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BULLETIN



NOVEMBER 1981



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Far left: District V Champions Fritz Gram and Jane Bradshaw. Above: Leeward boats looking for a chance to tack just after the start, District V Championship. Left: Chuck Bastian, District V Junior Champion, with his crew Jeanne Ackerman and runner-up skipper Laura Dahl.

Canada's Ian Brown tops 24-boat fleet

District V Championship Sailed At Newport

The District V Championship Regatta was held at Newport Yacht Club on Irondequoit Bay, near Rochester, N.Y., on June 26 to 28 for the 27th sailing, with 24 boats registered.

Fritz Gram was champion for the seventh time since 1973. The regatta was open for the first time this year and Ian Brown, of Canada, won first place. Newport made a good showing with third, fourth and fifth places going to Charles Webster, George Hock, and Ted Horvath, respectively.

All three Saturday races were sailed in the traditional Irondequoit Bay thermal, a steady northerly wind influenced by Lake Ontario. Some of the local sailors stopped believing in the thermal on Sunday, when the last two races were sailed in hot slow conditions. The weather wind from the south got as far north as the southerly marks while the usually trusty thermal only reached the northerly marks. The course turned out to be a test of concentration and good humor.

Fritz managed to pull off a second place (but District V championship) with

two firsts, a second, a third and an eighth while Ian prevailed with one first, three seconds and a third.

Although only three boats showed up for the Juniors on Friday, the strong, gusty wind made it exciting. Laura Dahl won the first race by a full leg and Chuck Bastian won the second by a similar margin. All three boats came close to capsizing many times, but Scott Young actually did at the start of the last race. After crew Melanie Young was taken aboard a crash boat, Scott righted his Snipe and sailed it singlehanded back to the club. The third race was a close and hard-fought contest,

with the lead changing several times, but Chuck finally prevailed.

Bob Vreeland, champion of District V in 1960 and 1971, was back to run the races as Race Committee Chairman. Norm Dahl was Race Committee Chairman for the Juniors. Ted Horvath did a marvelous job of overall coordination as Regatta Chairman. Doris Rice and her committee put on a cocktail party and delicious steak dinner Saturday night.

With lots of sun and sailing talk, we all had a super time.

Rosemary Dahl
Fleet 103

DISTRICT V CHAMPIONSHIP (Top 10 of 24 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
21800	I. Brown/J. McKinnel	Water Rats	2-2-2-3-1	14.7	1
16699	F. Gram/J. Bradshaw	Cuba Lake	1-3-8-1-2	22.7	2
3518	C. Webster/P. Webster	Newport	3-5-1-4-3	29.4	3
23276	G. Hock/A. Hock	Newport	4-4-3-8-4	43.7	4
20548	T. Horvath/B. Horvath	Newport	5-8-4-2-9	50	5
16333	G. Lovejoy/C. Bastian	Keuka	8-1-12-6-5	53.7	6
20311	C. Fox/H. Fox	Newport	6-6-5-11-16	71.4	7
22284	J. Pierotti/M. Pierotti	Cuba Lake	9-7-6-10-10	71.7	8
24683	L. Bugbee/L. Bugbee	Cuba Lake	7-13-11-7-6	73.7	9
11389	H. Fletcher/C. Munger	Olcott	12-14-7-13-17	93	10

SNIFE BULLETIN

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SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

NOVEMBER 1981
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Thoughts While Sailing

Most of us have no idea of what it takes to put on a World Championship. I have seen it done, and done by a real talented group of sailors. They are the members of Alamitos Bay Yacht Club in Long Beach, California. They did a superb job in every respect. Conducting races, housing, wining, dining, entertaining — you name it and they did it first class. I do not believe it could have been done any better.

Plans got past the talking stage about a year ago and Sherwood Jones was appointed general chairman by the fleet and club. He began to line up the various elements and appoint committees. The tradition in the class is to furnish food and lodging for all contestants as well as national secretaries. Add this to the celebration of the 50th anniversary as well as normal regatta functions and you have a big undertaking.

Sherwood was able to get hard working people in all of his committees. One of the big hurdles was housing. Since there was no adequate nearby hotel at a reasonable price, it was decided to house everyone in local residences. This was the first time the Snipe Class had done this and it turned out a real success. There

were many other things not generally normal to a regatta. It was felt that the trophies should be distinctive so they got hand sculpted ones.

Boats had to be secured to lend to contestants not bringing their own. Getting boats that were to be shipped in through customs and delivered had to be planned. Spectator and support boats had to be obtained. Breakfasts and lunches had to be planned as well as the opening ceremony, 50th anniversary birthday party, typical American hamburger cook-out, and awards dinner, for some 150 to 200 plus people. This was quite a feat when you consider the club does not have a dining room staff. The lay-day entertainment was a trip to Disneyland, and transportation had to be obtained. A commemorative medallion was thought to be appropriate, so Sherwood designed one. And the list goes on and on.

It is now all a pleasant memory, but we shall not forget how much work went into putting on this world championship. It was done with a flair — friendly, efficient, informal but with just the right amount of formality; and everyone seemed to be having a good time while working. The Snipe Class is indebted to all those beautiful people.

National Secretaries Confer On World SCIRA Activities

National Secretaries Meeting — Alamitos Bay Yacht Club — September 7, 1981:

PRESENT: Commodore Paul Festeren; Vice-Commodore Arturo Delgado, also representing Spain; Rear Commodore Doug de Souza; European General Secretary Peter Davies; Western Hemisphere General Secretary Bertrand Gayet; Rules Committee member Roberto Salvat; Past Commodore and SCIRA Representative Floyd Hughes; members of the SCIRA Board Jerry Thompson and Horacio Garcia Pastori, who also represented Uruguay; North European Secretary, also representing Sweden, Per Gothlin; U.S. District I Governor Berta Swanson; Vice-Governor Ron Barber; Executive Secretary Buzz Lamb; and National Secretaries: Argentina, Pedro Sisti; Bahamas, Peter Christie; Belgium, Guy LaChappell; Bermuda, Wayne Soares; Brazil, Flavio Caiuby; Canada, Id Crook; Denmark, Ove Lorentzen; Finland, Per-Ole Holm; France, Louis-Paul LaMarque; England, Bob Totten; India, C.S. Reddy; Norway, Finn Hanssen; Paraguay, Cesar Espezini; Portugal, Ruy

Moreira; and Ralph Swanson for the United States.

