/Carlos Campo Carmo
- 1954 — Jaime Sacadura/Jose Alfaia
- 1955 — Helder Soares Oliveira/Dulio Severo
- 1956 — Helder Soares Oliveira/Dulio Severo
- 1957 — Helder Soares Oliveira/Dulio Severo
- 1958 — Eduardo Queiroz/Jorge Pinheiro
- 1959 — Helder Soares Oliveira/Rolando Oliveira
- 1960 — Luis Brites/Jose Brites
- 1961 — Sena Rodrigues/Adriano Silva
- 1962 — Sena Rodrigues/Adriano Silva
- 1963 — Sena Rodrigues/Adriano Silva
- 1964 — Sena Rodrigues/Adriano Silva
- 1965 — Sena Rodrigues/Adriano Silva
- 1966 — Sena Rodrigues/Adriano Silva
- 1967 — Rui Moreira/Antonio Roquete
- 1968 — Paulo Santos/Fernando Silva

- 1969 — Paulo Santos/Fernando Silva
- 1970 — Paulo Santos/Fernando Silva
- 1971 — Domingos Borrvalho/Orvil Russo
- 1972 — Rui Moreira/Antonio Roquete
- 1973 — Antonio Basilio/Nuno Vila Real
- 1974 — Matos Leite/Antonio Jesus
- 1975 — Eduardo Queiroz/Joao Figueiredo
- 1976 — Domingos Borrvalho/Mario Nuno
- 1977 — Domingos Borrvalho/Jorge Goncalves
- 1978 — Domingos Borrvalho/Jorge Goncalves
- 1979 — Nao Realizado
- 1980 — Domingos Borrvalho/Jorge Goncalves
- 1981 — Domingos Borrvalho/Jorge Goncalves
- 1982 — Domingos Borrvalho/Jorge Goncalves
- 1983 — Antonio Roquete/Rui Castilho
- 1984 — Pedro Roquete/Rui Castilho
- 1985 — Antonio Roquete/Francisco Campos

*Domingos Borrvalho  
SCIRA National Secretary,  
Portugal*

## Las Vegas Regatta Draws High Rollers

With the competitive spirit primed and the desire to gamble strong, a heated fleet of 20 boats got together on Feb. 1-2 to attend the Mission Bay Fleet's Las Vegas Night Regatta.

The concept of the Snipe racing grew from the fleet's annual Casino night, which has been an instrumental evening to raise funds for the activities for that year. With so many Snipe sailors getting together for an evening of partying and gambling, they thought a regatta might just fit into this program. It is just like the Mission Bay fleet to have the racing follow the socializing.

As the likes of Keith Dodson (1984 North American Champ), Chris Raab (1983 Crosby Series Champ), Mark Reynolds (1985 North American runner-up), Jack Franco (1985 U.S. Nationals runner-up), Scott Lindley (1985 U.S. Nationals Jr. Champ) began rolling through the front gate of Mission Bay Yacht Club, the less experienced fleet sailors were questioning how good an idea this regatta actually was.

In addition to the depth of the fleet, the race committee (comprised of Sean and Jerelyn Biel and Jeff Lenhart) had planned to have as many short course races as could be fit into the daylight hours of the weekend. The mood of the fleet re-

sembled that of college racing, with bunched starts, crowded yet pivotal mark roundings and tight, short course racing. Mission Bay was well suited for the fleet's attitude. The lake-like setting offered the participants very shifty 8-14 knot conditions.

Well, in the end it was local sailmaker Craig Leweck who just edged out his boss Mark Reynolds to take the crown. After reeling off three straight firsts at the start of the racing, Leweck held on to the lead during the 10 race weekend. Keith Dodson was third, the venerable Jerry Thompson was fourth and Donald Krebs (sailing for the first time after replacing his old "deck" with a new one from McLaughlin) in fifth.

It was certainly a complete weekend, with a good amount of serious fun available for everyone around. As the gambling tables were stored Saturday night (actually Sunday morning) to the sound of the bartender convincing her patrons that it really was last call, one thought had to pass across many of those still remaining. The next start was only 10 hours away.

*Craig Leweck  
Mission Bay Fleet 495*

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World Championship, Argentina, 1985. Johnny Mac Call is leeward boat. Buzz Lamb photo.

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ANNAPOLIS SNIPE FLEET #532



# Why We Do It

*Shared experiences, renewed friendships merge with competitive racing.*

by Craig Leweck

*This concludes a three-part series on the motivation behind Snipe sailing.*

One of the unwritten rules of regatta hosting is that if a distant fleet supports your event, you darn better well get out to their regatta. It is this circling flow of participants that keeps the regattas diversified. While the racing in one's own area becomes more interesting, it encourages that fleet to get out and see what other areas and fleets are doing. Without this code of ethics, especially on the inland lakes, the racing would eventually become sheltered and stagnant. It is this dedicated style of self-promoting that keeps everyone on the go, but it is only because the benefits are for everyone to appreciate.

The inducements to encourage activity are many and varied. Beyond the ones previously discussed, the exercise value alone is worth the effort. In my quest to avoid anything too strenuous, I constantly rationalize that my sailing is also my exercise so I can escape activities like jogging or swimming.

To go so far as to cement their support in the Snipe, some good friends of mine budgeted their sailing expenses under entertainment. They only needed to look as far as their ledger to see how much fun they were having.