Commodore Festeren opened the meeting with greetings to all nations' representatives. He stated that there was no formal agenda for the meeting and no formal minutes will be taken; the consensus of which will be reported to the Board of Governors and will be included in the Snipe BULLETIN.

FINANCES: Lamb reported on

THE COVER

Alamitos Bay Yacht Club, winner of the 1980-81 United States Yacht Racing Union trophy for race management for the 50th Anniversary Snipe World Championship, shown here with all flags flying, as it welcomed Snipe sailors from all over the world with perfect racing, perfect weather, and perfect California hospitality.

SCIRA finances.

JUNIOR AGE LIMIT: New definition to be presented at Board meeting will be 19-year-olds may participate, conforming all definitions to that of the World Juniors.

WORLD CHAMPIONSHIP: Bids will be entertained at the Board Meeting, currently bids are expected from Portugal, Finland, France, Sweden and Argentina.

WORLD JUNIOR CHAMPIONSHIP: There will be a bid presented to the Board from Columbia, and perhaps one other bid.

DUES INCREASE: Discussion of International dues increase from \$3 to \$4 and the problems of rates-of-exchange within various countries. Per-Ole Holm stated that we must accept the responsibility to meet SCIRA obligations and that it is beyond the power of the class to solve the problems of international finance.

IYRU BUILDING FEES: Background was given on the \$15 IYRU building fee. Recognition as an international class was discussed as vital to the class in most countries. The class has begun to pay this fee as of January 1. Consensus: Class must maintain International status.

EUROPEAN CUP: A new Deed of Gift will be presented at the Board of Governors meeting.

PAN-AM GAMES: There has been no formal notification – although informally the Brazilian representative has reported that Snipe will be included, and that there will be only one boat per country in the championship.

WESTERN HEMISPHERES: Peter Christie reported on progress for the championship in the Bahamas.

BOAT LIMIT IN WC: Ruy Moreira asked if the host country might be allowed one extra boat as an incentive to holding the championship. Discussion of pros and cons of limited vs. open championships. Consensus that too many boats poses an impossible burden on host countries – particularly in those championships where loaner boats are required by the deeds of gift.

RULES CHANGE PROPOSALS: The various small changes proposed for presentation to the Board for consideration were discussed. No actions taken.

RESIDENCE REQUIREMENTS: The requirements as presented in the deed of gift will be adhered to.

REPORTS BY COUNTRIES: All countries represented reported on the class activities for the 50th anniversary year, and the general health of the class within the various areas. Peter Davies reported that in Europe there had been some gains and some losses, but the num-

ber of boats has remained about the same when averaged out. Portugal reported a particular resurgence within the class, and Finland reported progress in the class as a junior boat. In Japan, Snipe is the strongest class and is the collegiate boat. Most of South America reports steady-to-strong growth with new activity in Venezuela, which now has a resident builder. Panama has also begun to develop a Snipe organization which Gonzalo Diaz is helping by providing a supply of boats and equipment. Last year the U.S. membership was up by about 4%.

Board Of Governors Meet At Alamitos Bay YC

Board of Governors meeting – Alamitos Bay Y.C., 9/8/81 – minutes:

Present: Commodore Paul Festersen, Vice Commodore Arturo Delgado, Rear Commodore Doug de Souza, Rules Committee Chairman Ted Wells, European General Secretary Peter Davies, Western Hemisphere General Secretary Bertrand Gayet, North European Secretary Per Gothlin, South European Secretary Louis Paul LaMarque, Members-at-large of the Board of Directors Gene Tragus, Randy Nord, Jerry Thompson, and Horacio Garcia Pastori, Past Commodore Gonzalo Diaz, U.S. National Secretary Ralph Swanson, Rules Committee Vice Chairman Dan Williams, SCIRA Representative Floyd Hughes, and Executive Secretary Lowry Lamb.

Peter Davies read the apology from Enrico Rosso, European Vice Secretary, for his absence.

MINUTES: The minutes of the previous meeting were accepted as published in the October 1979 Snipe BULLETIN.

FINANCES: Lamb reported. Reports of receipts, disbursements, and balances were distributed to those present. Discussion of report. Motion made, seconded and passed that the financial reports be accepted as submitted.

JUNIOR AGE: Proposal to change various age requirements for Junior Championships to conform to each other and to the International Yachting definition. Discussion and general agreement to allow 19-year-old contestants to compete as juniors. Garcia Pastori moved and Thompson seconded that junior age be defined as those not having reached their 20th birthdays on December 31 of the year of the championship. Motion amended to include the wording "calendar year" in the Lasinio Trophy Deed of Gift on page 75 of the current Rule Book. Davies moved the acceptance of the

above and moved that the deeds of gift be conformed to the above. Seconded and passed.

1983 WORLD CHAMPIONSHIP: Several tentative bids were announced by Commodore Festersen, including: Finland, France and Portugal. Peter Davies withdrew the bid on behalf of Per-Ole Holm of Finland with the statement that they would bid for a future championship.

Louis Paul LaMarque presented the bid for France. He outlined some of the plans with the statement that more detailed plans would be forthcoming. The holding of an important championship would be of great help to the class with the French Sailing Federation. Currently, Snipe is considered one of the lesser classes by their Federation.


Arturo Delgado discussed Portugal's bid which has been submitted in detail to the members present. The class is in a period of resurgence in Portugal after a period of political upheaval. Peter Davies mentioned that Portugal had requested the championship as long ago as 1977, but had deferred their request because of the special request of the U.S. to be host for the 1981 championship.

Garcia Pastori expressed the opinion that Portugal's bid should be given preference because they asked first, although both are good countries fully capable of conducting the regatta.

La Marque asked that France's bid be considered for 1985 if not for 1983. Argentina also wants to bid for 1985, also Sweden expressed an interest in a future championship. This meeting may only award the next championship, consideration will be given to other bids at the appropriate meetings.

De Souza moved and Garcia Pastori seconded that Portugal be accepted as the site for the 1983 world championship. Passed.

1982 WORLD JUNIOR CHAMPIONSHIP: A letter presenting the bid from Colombia for the championship was pre-
(Continued on page 6)



Snipe Building Plans

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Board Of Governors

(Continued from page 5)

sented with apologies from the Colombian National Secretary for her inability to be present to make the bid personally. North Sydney, Nova Scotia, Canada had also expressed interest in holding the championship.

Discussion of the bid indicated that Colombia is prepared to lend two boats per country and house two crews and National Secretaries for the championship, which would be sailed on Lake Calima in the mountains in the region of Bogota. Gayet, W.H. Secretary has been in contact with Colombia and is sure the class will hold a good championship. Garcia Pastori stated that if Colombia could not

hold the championship, Uruguay would be willing to serve as a back-up. Lamb has a letter from the Colombian Sailing Federation backing the championship, as well as having the class backing in Colombia.

Dates were discussed, school holidays vary, as do ideal sailing conditions, a suggestion was entered that preferred dates would be not later than the first of September.

De Souza moved and Wells seconded that the bid of Colombia be accepted. Passed.

WESTERN HEMISPHERE 1982: Swanson announced the dates and place decided by the Western Hemisphere Secretaries at their last meeting.

The Championship will be in the Bahamas, probably around the first of November, with exact dates still to be announced.

DUES and FEES: A discussion of proposed dues increases included raising the subscription rates for the BULLETIN from \$5 to \$8, and the price of the Rule Book from \$5 to \$8. International dues would be raised from \$3 to \$4. Various personal views of world inflation and association funding were discussed.

Tragus moved that the dues and fees increase be approved. Seconded and passed.

Tragus moved that a committee be appointed by the Commodore to study finance and spending policies of the association. Seconded and passed. Commodore Festersen appointed a committee of Gene Tragus, Arturo Delgado and Horacio Garcia Pastori as finance committee.

IYRU FEES: Review by Lamb of the year's correspondence with various IYRU

officials regarding IYRU building fees. The original \$10 self-assessment by SCIRA had been refused by IYRU which had imposed their own assessment of \$15 as their interpretation of the 1/2% imposed on international classes. This meeting must ratify that amount. Also Lamb had received a letter from IYRU about possible future increases. Discussion.

Swanson moved that Lamb write to IYRU that the \$15 amount is fully within the 1/2% required of international classes. Wells moved that the \$15 amount currently being collected as the builders fee be ratified and that financial statements be requested from the IYRU. Seconded and passed.

EUROPEAN CUP DEED OF GIFT: Peter Davies presented the Deed of Gift for this championship on behalf of the North European and South European Secretaries. In the future it will be open to all European Snipe sailors and will be sailed on alternate years from the European championship. Tragus moved and Thompson seconded that the deed of gift be accepted as presented. Passed.

RULES CHANGES: Discussion as to whether these rules changes be voted tonight to go into effect in 1984. Decision that these considerations will be advisory only with all final votes on rules changes to be made in 1984.

1. Method of determination that board is not raised above prohibited limits while sailing. Painted stripe on board approved in principle.

2. Board chock release system which can be released outside a turtled boat. Approved in principle.

3. Eliminate 2nd set of mast bands. No action taken.

4. Eliminate jib hanks. Some support for this as optional.

5. Elimination of 1 1/2" requirement for top of mast measurement. Use of fiberglass putty, etc., as a build-up to 1 1/2" will take care of this problem.

6. Mast step fixed (by stop) at 60 inches. General agreement that this should be done.

CLARIFICATION OF REPRESENTATION: The number of entrants from the country of the defending champion as stated in the Rule Book needs to be clarified to specify that three are allowed from that country whether or not the defending is also the National Champion, but only if the defending champion is among the three.

720⁰ RULE: The 720⁰ optional penalty is not used for this championship and has not been used in some other world championships. Discussion, but no action. DeSouza moved that the meeting be adjourned. Seconded and passed.



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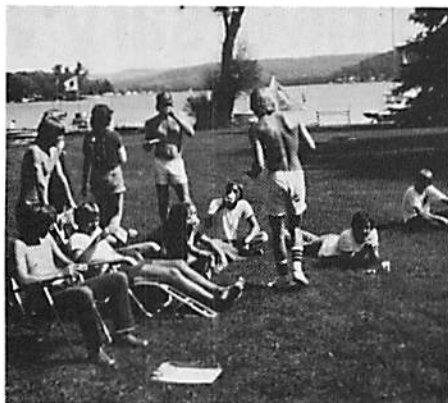
Ted Hains sails to top of fleet in flukey winds

Bolde Mothers Battle At New York State Open

The 15th Bolde Mother Intergalactic Championships, the second jewel in the Triple Crown of Snipe Racing, was sailed on the tranquil water of Cuba Lake in conjunction with the 44th New York State Championships on July 18 and 19, 1981. This annual event attracts a large number of world-class teams, as the Dismal Valley's flukey wind patterns caused by strange magnetic forces in the surrounding hills make the event the test of a true champion.

Guy Lovejoy from nearby Keuka Lake found the light air in the opening race to his liking and easily outdistanced runner-up Keith Donald of Annapolis to the finish line. Ted Hains with David Belford as crew sailed "Sea Rabbit" in a more lively breeze to a fine first past Donald and North Cape's John Johns, leaving him at day's end in first place closely followed by Donald and Lovejoy. Then came party time.

The infamous Genesee Beer Truck was working its magic on all and the competition for the coveted party trophy was underway. This year's truck was a red and white job, freshly painted, with a record six spouts, three dispensing the beer; two the ale; and light beer on the end. This system devised by Beermeister Bob van der Horst worked well until someone switched the taps so that nobody knew what they were getting even though they thought they did. No protests were filed as fifteen one-half kegs were consumed representing an intake of 190 ounces per entry. Nancy Willmarth of Ann Arbor became the second crew member of "Crushed Pineapple" to capture this prestigious trophy as she outdanced Ron Fox to the troubadour banjo picking of John Taylor.



Beer break at Bolde Mothers Regatta

Captain John Dugan of U.S. Air flew in to serve as Race Chairman and ran a tight ship. Lack of wind did not deter him from setting a course on Sunday morning. In fact, the huge cannon he used to fire the ten minute gun stirred up the atmosphere enough to get in two nice races. "Sea Rabbit" hopped its way across the finish line and back to the Club for BBQ Chicken on a stick and some victory beer and everyone else joined the parade. But once again Capt. John ignited the cannon and the sailors realized there was another race. Most had time to draw another beer as the line had been set only a few yards off the yacht club dock in walking distance of the beer truck.