I guess when I begin to question my motivation for pursuing this sport, I need only to look back at certain memories to bring the picture back in focus. After I broke my mast before the last race of the 1983 Halloween regatta while having all firsts, I certainly questioned life and its evil turns. But after a group of us turned this ill moment into a full blown javelin contest after the racing with my poor Firestix mast as the victim, the pain was lessened. Following an untimely capsize during an over-rolled light air jibe in the recent Columbus Open, my frustration was matched by the enthusiastic response of a tightly grouped 34-boat fleet as they loudly applauded their now-dethroned leader.

The Southern in Chattanooga, TN, is usually scheduled at the beginning of May, so it is the first regatta for many after a lengthy winter hiatus. The excitement of people furiously renewing friendships and establishing new ones had always reminded me of a high school reunion. Those who are among the alumni of the Wolverine regatta in Ann Arbor, MI, form a definite

fraternal relationship. The lack of size or of quality breeze combined with the lake's inundation with weeds certainly gives Barton Pond a deservedly unflattering reputation. However, the enormity of the sailing challenge keeps pace with the constant flow of sprits to hold those who are worthy of the task. In addition, the personalities of locals John Johns, Terry Timm, John Alexander and Canadian neighbor Id Crook merely brightens the package.

In my opinion, those who participate at a high level in any sport without considera-

---

*People really prove themselves when they attain a high level of success while earning the respect of their peers.*

---

tion for the class or the other competitors have missed the point. It is the people who have attained a high level of success while earning the respect of their peers are those who have really proven themselves.

It is often at mark rounding where critical gains or losses can occur. At these occasions, quite often it is the vociferous ones who flex the muscles of the rule book that will obtain the advantage. After holding what was once a secure lead on a down-

wind leg, I helplessly watched Steve Sudath who was riding a strong breeze down the left side of the leg. Just prior to the two boat length circle at the bottom mark, he had established a questionable overlap. Instead of forcing the advantage he merely asked me, "What do you think". While I quickly analyzed my biased position, I could not deny that this tie would go to the runner, who was Steve. His display of sportmanship was representative of the standards seen today in the Snipe class.

To maintain a high level of enthusiasm for any interest is at times a curious ordeal. Our lives are kept busy with so many responsibilities and distractions, it is straining to continue any type of focus. As we continually sort and prioritize the ever-growing piles on our figurative desks, it is our sport which is what's often shuffled away. If we really think about it though, our pleasure time is what we should be cautiously guarding. The benefits of exercising one's mind and body while potentially expanding upon untapped horizons is not something we should take out of our system. The Snipe class association offers every one of its members such a grand path to travel on.

Hopefully this review of the many attributes of SCIRA will help us reassess our sport so as to keep it in the forefront of our many activities. At a time when participation at the one-design level seems to be on the decrease, this evaluation could not be more critical. So, with renewed strength and fortitude, we can expect that the path on which we travel will be a long and varied one.



*SCIRA IS PEOPLE: 1985 Commodore Roberto Salvat passes along the badge of office to 1986 Commodore Wayne Soares at the World Championship at San Isidro, Argentina.*

## Chapin, Leweck Duel In Southern Cal Midwinters

As the year's most potent winter weather passed over the coast, Snipe sailors from both Northern and Southern California collected in Alamitos Bay for the Southern California Yachting Association's Midwinter Regatta on Feb. 15-16. As the front arrived in San Francisco on Friday, severe flooding and tragic mud slides kept many sailors from driving eight to nine hours to compete.

Despite the predicted intensity of the storm, 31 boats participated for what turned out to be a weekend of near perfect sailing conditions.

It is only speculation that the anxiety from the storm was responsible for what is becoming more and more of a problem on the District 6 race course, general recalls. An estimated three recalls preceded each start, which was one of the reasons the series was shortened to four races instead of the planned five.

On Saturday morning, much of the bad weather had moved on, leaving behind a fine day of warmth and an 8-11 knot southwesterly. The first race called for a single triangle course, and after the start it was Jack Franco leading the way at the first mark. Franco had just received his boat from the worlds and despite a crushed rear deck from an accident on the carrier, he was in the lead.

The second leg had opened up to run, which allowed Craig Leweck the lead with Dave Chapin in second, Mark Folkman in third, and Franco back in fourth. On the tight reach to the leeward mark, Chapin showed legendary form to fly into the lead. After Chapin and Leweck rounded the bottom mark, Folkman noticed first that the last leg was severely skewed and tacked after rounding. This gave him the eventual win, followed by Chapin, Leweck, Franco and San Diego sailor Jack Bateman in fifth.

The same course was slated for the second race, though they pulled the weather mark way out to the breakwall. With the first beat over a mile and a half long and a huge tanker anchored in the leg and over on the favored right side, the fleet had to make some quick decisions on how to play the first leg. After missing the first race due to freeway traffic, Sean Biehl of San Diego had all the answers to lead at the first mark. Biehl had gone just right enough to gain the prevalent wind and better angle but not too far to get victimized by the tanker's wind shadow. Leweck passed out-of-town guest Paul Levinson (1985 Northeastern Champ from Indiana) just prior to the mark after both worked

the left-middle on the leg. With Jeff Lenhart of Costa Mesa rounding fourth, he showed the top three how to play this dead downwind second leg to grab the lead at the wing mark. At the leeward mark it was Lenhart, Leweck, Biehl, Levinson and local Jerry Thompson in fifth.