As the leaders approached the finish line, Johns with Cherie Kuizema as crew had a slight lead over Fritz Gram and Jane Bradshaw. Fritz took a fast roll over to port and then back to starboard to get up wind of Johns but still behind by a boat length, with RC Boat end slightly favored. A puff hit Gram and pushed him

over the line — by but two inches — as the pilot shouted "Gram, first!" At that instant Johns' craft slipped ahead but it was too late. Finishing closely behind came Jerry and Nancy Thompson; George and Andrea Hock; Jack and Mary Pierotti. Hains had to hold off fellow Canadians Gweneth and Id Crook and settled for a seventh place, not knowing whether Johns had won the race. As it turned out, he had won the Championship by 3/10 of an Olympic point.

The Bolde Mothers were happy to have several boats stop off on their way home from the Nationals. Past SCIRA Commodore Red and Mrs. Garfield drove up to look at the results our friends had brought from Annapolis. It was also nice to see veteran Howie Fletcher crack the top twenty, as well as seeing a reunion between Al and Jules Kroeger. The Bob Perigo family threw a nice cocktail party featuring a large slab of our famous Cuba Cheese Company's Extra Sharp Cheddar preceding the Beef on Wyck Dinner. The only sour note was our returning 15 full one-half kegs of beer along with the empty ones. We sure could use Earl Elms!

*Leo J. Murphy, Jr.
Cuba Lake Fleet 442*

NEW YORK STATE OPEN CHAMPIONSHIP (Top 15 of 42 entries)

Boat	Skipper	Club	Places	Points	Finish
20689	Ted Hains	Oakville	3-1-1-7	18.7	1
23279	John Johns	N. Cape	5-2-2-2	19	2
14002	Keith Donald	S.S.A.	2-3-5-9	33.7	3
16699	Fritz Gram	Cuba	8-8-4-1	36	4
16333	Guy Lovejoy	Keuka	1-5-10-6	37.7	5
20369	Jerry Thompson	ABYC	12-7-3-3	42.4	6
24777	Jack Pierotti	Cuba	17-8-13-10	48	7
23276	George Hock	Newport	6-11-15-4	57.7	8
22472	Norm Dahl	Newport	14-6-9-13	65.7	9
22850	Gweneth Crook	Oakville	10-13-12-8	67	10
20006	Bill Willmarth	Barton	16-15-13-10	78	11
24683	Lucius Bugbee	Cuba	28-9-6-17	83.7	12
24806	Chris Hains	Oakville	7-24-16-14	85	13
22397	Ian Pretty	Oakville	24-12-14-12	86	14
20585	James Pierotti	Cuba	9-22-30-11	96	15

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Lenhart Is Champ At 50th Anniversary Worlds

Top three finishers represent three continents

Jeff Lenhart, winner and new Snipe world champion, dominated the 50th Anniversary Championship sailed on the Pacific Ocean at Alamitos Bay Yacht Club, Long Beach, California, September 7th through 12th. Jeff adds this title to an impressive array of wins which include a past U.S. National Championship, a Western Hemisphere title, and a Pan-American gold medal. Pat Muglia was Jeff's winning crew. Their worst finish for the series was a 4th place. They chose not to sail the last race. Jeff, a sailmaker, is District 6 governor.

Felix Gancedo, Spain's two-time world champion with crew Carlos Llamas, finished second. He saw his hopes for a comeback severely hampered by a rudder failure which caused his withdrawal from the second race. He was in second place at the time of that disaster.

Brazil's young Torben Grael, with his brother Lars as crew, mounted the strongest challenge to Jeff's domination of the series. Torben, former Junior World Champion, had a disqualification, and a 10th place finish — in the light air race — but otherwise showed almost flawless form. He was sailing one of the famous 12,000 boats, which he has modified with the latest in rigging innovations. Torben and Lars are nephews of the Schmidt twins who dominated the class in the 1960s.

Roger Stewart and Doug Sharp, in fourth place, had a few bad breaks, but showed impressive speed, and flawless starts. Argentina's Johnny MacCall and Juan Jose Grande, in 5th place, might have finished higher without their capsizing (in third place) at the jibe mark in the heavy wind of the second race.

The husband and wife team of Hakan and Laila Bjurstrom of Finland finished sixth; winning the last race. Defending champions Dave Chapin and Tim Dixon finished a disappointing 7th. They never recovered from the gear failure which caused their drop out from the first race. Totto Hartmann and Erling Nesse, Norway, were 8th, Ian Brown and Jay McKinnel of Canada 9th, and Jorge Haenelt



Holding their specially designed trophies, Jeff Lenhart tells how he won the Worlds as crew Pat Muglia looks on. (Buzz Lamb photo)

and Laureano Wizner, Spain, rounded out the top ten.

Strong and impressive competition throughout the Snipe world was evident, as the top three finishers represented three continents. The 36 boats from 19 countries battled each other in near perfect conditions on the courses laid out in the Pacific Ocean, just off Alamitos Bay, by race committee chairman Langdon Parrill. This site will be the scene of the 1984 Olympic sailing events.

The weather co-operated so outstandingly that all races were sailed according to the schedule, with only one 5 minute postponement. The lines were so well set that there was only one general recall for the entire series.

FIRST RACE: With winds 15 to 18 and moderate seas, Langdon Parrill, race committee nonpariel, set the course for "outside" in the Pacific Ocean. He also set a precedent for no general recalls as the fleet got away on the first start.

Local knowledge insisted that the starboard side of the course was the imperative choice for the first beat, and California's Roger Stewart went right and led

at the first mark. However, Fumio Amakawa, Japan, chose the port side, and rounded right behind Roger. Torben Grael of Brazil was 3rd. Defending champion Dave Chapin had gear failure; a broken tiller; at this mark, and was forced to retire. Jeff Lenhart was back in the pack, but had worked into 7th place by the second mark. Torben had taken the lead at this mark, and maintained it to the finish.

By the last beat Jeff had worked into second place. Roger, back in 4th place at the turning mark, took Fumio at the finish line. Fumio was disqualified in this race, giving the 4th place position to Bill Holmstrom of Finland. Johnny MacCall of Argentina got the 5th.

SECOND RACE: Since the winds and seas had gradually increased, Commodore Parrill chose the two triangle option for the second race.