Unknown to the top five at this point, Chapin was smelling comback in the air after rounding the first weather a bit in the pack. At the finish it was Lenhart and then Leweck, but Chapin slid in for third with Thompson and Biehl finishing at his heels.

By the time the race committee was ready to start the third race, it was almost four p.m. At this point the fleet would have preferred cocktails to the crap-shoot race they were about to endure. The grumbling group finally started at 4:30 (many, many recalls later) only to have it later abandoned in the dark as the leaders began the last leg to the finish. This was much to the dismay of Mark Folkman, who had handled the dicey stuff well up until the last mark. However, Biehl and Leweck were seeing Gold and Silver as they split from the fleet after the leeward mark to take advantage of the puff that was filling in on the left of the now glassy bay. Upon the RC's decisions to cancel, the darkened sky was filled with many moans as the tow lines formed for the long ride back to Alamitos Bay Yacht Club.

For a group that is as competitive on the social scene as they are on the race course, the fleet attacked the second half of the day with typical vengence. After a one keg district meeting led by reigning governor Jeff Lenhart and local fleet captain Brian Kent, the group split up for dinner in the many fine area restaurants. The night went on well into the morning for many of the regatta leaders liked to dance and carry on.

The smell of coffee welcomed the fleet Sunday morning as everyone proceeded with their pre-race routine. The conditions appeared favorable for the day as the fleet

filtered out for the start of the fourth race. The triangle course was up with the twice around flag flying, and after the standard number of recalls the fleet was off in a 9-11 knot breeze.

Dave Chapin jumped off the line best and controlled the fleet to lead around the first mark. Another out-of-town guest and champion in his own right, Bruce Goldsmith of Devils Lake, MI, trailed in second with Leweck in third, Steve Stoebel of Los Angeles in fourth and Jeff Lenhart in fifth. By the leeward mark the top three remained the same but Lenhart was now in fourth with Lisa Manzer in fifth. A multitude of anchored barges stood in between the lee mark and the start/finish line, but Manzer locked into speed to fly by Leweck and close in on Chapin. As the fleet passed through the finish line to start the second lap, Goldsmith peeled away, apparently unaware of the scheduled second lap. At the conclusion of the race the positions remained as they were with Chapin winning, followed by Manzer, Leweck, Lenhart and Dodson.

Predicting that there would only be four races in the series, the standings had Chapin with 5½ pts. in first with a 2¼ pt. edge on Leweck. Folkman had 15¾ pts., so the championship would be contended for by the top two players. The breeze picked up to about 12-14 knots and the start line had the port end favored by about 15 degrees. Leweck had set up for the start approximately four boat lengths from the lee end and Chapin slid in just to leeward of him. At the gun Leweck jumped off the line just a little better and drove off to smother Chapin, who was then forced to tack away. The rest of the first leg was all Leweck, who was seeing Gold as he had a healthy lead with Chapin coming by the weather mark in 14th. Leweck and Bill Denhart of San Francisco led the fleet around the first triangle of the Olympic course, but by the leeward mark it was ap-

### SOUTHERN CALIFORNIA MIDWINTERS (Top 10 of 31 Boats)

Skipper/Crew	Places	Points	Finish
Dave Chapin/Rob Lindley	2-3-1-2	7.75	1
Craig Leweck/Scott Lindley	3-2-3-1	8.75	2
Mark Folkman/Kurt Mayol	1-8-7-4	19.75	3
Paul Levinson/Kris Schworer	8-6-6-6	26	4
Keith Dodson/Claudia O'Brien	6-10-5-7	28	5
Jeff Lenhart/Debbie Willits	20-1-4-10	34.75	6
Jerry Thompson/David Gales	7-4-16-8	35	7
Jack Franco/Rene Vesterby	4-7-12-12	35	8
Lisa Manzer/Peter Newbre	15-12-2-9	38	9
Jack Bateman/Jeanne Bedford	5-15-9-13	42	10

### EQUIPMENT — SOUTHERN CAL MIDWINTERS

Pos.	Skipper	Hull Type	Mast Type	Sails
1	Chapin	McLaughlin	Cobra 2	Ullman
2	Leweck	Phoenix	Firestix	Sobstad
3	Folkman	McLaughlin	Cobra 2	Sobstad
4	Levinson	McLaughlin	Cobra 2	Sobstad
5	Dodson	Phoenix	Firestix	Ullman

parent that Chapin was using his experience on the two reach legs to get back in contention. After Leweck and Denhart rounded the weather mark for the second time, Chapin had moved up to fourth behind Levinson.

Near the end of the downwind leg a tow boat was attempting to maneuver a huge barge across the course. Chapin saw this before Leweck and Dehnart and took a course to the left of the barge in hopes that he could cross it as it moved in that direction. Reacting late, Leweck turned hard left as Denhart opted to go behind the obstacle. The result was that Leweck rounded the leeward mark just ahead of Chapin with Levinson and a handful of other boats close behind. Leweck needed to get at least one boat between himself and Chapin to tie, but after a leg where Leweck covered Chapin every inch of the way the two finished in that order.

As the SCIRA Midwinters are less than a month away, this likely was a match-up that will be duplicated in Clearwater. However with Jerry Thompson, Jeff Lenhart and others making the trip, the west coast area will predictably make a strong showing against the rest of the classes finest. Some interesting notes from this regatta might be the equipment used by those in the top five (see chart).

## FROM THE DISTRICTS: Marblehead, Atlanta, California

**District I — New Fleet at Marblehead**  
Marblehead Fleet 797 in U.S. District I is our newest Snipe fleet, and home fleet for Rob Gorman, Governor of the District. The fleet started off with seven boats, with prospects for several more. Sam Altreuter, 38 Leicester Rd., Marblehead, MA 01945 is fleet captain.

There is also interest in starting a fleet at Ocean City, MD. Address: Sandy Deeley, 103 South Main St., Berlin, MD 21811.

**District IV — Snipe Racing Clinic**  
Lake Lanier Fleet 781 will hold a two-day racing clinic for District IV Snipers May 16-17. The event, patterned after the USYRU racing clinics, organized by Dave Pritchard, will feature Dave Ullman, Mark Reynolds (or Craig Leweck), Mike McLaughlin (or Matt Gregory), and Greg Fisher, in the intensive classroom and on the water drills. The \$75 fee covers all meals for skipper and crew. Skippers must be paid up members of SCIRA and D4. Camping at the lake is encouraged.

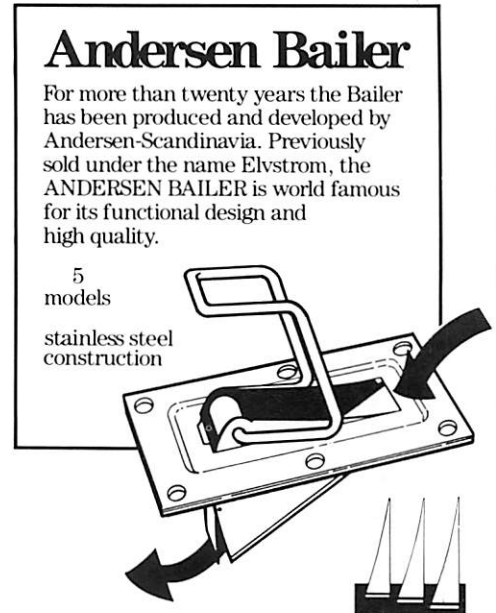
**District VI — Traveling Trophy**  
District VI Governor Jeff Lenhart is looking for the Southern California Traveling Trophy. It should stop traveling and

come home to Jeff for presentation to Mark Folkman who won in 1985. Do you know its whereabouts? Call Jeff at (714) 645-1245.

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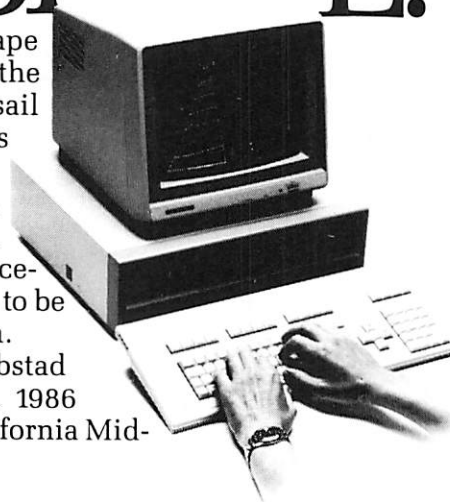


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## No Turkeys At Turkey Day Regatta

As Hurricane Kate greeted the panhandle of Florida with typical fury, the balance of weather was definitely not shed upon Southern California as a rainy grey sky and blustery conditions welcomed those Snipe sailors gathered for the Turkey Day Regatta at Alamitos Bay.

With the remainder of the U.S. experiencing the early arrival of winter, the west coast did its best over the November 23-24

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### DISTRICT 4 SNIPE CHAMPIONSHIP

- ✓ June 14-15, 1986
- ✓ Florida Yacht Club, Jacksonville, FL
- ✓ 5 race series, with 3 Sat. and 2 Sun. (winds often come up in late PM so plan on a late get away on Sun.)
- ✓ More to come by flyer to dues paid Snipers.
- ✓ Contact: Frank Pontious, 212 Mountain Brook Drive, Marietta, GA 30064, (404) 425-5385

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### TURKEY DAY REGATTA (Top 10 of 25 Boats)

Skipper	Fleet	Places	Points	Finish
Jeff Lenhart	Costa Mesa	1-5-1-2-4	12.5	1
Craig Leweck	San Diego	2-1-10-3-3	18.75	2
Brian Kent	Long Beach	6-11-6-1-2	25.75	3
Steve Bloemke	Long Beach	9-3-2-8-9	31	4
Rick Lucas	Los Angeles	11-10-4-6-1	31.75	5
Jay Golison	Long Beach	5-6-11-7-6	35	6
Allison Jolly	Valencia	10-14-7-10-7	48	7
Robb Walker	San Diego	4-9-12-9-dnf	60	8
Keith Dodson	Long Beach	dnf-2-3-4-dnf	61	9
Steve Stoebel	Los Angeles	13-15-14-11-8	61	10

weekend not to be left out. Despite the uncharacteristic conditions, the promise of bringing home 20-lb. birds for trophies brought out a typically competitive 25-boat fleet.