Again the fleet got away clean. Roger had a good start; Torben was way back; and Dave Chapin was in the running again. Pedro Sisti dropped out because of a port/starboard foul shortly after the start. Local knowledge again called for playing the starboard side of the course,



Clockwise, starting at top left: Runner-up Felix Gancedo, center, crew Carlos Llamas, left, and Commodore Langdon Parrill, right. Langdon Parrill with 3rd place finishers Torben and Lars Grael. Fifth place honors went to Johnny MacCall and Juan Jose Grande. Doug Sharp and Roger Stewart receive 4th place trophies from Langdon Parrill. (Buzz Lamb photos)

but Fumio of Japan again chose the port side, and was first at the 1st mark. Norway's Totto Hartman was second, and Johnny MacCall was 3rd. Roger Stewart suffered a double disaster at this mark, first losing his crew overboard, and then, having recovered without losing a boat, hit the mark. On re-rounding he went from 4th to 24th, and never recovered the distance. Jeff was 5th, and Felix Gancedo was 6th.

Johnny MacCall, in the third place, capsized at the jibe mark. The board fell through the slot and the boat could not be righted to continue. On the last reach Gancedo dropped out with a rudder failure, having been second at the time. The only other casualty for this race in rough conditions was Carlos Uzcatogui of Columbia, with a capsize at the windward mark.

Jeff had taken the lead by the second windward mark, and held it to the finish, followed across the line by Torben, Fumio, and Ian Brown of Canada, with Totto Hartman 5th.

To this point in heavy wind and seas, boat speed over tactics had been the determining factor. Roger Stewart described the action as "like drag racing."

RACE THREE: Wednesday was a clone of Tuesday, as perfect California weather brought winds of 15 to 18 for race three of the series.

England's Stuart Totten led at the first mark with Felix Gancedo, Johnny MacCall, and Totto Hartman close behind, as boats on the right side of the course again had a big advantage at the first mark. Totten lost out on the planning conditions on the two reaches. Gancedo took and extended the lead, with Lenhart moving to second. MacCall was third, and Dave Chapin 4th, at the end of the first triangle.

Felix won, followed by Jeff, Johnny, Roger, and Torben. Ian Brown finished in sixth, just ahead of Dave Chapin.

RACE FOUR: The wind had increased during the lunch break and continued to shift to the west. Finn Hansen of Norway had a halyard failure, but capsized the boat and managed a temporary repair between races. India capsized just before the start, and Paraguay also retired from the race shortly after the start.

Johnny MacCall led at the first mark, with Per Brodsted, now sailing his own boat, which had been delayed in shipping, second. Torben was third and Dave Cha-

pin 4th, with the other two U.S. boats just behind him.

The two reaches brought better planning conditions, and the question of how much kinetic activity is required to make a Snipe fly was tested by the contestants.

During the second beat the committee chose to change the course to the two triangle option, rather than send the contestants directly down wind. Torben Grael was first up with his "magic whisker pole" which helped bring him into second place at the end of the next reach. Dave Chapin was the leader.

At the finish Dave Chapin had a huge lead, with Felix Gancedo almost driving over Torben at the finish line, but Torben got the second. Jeff was 4th.

With a race dropped, Jeff and Torben were now tied for first place.

RACE FIVE: Race brought much less wind, 6 to 8 m.p.h., and provided the sailors with a different sort of challenge. Roger Stewart got the start at the pin end, and crossed the fleet on port. Jeff was in the middle of the line, and tacked over later. At the first mark Roger led, with Japan's Amakawa, again working the port side of the course, in second. Jeff

(Continued on page 10)

Worlds . . .

(Continued from page 9)

was in 6th place. Torben, having trouble in the lighter wind, pointing much lower than the other boats, was in 24th place at the mark.

By the end of the triangle Fumio Amakawa led, with Roger second. Jeff was still in 6th, but Torben was now in 13th.

Fumio held his lead to the finish, but Dave Chapin gained 2nd place, Felix was third, and Jeff finished 4th. Torben had his worst race, finishing 11th. Fumio was later disqualified from this race, moving each of the other boats up one place.

SIXTH RACE: The wind had picked up to the usual 12 to 15, gradually building throughout this crucial race. Jeff and Torben were right together at the first rounding, Jeff in 5th, Torben 6th. Both went high on the reach and were second and third behind Felix Gancedo at the jibe mark. Jeff took the lead before the end of the triangle, and held it to the finish, keeping a loose cover on Torben, while keeping the middle of the course as much as possible to hold the rest of the fleet. Roger took Torben on the second beat, with Dave Chapin in 4th place.

Going to the finish it was Jeff in first, with Roger still in second. Dave Chapin

came in from the right side of the course, and Torben from the left. They crossed the line overlapped, but Torben fouled Dave at the finish line ending the fight for the championship without question. Jeff won the title without having to sail the last race. At this point Torben still held second place, and other positions remained to be decided.

RACE SEVEN: Jeff elected to watch the last race from a spectator boat, and with the championship already decided, this race for second place should have been an anticlimax — but as it turned out there was action enough left in the bag of surprises for every one.

The winds were a mild 12 to 14 for the start, and an anxious fleet overcrowded the starting line, causing the first general recall, to spoil Langdon Parrill's perfect record. The second start proved good, and the fleet split as in previous races, again showing that the left side of the course, rather than the locally favored right side was the way to go. Roger and Felix were at the pin end, and soon Roger tacked to cross the fleet on port, looking golden. Felix continued left, and at the first mark it was Felix, Jorge Haenelt of Spain, Finland's Bjurstrom, etc. with Roger back in the pack.

On the reach Hakan Bjurstrom took the lead and held it to the end of the triangle with Felix in second.

By this time the wind was piping up, and the committee was considering the two triangle course. Two of the competitors, Chapin and MacCall, were warned of too much kinetic activity on the planning legs.

The battle between Gancedo and Bjurstrom continued around the course, with Bjurstrom's red bow crossing the finish line with about a foot of advantage. Felix's second place in the race assured him of second overall by .3 over Torben, who finished the race and the series in 3rd place. Roger was 4th, and also finished 4th in the standings. Haenelt had 5th for his best race of the regatta. Ian Brown was 6th and Dave Chapin had his 3rd, not-so-lucky 7th. The committee filed a protest leaving him with a D.S.Q. for the race.

CALIFORNIA HOSPITALITY

Native American entertainment California Style was the theme of SCIRA's 50th birthday celebration at Alamitos Bay Yacht Club: Disneyland, a burger bash with country and western entertainment, a luau — and an EARTHQUAKE (just a little one) — to impress the visitors.

Sherwood and Marietta Jones and their committees organized not only Alamitos Bay Yacht Club's Snipe fleet, officers, board, and membership, but most of Long Beach, Naples, and Orange County, to insure our welcome.

Arrangements were made by Norma Clapp and Sherwood and Marietta to house over 100 contestants and national secretaries, with families of yacht club members and friends. Special parties were planned for each national delegation by their hosts, some of whom became totally involved with the progress of their teams on the race course. Chief Scorer Dorothy Hill was trying to keep score while having her fingers crossed for her Argentines.

The Club's annual Labor Day Regatta the weekend before the championship was turned into a warm-up for those contestants who wanted to test the water, the conditions, and borrowed equipment. A great deal of casual dropping in and out of races was graciously permitted in the spirit of getting acquainted.

The regatta party, a California/Hawaii luau, gave the visitors a taste of a different kind of native American entertainment. First, lovely traditional dances were performed by graceful dancers in polynesian costume...then the world's most incredible hula was performed by 15 beautifully costumed and choreographed imposters — impersonators is too strong a word — with appropriate bal-

WORLD CHAMPIONSHIP

Boat	Skipper/Crew	Country	Places	Points	Finish
20560	Jeff Lenhart/Pat Muglia	U.S.A.	2-1-2-4-3-1-(NS)	19.7	1
19981	Felix Gancedo/Carlos Llamas	Spain	8-(NF)-1-3-2-6-2	37.4	2
12296	Torben Grael/Lars Grael	Brazil	1-2-5-2-10-(DQ)-3	37.7	3
23822	Roger Stewart/Doug Sharp	U.S.A.	3-(11)-4-7-5-2-4	47.7	4
24598	Johnny MacCall/Juan Jose Grande	Argentina	5-(NF)-3-5-4-4-7	54.7	5
22862	Hakan Bjurstrom/Laila Bjurstrom	Finland	6-8-11-8-7-(13)-1	69.7	6
24702	Dave Chapin/Tim Dixon	U.S.A.	NF-7-7-1-1-3-(DQ)	73.7	7
24564	Totto Hartmann/Erling Nesse	Norway	11-5-13-9-(14)-9-8	90	8
16182	Ian Brown/Jay McKinnel	Canada	9-4-6-(NF)-24-5-12	92.7	9
24555	Jorge Haenelt/Laureano Wizner	Spain	10-(DQ)-18-11-9-10-5	98.0	10
24326	Bill Holmstrom/Timo Anttila	Finland	4-20-12-14-(NF)-8-10	102	11
24687	John Dunkley/Eric Krebs	Bahamas	7-6-8-(20)-16-17-14	103.7	12
22382	Per Brodstedt/Jens Sorenson	Denmark	14-(25)-10-6-18-18-11	112.7	13
24495	Fumio Amakawa/Takeshi Kariya	Japan	(DQ)-3-9-12-DQ-7-9	112.7	14
24818	Nobuhiro Utada/Ryuichiro Kuroki	Japan	12-10-(29)-15-6-14-24	116.7	15
20689	Ted Hains/David Belford	Canada	22-15-(25)-10-19-16-6	123.7	16
12115	Marco Aurelio Paradedda/Peter Nehm	Brazil	13-13-(19)-17-13-19-16	127	17
22567	Ove Lorentzen/Klaus Fossum	Denmark	15-19-20-(27)-17-12-15	134	18
20330	Stuart Totten/Steve Rich	England	20-9-14-16-27-(NF)-22	144	19
23963	Antonio Basilio/Guy Pacheco	Portugal	18-(24)-16-19-12-23-21	145	20
20997	Wayne Soares/Andrew Mullin	Bermuda	21-12-23-22-15-(25)-18	147.0	21
16868	Claes Gilborne/Bengt Larsson	Sweden	17-17-21-21-21-(NF)-17	150	22
22206	Carlos Murguia/Jose Torre	Uruguay	19-16-(24)-23-23-15-23	155	23
20543	Domingos Borrhalho/Jorge Goncalves	Portugal	16-14-15-26-26-24-(NS)	157	24
20873	Danny Graux/Charles DeBontridder	Belgium	26-18-(28)-25-11-20-25	16	25
12733	Pedro Sisti/Miguel Costa	Argentina	NF-NF-17-13-(DQ)-11-13	162	26
21688	Finn Hansen/Unni Hansen	Norway	25-23-(NF)-24-8-21-27	164	27
20214	Dirk DeBoeck/Erik Maes	Belgium	(29)-27-22-18-20-26-20	169	28
24589	Fernando Thode/Eduardo Thode	Uruguay	24-26-26-(30)-22-22-19	175	29
22430	Claes Pettersson/Bjorn Laesker	Sweden	23-21-27-29-28-NF-(NF)	197	30
23750	Peter Christie/John Christie	Bahamas	27-22-30-28-(30)-28-28	199	31
23762	Gary Lewis/Mark Preswlich	England	28-28-31-(31)-29-29-26	207	32
23181	Richard Belvin/Gordon Flood	Bermuda	30-29-32-(NS)-25-27-NS	215	33
24208	Carlos Uzcatogui/Javier Higuera	Colombia	32-(NF)-34-32-31-31-29	225	34
22382	C.S. Reddy/Dave Behr	India	31-30-33-(NS)-33-30-NF	226	35
22269	Bertrand Gayet/Cesar Espezini	Paraguay	33-31-35-(NF)-32-32-30	228	36

(Continued on page 12)



They are not getting older, they are getting better. Classic Commodores: Flavio Caiuby, Fred Schenck, Ted Wells, Terry Whittemore, Floyd Hughes, Ralph Swanson and Dan Williams. (Buzz Lamb photo)



Past Commodores Flavio Caiuby and Gonzalo Diaz hold the world birthday cake. Ted Wells in background center. (Buzz Lamb photo)

Worlds . . .

(Continued from page 10)

loons and coconuts. The hookilua will never be the same.

The traditional and stirring flag raising ceremony was the formal opening of the World Championship, with each team presenting its national colors. Flags raised for the occasion were flown throughout the week from staffs attached to the upper deck of the club house. In typical

fashion, Marietta Jones quickly stitched up a flag for the one team whose flag was not available for the ceremony. The A.B.Y.C. Blue Gavel provided refreshments for the cocktail party following the ceremony.

SCIRA's 50th Birthday party, highlight of the week, was made gala by old and new friends from far and near who were able to attend, and only made a bit nostalgic by those who sent regrets. Stories were told, laughs exchanged, and a thoroughly good time was had by all.

Commodores Diaz and Caiuby brought forward the beautiful globe-shaped golden birthday cake topped with a blue Snipe, the candles were blown out, and the cake was shared by all. Afterward, young and old alike danced the night away to the music of the band. It ain't all bad being a golden oldie — particularly if you are also a CLASSIC.