Although Mark Reynolds was in Nassau competing in the Star Worlds and Jack Franco and Steve Rosenberg were in the Snipe Worlds in Argentina, there were plenty of other players to fill the voids. Newcomers including Coronado 15 National Champion Kyle Stoncipher, women's U.S. Singlehanded National Champion Allison Jolly, and collegiate All-Americans Jay Golison, plus the return of former Pacific Coast Champ Craig Leweck (after a two-year stint in the midwest) kept the veterans readjusting their rear view mirrors to see who was speeding up to their doorstep. It was venerable Jeff Lenhart who was able to survive the ruckus to win, as champions Keith Dodson (victim of two DNFs), Chris Raab and Dave Chapin fell by the wayside.

The cold front passing the coastline kept the breeze in an easterly direction at around 11-13 knots, which prevented the usually favored right side of the course from ever really developing. The first race was a triangle with a windward finish and it saw Leweck in first at the top mark with Lenhart and Raab eventually passing him by the leeward mark. The short windward leg to the finish was a shifty one, which allowed Leweck to finish second behind Lenhart and just ahead of Raab.

The second race was sailed on a 4.6 mile Olympic course, and this one saw Leweck lead again from the start and up until the last leeward mark, where 1984 North American Champ Keith Dodson and Lenhart got by to lead with one leg to go. Again, a handy right side shift allowed Leweck to slip in for first with Dodson holding onto second and Steve Bloemke sliding into third.

The same course was posted for the third race, more commonly referred to as the "race to the hoist." As busy as Alamitos Bay Yacht Club gets on a regatta weekend, it is not uncommon to see sailors working as hard after the finish as they did during the race. A heavily favored leeward end starting line left a fair-sized pile up, but

Dodson escaped unscathed to lead around the first triangle with Bloemke and Lenhart on his heels. The second weather leg went well for Bloemke to lead at the top mark, but by the last leeward mark it was all Lenhart, who led Bloemke and Dodson to the finish where they concluded in that order.

As is true to form, the racing on the Southern California circuit can only be matched by its socializing, which must be termed as "guided." After pre-party warm ups at ABYC with coffee drinks in front of the roaring fireplace, the group was guided to local Sniper Randy Smyth's house for a brief fleet meeting followed closely by an extended cocktail party. A "dress crazy" theme occurred in Leweck's honor, where many revelers still remembered the unusual fashion statement he had established prior to his west coast departure. Needless to say, the dawn came far too soon for many of the participants.

The weather man did not help matters much either. A 14-17 knot easterly teamed up with a day-long rain shower to wake up the fleet in a hurry. The point totals going into the last two races had Lenhart leading with 6.5 points, Leweck in second with 12.75 points and Steve Bloemke holding 14 points. Once on the race course, it appeared that Raab and Chapin decided to forgo the regatta's concluding races. As Lenhart stated at the end of the day, without some of the key players he knew it would be tough for the fleet to close on him.

He was right. While Lenhart sailed for a 2-4 and Leweck got a 3-3, local Brian Kent helped his cause with a strong 1-2 in the rougher conditions to get past Bloemke, who was troubled with an 8-9 after sailing with a crew weight of only 265 pounds.

So that is how the standings stood as the host club proudly distributed the turkeys to the winning skippers and cornish game hens to the crews. With only the King Harbor Christmas Regatta the following weekend before the prestigious E.E. Manning Perpetual Regatta in mid-January at Alamitos Bay, the fleet was savoring its last few moments before the 1985 sailing season came to a close.

## Great Weather For Miami's Comodoro Rasco Regatta

Augie Diaz and Mike Zani won the XVII Annual Comodoro Rasco Regatta sponsored by the Coconut Grove Sailing Club on February 1-2. Ken Davis and Charlie Lewis won the B Fleet award.

Three races on Saturday afternoon were sailed with easterly winds ranging from 10 to 15 mph. Diaz/Zani won the three races, obtaining a solid first position in the regatta; Buzzy Heausler with wife Gail in second, Gonzalo Diaz, Sr., and Jim Weber, Jr., in third, Charlie and Michele Bustamante in fourth and Tom Bremen and Aaron Haller in fifth.

Two races on Sunday were sailed with the same easterly winds of Saturday but with bright skies and a much warmer day. What can I say! Biscayne Bay at its best!

John Martin, Coconut Grove Sailing Club fleet captain and Jim Weber, Sr., successfully ran the series with the cooperation of club members Jon Ewing, Margy