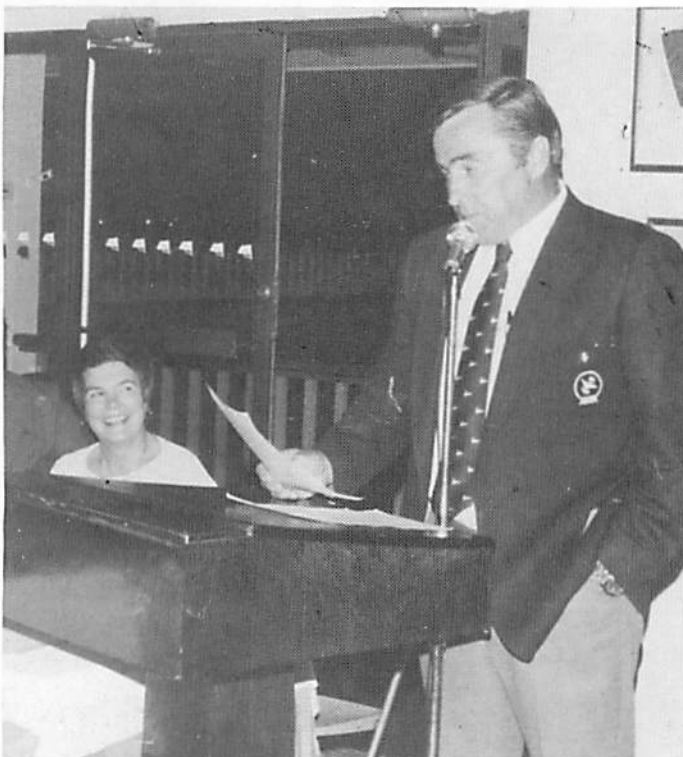
Thursday's layday was celebrated with the whole works at Disneyland: everything from the Thunder Mountain railway to the Jungle Safari, Doc Severenson's music and Dixieland show, hot dogs and popcorn, ending with the Mickey Mouse electric parade and fireworks show, just before the bus ride back to the club, with contestants as tired as after a three-race day.

The burger bash featured country and western entertainment with improvised Snipe lyrics to some of the raunchier songs. Dancing, food, and fun were the order of the evening, with most guests in their cowboy best.

The final event of the week was the impressive trophy presentation banquet, paying honor to this new generation of champions. We hope they are all present for the next 50 years.



Top: Champions discuss the good old days. L to R, Felix Gancedo, Earl Elms and Mike McLaughlin. Bottom: Even at the awards presentation Sherwood Jones is still working, as Marietta looks on at right. (Buzz Lamb photos)



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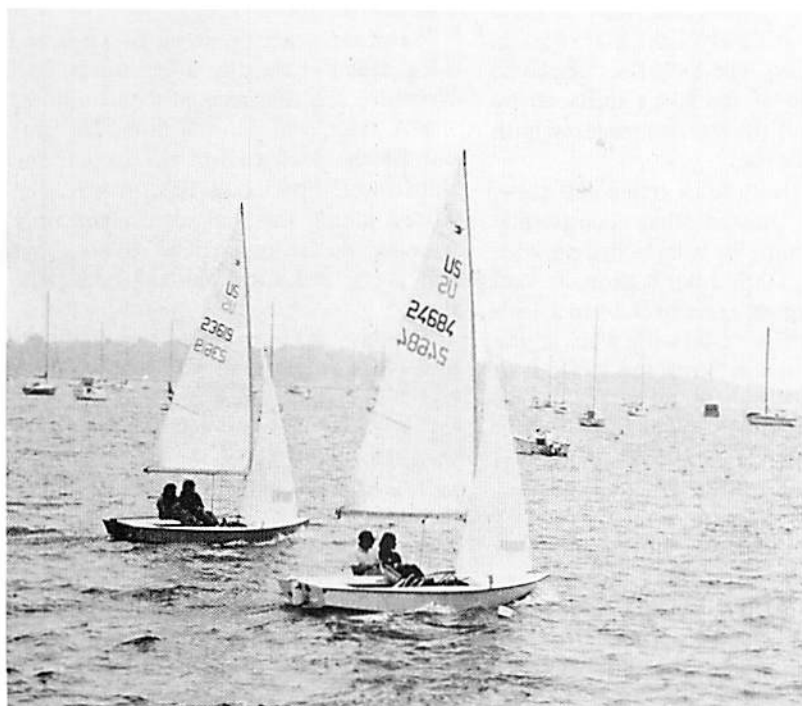
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I certify that the statements made by me above are correct and complete. (signed) Lowry Lamb

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"A" Fleet winners: Back row, 1 to r, John Irvine (1st), John Walton Jr. (2nd), Bob Rowland (3rd), Mike Zalzal (4th), Dick Mitchell (5th). Front row: Ted Horst, Patti Fisher, Sandy Rowland, Cheryl Zalzal.



"B" Fleet winners: Back row, 1 to r, Dave Smith (1st), Bill Worster (2nd), Bruce Kitchen (3rd), Tran Alfrey (4th), Earl Purtee (5th). Front row: Mikki Bolyard, April Worster, Ev Kitchen, Nancy Alfrey, Mary Alice Purtee.

John Irvine Wins Riff Raff Regatta

Cowan Lake Fleet 433 was host to 45 boats at their annual Riff-Raff Regatta June 6 and 7 at Cowan Lake State Park in southwest Ohio. The local fleet displayed its knowledge of the lake's shifty air by taking three of the top five places in both the A and B fleets.

In the A fleet, John Irvine and crew, Ted Horst, showed that consistency counts — winning by a large margin with finishes of 2-3-2-5. John Walton, Jr. and crew, Patti Fisher, came back from a 16th place in the first race with wins in the 2nd and 3rd and a 7th in the last race to edge Bob and Sandy Rowland for second place.

As in the A fleet, consistency was shown to pay off as Dave Smith and crew, "Mikki" Bolyard, won the B fleet by finishing 2-3-3-5, in spite of never being in the top five to round the weather mark in the first lap. Bill and April Worster nipped Bruce and Ev Kitchen for second place with a good fourth race. Steve

Congdon with father Dave as crew was awarded the Junior Trophy.

Saturday's races were all two laps and a leg, sailed in steadily dying winds. Paul Wood led the first race start to finish for the A fleet, and John Walton, Jr. came out of the pack to win the second and third races. For the B fleet, it was Tran Alfrey taking the first race, yours truly winning the second (ECSTASY — first win ever), and Curt Marcott taking the third.