## XVII ANNUAL COMODORO RASCO REGATTA

Skipper/Crew	Club	Places	Points	Finish
Augie Diaz/Mike Zani	Coconut Grove SC	1-1-1-1-4	7	1
Charlie Bustamante/M. Bustamante	Boca Raton	4-5-7-3-3	22	2
Gonzalo Diaz Sr./Jim Weber Jr.	Coconut Grove SC	2-10-3-9-1	24.75	3
Tom Bremen/Aaron Haller	Coral Reef YC	11-2-4-2-6	25	4
Buzzy Heausler/Gail Heausler	Davis Island YC	3-3-5-6-13	30	5
Scott Weston/Christian Labbee	Coral Reef YC	9-7-9-5-2	32	6
John Vance/Ann Vance	Jupiter	6-12-2-7-7	34	7
Marc Duvoisin/Kim Logan	Titusville	5-8-10-8-8	39	8
Gonzalo Diaz Jr./Juan Torres	Coconut Grove SC	7-6-6-12-10	41	9
Tom Lihan/Dana Linardi	Ft. Lauderdale	10-9-8-4-11	42	10
Ken Davis/Charlie Lewis	Bear Cut SC	14-4-13-10-5	46	11
Dave Helmick/Debbie Rusden	Coral Reef YC	8-11-12-13-12	56	12
Doug Wilson/Lynn Fieber	Key Biscayne YC	13-14-11-14-9	61	13
Gaby Bustamante/Art Kellogg	Coconut Grove SC	12-13-15-11-15	66	14
John Schiefer	Coconut Grove SC	15-16-14-15-14	74	15
Tut Campbell/Terry Reed	Atlanta YC	16-15-ns-ns-ns	79	16

Ozner, Gordon Sinclair, Elaine Weber, Irene Tucker, Windy, etc. Our hearty thanks to all of them. We also thank God for the excellent and beautiful weather!

After trophy presentation the traditional "La Bomba" was sung to the winners and far away participants (Atlanta, Tampa and Titusville) drinking from the very perpetual trophy cup a mix of wine and cider

well known in Motherland as "Spain on Fire!"

Gonzalo Diaz, Sr.



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CHUBASCO 22322. Blue hull, white deck. Ready to sail, with compass, Ullman sails, Southern trailer, top cover. \$1,750. Sidney Ganz, St. Louis, MO. Days (314) 432-0606, nights (314) 227-1578.

CHUBASCO 20231. White with orange accent stripe, excellent condition. Top and bottom covers. Two masts, Cobra and Bryant. Compass. Four suits sails (new Ullmans). \$2,300. Tom Dugan, 126 York St., Olean, NY 14760. (716) 372-6077.

SOUTHERN 20201. White. Good condition. Southern trailer, Harken blocks, new Ritchie compass, Sobstad sails used less than ten times, also set of Ullmans, whisker pole with red head. \$1,600. Alvin Salle, Wichita, KS. 1-800-255-1382 ext. 90. Home (316) 684-1341.

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sails, Cox trailer, full deck and top side cover, Reynolds rudder w/cover, all racing extras. MUST SELL! \$2,000. Call Topper Thompson (504) 524-2499.

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MAY 3-4, TEXAS STATE CHAMPIONSHIP, Harbor Lights Fleet 715, Greg Gust, c/o Lange, 805 E - R.L. Thornton #305, Dallas, TX 75228.

MAY 10-11, DISTRICT VI CHAMPIONSHIP, Jeff Lenhart, 609 Senate St., Costa Mesa, CA 92627.

MAY 10-11, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Fleet 142, Thomas A. Craig, 1226 A. Locust Ln., Hixson, TN 37343.

MAY 17-18, RIFF RAFF REGATTA, Cowan Lake Fleet 433, Timothy Black, P.O. Box 6464, Cincinnati, OH 45201.

MAY 23-25, 50TH SOUTHWESTERN CHAMPIONSHIP, Dallas Fleet 1, Ed Nelson, 6745 Avalon Ave., Dallas, TX 75214.

MAY 31-JUNE 1, BLUE CIRCLE INTERNATIONAL and U.K. JUNIOR NATIONAL CHAMPIONSHIP, Cliffe, Kent, England. John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

MAY 31-JUNE 1, COLONIAL CUP, Annapolis Fleet 532, Lorie Jones, 1046 Cedar Ridge Ct., Annapolis, MD 21403.

JUNE 7-8, GOVERNOR'S CUP, Island Bay Fleet 91, Lou Dixon, 3023 Bates, Springfield, IL 62704.

JUNE 7-8, SNIPE HUNT, Barefoot Fleet 726, Don Williams or John Freeman, 445 Fond du Lac Dr., Stone Mountain, GA 30088.

JUNE 8-9, NORTHEASTERNS, at Buffalo Canoe Club, Pt. Abino, Canada, Cuba Lake Fleet 442, Mark Bryant, P.O. Box 785, Buffalo, NY 14240.

JUNE 14-15, DISTRICT IV CHAMPIONSHIP, at Jacksonville, FL, Frank Pontious, 212 Mountain Brook Dr., Marietta, GA 30064.

JUNE 14-15, WOLVERINE, Barton B.C. Fleet 520, John Alexander, 913 Gott St., Ann Arbor, MI 48103.

JUNE 14-15, STONE INTERNATIONAL, St. Lawrence Bay, Essex, England, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

JUNE 21-22, NEW ENGLAND CHAMPIONSHIP/WHITTEMORE-ST. JOHN REGATTA, Quassapaug Fleet 231, Michael Elser, 517 Allerton Rd., Naugatuck, CT 06770. (203) 758-8435.

JUNE 21-22, SNIPE SILVER CUP, Carlyle Fleet 705, Ray Szczepanski, 7781 Woddale, St. Louis, MO 63121.

JUNE 27-29, DISTRICT I JUNIOR and SENIOR CHAMPIONSHIPS, Juniors June 27, Seniors June 28-29, Winchester Fleet 77, Art Rousmaniere, 45 Quail Run, Tewksbury, MA 01876. (617) 851-6299.

JUNE 27-29, DISTRICT V JUNIOR AND SENIOR CHAMPIONSHIPS, Juniors June 27, Seniors June 28-29, Chautauqua Fleet 124, Chris Videll, 4582 Cowing Rd., Lakewood, NY 14750.

JUNE 28-29, MICHIGAN STATE CHAMPIONSHIP, Grand Rapids Fleet 137, Dan Conway, 1514 Edgewood S.E., Grand Rapids, MI 49506.

JUNE 28-29, CRITERIUM INTERNATIONAL SNIPE, Fraglia Vela Riva, 38066 Riva del Garda, Italy.

JULY 4-6, BECKER MEMORIAL, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

JULY 11-13, U.K. NATIONAL CHAMPIONSHIP, Hythe Saltwood S.C., Folkstone, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

JULY 12-13, ONTARIO OPEN/CANADIAN NATIONALS, Oakville Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

JULY 12-13, WINCHESTER INVITATIONAL, Winchester Fleet 77, Art Rousmaniere, 45 Quail Run, Tewksbury, MA 01876. (617) 851-6299.

JULY 12-13, ITALIAN JUNIOR CHAMPIONSHIP, CC Solvay Rosignano, Solvay, Italy.

JULY 12-13, DISTRICT III CHAMPIONSHIP, North Cape Fleet 762, Terry Timm, 214 W. Michigan Ave., Saline, MI 48176.

JULY 14-19, 45TH ITALIAN NATIONAL CHAMPIONSHIP, Circolo Canottieri Solvay, via Lillatro 1, 57026 Rosignano Solvay, Italy.

JULY 19-20, U.S. JUNIOR NATIONAL CHAM-

PIONSHIP, District V and Chautauqua Fleet 124, Jane Gram, 357 North Shore Rd., Cuba, NY 14727.

JULY 21-25, U.S. NATIONAL CHAMPIONSHIP, District V and Chautauqua Fleet 124, Jane Gram, 357 North Shore Rd., Cuba, NY 14727.

JULY 26-27, BRIODY (Lake Ontario Regional Open)/BOLDE MOTHERS INTERGALACTICS, Cuba Lake Fleet 442, Leo Murphy, Jr., P.O. Box 66, Cuba, NY 14727.

JULY 27-AUGUST 2, 1986 WORLD JUNIOR CHAMPIONSHIP, Enzo Perini, c/o Circolo Nautico Chioggia, Calle S. Croce, 1221/A, 30015 Chioggia(ve), Italy.

JULY 30-AUGUST 3, NORDIC CHAMPIONSHIP, Karby, Finland, Rober Nylund, Osterlangatan 9 B 28, SF-20520 ABO, Finland.

AUGUST 2-3, SUNFLOWER REGATTA, Shawnee Fleet 597, Delmar Tucking, 5145 NW 35th, Topeka, KS 66618.

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

AUGUST 14-17, NATIONAL CHAMPIONSHIP, FINLAND, Tampere, Finland, Roger Nylund, Osterlangatan 9 B 28, SF-20520 ABO, Finland.

AUGUST 23-24, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet 231, Michael Elser, 517 Allerton Rd., Naugatuck, CT 06770. (203) 758-8435.

AUGUST 23-24, CAMPIONATO ADRIATICO SNIPE, CN Chioggia, Calle Santa Croce 1221/A, 30015 Chioggia, Italy.

SEPTEMBER 6-7, LONG ISLAND CALL-OF-FALL, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

SEPTEMBER 6-7, BIRD BATH, Muscle Shoals Fleet 784, William J. Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

SEPTEMBER 13-14, COLUMBUS OPEN, Hoover Fleet 760, Brad Warne, 7000 Constitution Pl., Worthington, OH 43085.

SEPTEMBER 17-19, SNIPE MASTERS WORLD CHAMPIONSHIP, Atlanta Fleet 330, John Muhlhausen, 1146 Green St., Roswell, GA 30075. (404) 642-1146.

SEPTEMBER 20-21, TROFEO AVAV, AVAV Luino, Renato Suttora, Via di Castelvetro, 2, 20100 Milano, Italy.

SEPTEMBER 20-21, U.K. NORTHWEST CHAMPIONSHIP, Budworth S.C., Budworth, Cheshire, England. John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

SEPTEMBER 20-21, OHIO (OPEN) STATE CHAMPIONSHIP, Chippewa Fleet 621, Dick Ravetta, 552 West St., Wadsworth, OH 44281.

SEPTEMBER 24-28, NORTH AMERICAN CHAMPIONSHIP, San Francisco Fleet 12, Dick Loomis, 2429 Debbie Way Calistoga, CA 94515.

OCTOBER 4-5, FRIGID DIGIT, Annapolis Fleet 532, John Fry, 3001 Veazey Terrace #1630, Washington, DC 20008.

OCTOBER 11-17, WESTERN HEMISPHERE CHAMPIONSHIP, Fujiya Matsumoto, Japan Yachting Association, 1-1-1 Jinnan, Snnhibuyaku, Tokyo, Japan.

OCTOBER 26-27, HALLOWEEN REGATTA, Atlanta Fleet 330, Jack Fasse, #3 the Croft, Atlanta, GA 30324.