Sunday at race time, the lake was more like a mill pond full of logs than a lake with boats, not a ripple! The never-say-die race committee got us started anyway. On the last leg of the shortened race, a little excitement was generated as the breeze picked up. Bob Hill won the drifter for the A fleet and Guy Crosley crossed the finish line first for the B fleet. Despite the shifty winds a good time was had by all.

Bob Peterson
Cowan Lake Fleet 433

**RIFFRAFF REGATTA
"A" Fleet (Top 10 of 23 entries)**

Boat	Skipper/Crew	Club	Places	Points	Finish
24271	John Irvine/Ted Horst	Cowan	2-3-2-5	21.7	1
24688	John Walton Jr./Patti Fisher	RIR	16-1-1-7	35	2
24272	Bob Rowland/Sandy Rowland	Cowan	5-5-3-6	37.4	3
24630	Mike Zalzal/Cheryl Zalzal	Cowan	4-4-9-4	39	4
24307	Dick Mitchell/Cheryl Place	RISC	12-2-4-8	43	5
21120	Bob Hill/Mike Hater	Acton	6-12-15-1	50.7	6
23968	Paul Wood/Jeff Irvine	PLYC	1-8-7-18	51	7
23288	James Hill/Robin Risch	Acton	21-7-5-2	53	8
24114	Buzz Levinson/Andy McDonald	ISC	7-6-6-17	59.4	9
23333	Peter Keen/Barb Evans	Cowan	10-18-13-3	64.7	10

"B" Fleet (Top 10 of 22 entries)

24096	Dave Smith/Michelle Bolyard	Cowan	2-3-3-5	24.4	1
23038	Bill Worster/April Worster	Cowan	8-4-4-3	35.7	2
19395	Bruce Kitchen/Ev Kitchen	Cowan	3-6-2-10	36.4	3
23595	Tran Alfrey/Nancy Alfrey	Acton	1-7-8-8	41	4
17238	Earl Purtee/Mary Alice Purtee	Richmond	5-15-6-2	45.7	5
21461	Curt Marcott/Carolyn Ahlent	Cowan	21-9-1-4	50	6
21777	Guy Crossley/Jim Menzies	Cowan	12-11-11-1	52	7
20536	Bill Flack/Peter Carelli	Cowan	7-5-5-15	54	8
21465	Bob Peterson/Lynn Peterson	Cowan	16-1-13-9	56	9
23178	Ton Stuber/Mary Stuber	Cowan	4-8-9-14	57	10

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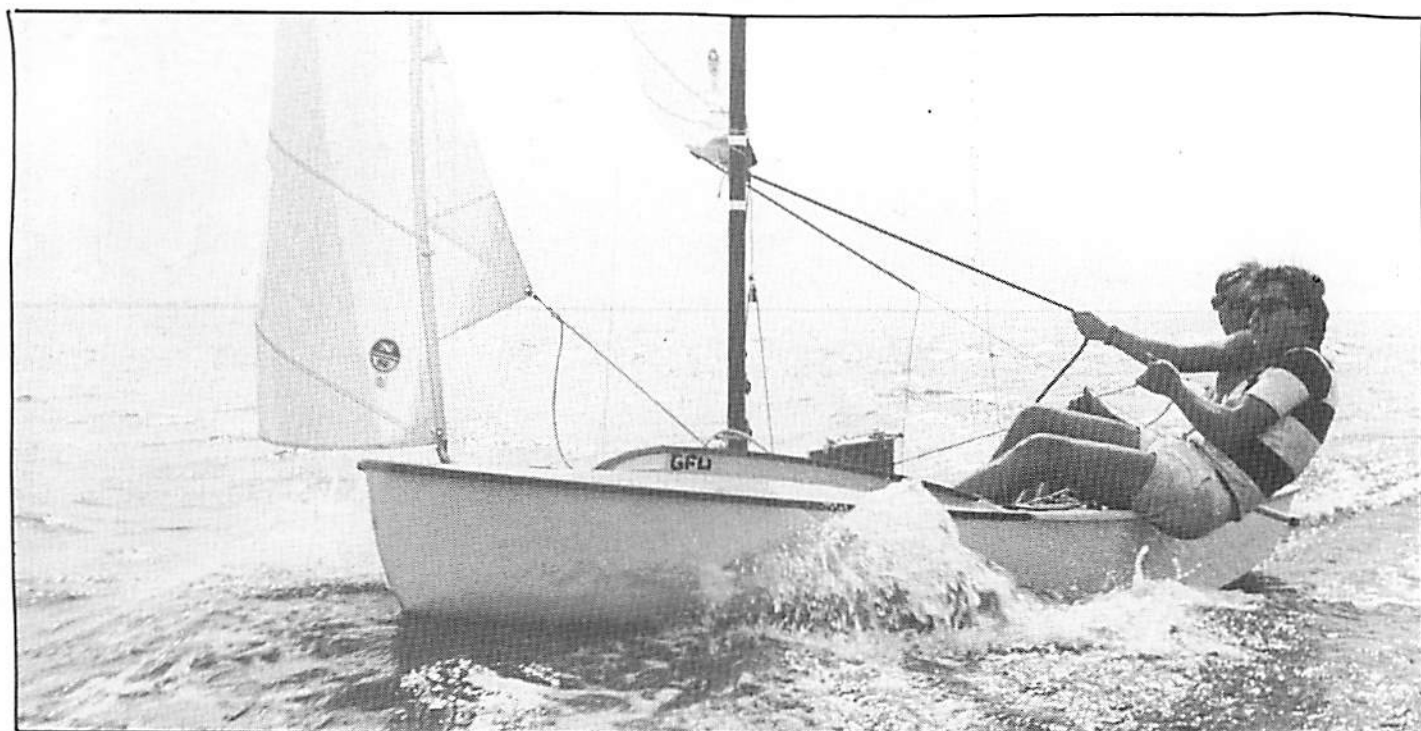
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FOOTBALL SHAPE COCKPIT BAG \$8.00 ppd.
• Hangs tied into cockpit, zips closed, clear see-through panel
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• Fits with shock cord in hem that clings to deck
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1981 Winter Circuit Results

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

Other 1981 Results

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

1980 Major Results

1st U.S. Nationals
1st North Americans
1st South Americans
1st Europeans
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