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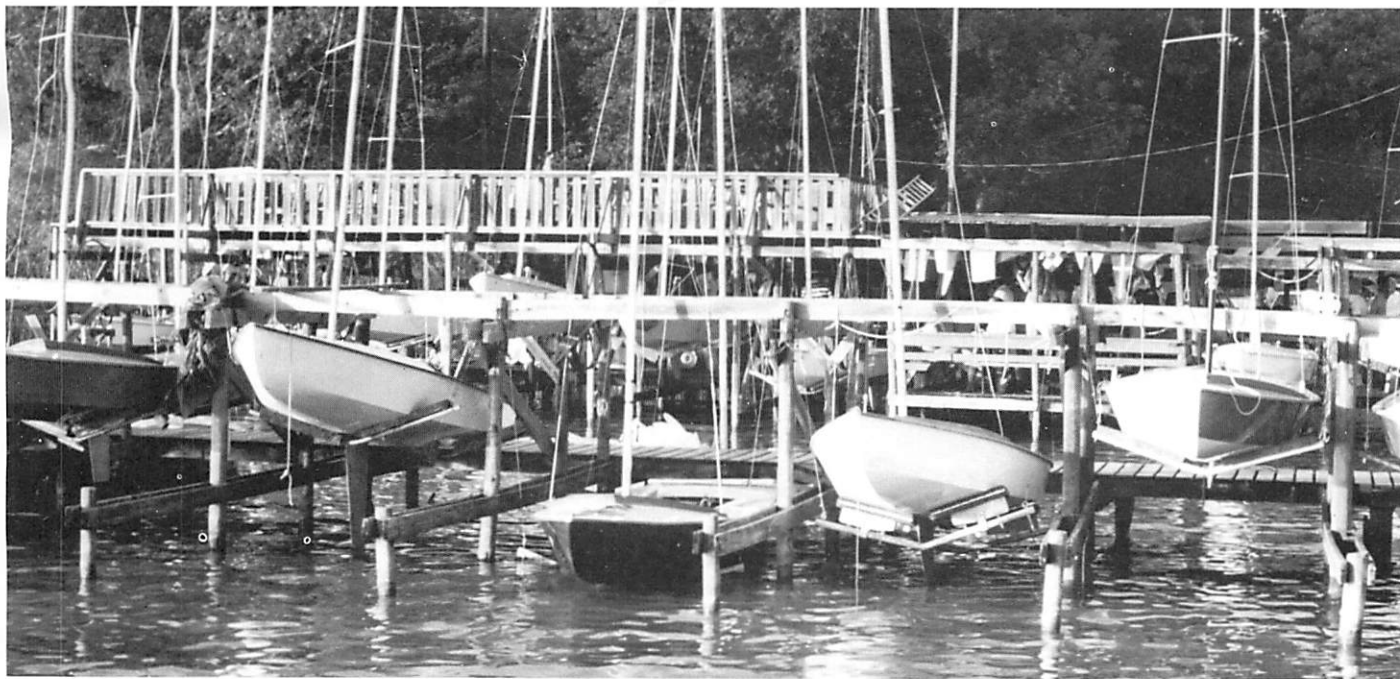


## Snipe Building Plans

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## Come To Where Your Roots Are



### **Fiftieth Southwestern Snipe Championship Memorial Day Weekend, May 23-25 Snipe Fleet 1, Dallas Texas**

*The White Rock Sailing Club, home of the first Snipe fleet, cordially invites all Snipe sailors to the Golden Anniversary of the oldest One-Design Yacht racing event. For those who have participated in the past, WRSC will provide the traditions of competition and good sailing that you have enjoyed on those occasions. For those who have never before enjoyed the Southwestern, the membership of the WRSC extends a special invitation to this unique opportunity to celebrate 50 years of one-design competition.*

#### **SCHEDULE OF EVENTS**

*The series this year will start with the usual Friday evening tune-up race at 1800, and continue on Saturday with Junior's Races at 0900, followed by a five (5) race series for the contestants. Skipper's will meet at 1100, first race to commence at 1230 hours. Sunday racing will begin with race #4 at 0900 followed by race #5.*

*Social events will include beer and pot-luck dinner on Friday. Happy Hour Saturday evening apres racing followed by a catered dinner and pool party at a nearby lakeside home. Sunday will begin with the traditional breakfast at 0800, and end with a pool party after the trophy presentation. Remember, Monday is a holiday! Lunch will be served on both days.*

#### **TROPHIES AND AWARDS**

*In special recognition of the significance of this occasion to Snipe sailing the WRSC is extending a complimentary registration to all skippers who are prior Heinzerling champions.*

*A limited number of boats will be made available to out-of-town skippers who wish to attend the Southwestern and bring in their own sails.*

*Trophies will be awarded to the first ten skipper and crew pairs.*

*This year, as an incentive to those that preregister, there will be a drawing for the following items;*

- 1. \$100 gift certificate from ULMAN SAILS,*
- 2. Snipe Rudder from MCLAUGHLIN BOAT WORKS,*

*Many thanks to Dave and Mike for supporting the Southwestern and Snipe Sailing.*

*The drawing will be held at the Saturday dinner. To qualify, your registration must be received by Friday, May 23.*

*Contacts:*

*Regatta Chairman  
Ed Nelson  
214-824-2497*

*Commodore  
Roy Whitehead  
214-349-9353*

*Mail Preregistration to: WRSC, P. O. 191265, Dallas, Texas 75219.*

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