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NOVEMBER 1982



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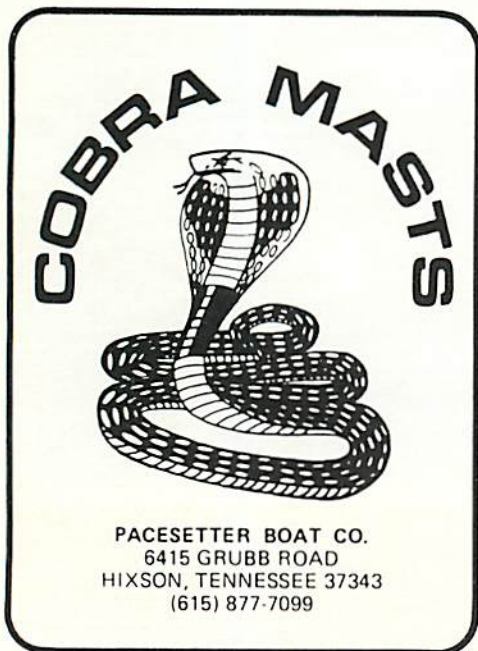
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SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

NOVEMBER 1982
Vol. XXXI No. 11

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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.

Guillermo Camargo Named Colombian National Secretary

At the annual meeting of the Snipe Class in Colombia held at the National Championship the first week in August, Guillermo Camargo was elected as National Secretary. His address is: Guillermo Camargo, Calle 76 No. 8-56, Apt. 1001, Bogota, Colombia. He replaces retiring secretary Mariana De Isaza.

Colombian champions Andres and Beatriz Lisocky and runners up Jorge and Stella Uzcategui will represent Colombia at the Western Hemisphere Championship in Nassau.

Required Reading

YACHT RACING/CRUISING's October issue features Snipes on the cover. Inside the issue Mark Reynolds explains Snipe rigging, tuning, and boat handling in an in-depth article illustrated with photos of his own sail controls, and a rigging lay-out of his boat.

European Secretaries Meet At Trieste, Italy

SUMMARY OF THE MINUTES OF THE MEETING OF EUROPEAN NATIONAL SECRETARIES, TRIESTE, ITALY, SEPTEMBER 10, 1982

Members Present: Peter Davies, General Secretary, presiding; Enrico Rosso, Vice-Secretary; Louis Paul Lamargue, South Europe and France; Enzo Perini, East Europe and Italy; Mats Gothlin, Sweden, deputy North Europe; Neils Kampmann, Denmark; Arturo Delgado, SCIRA Commodore, Spain; Per de Holm, Finland; Mark Townsend, England; Troud Aasland, Norway; Antonio Roquette, Portugal; Jacques Hofman, Belgium; Morgan Milan, Yugoslavia; and Georgio Brezich, observer of the host club.

MINUTES OF PREVIOUS MEETING: Approved.

MATTERS ARISING: Programs and fixture lists:

Deadline for submission of program dates to Vice-Secretary for publication was changed from January 7 to January 31. The program will be published on April 1. The program will contain definite dates for the current year, and approximate dates for the first six months of the following year. Belgium will be responsible for the 1983 program, England for 1984, and France for 1985. Erling Olsen, Denmark, has offered to print the program.

No major regattas should be scheduled for the first two weeks in August in odd numbered years, in order to accommodate the European Snipe Cup.

Details of regattas scheduled for January, March, and April should be sent in December to the Vice-Secretary, for an avant program to be circulated at the beginning of January.

European Championship dates should not be scheduled to begin before August 1, to accommodate countries which can't complete their championships prior to that date.

GENERAL SECRETARY'S REPORT: Per Gothlin has requested more European material be sent to Buzz Lamb for inclusion in the BULLETIN. He is also concerned with uneven application of rules in different countries. He also requested a determination on the suggestion that the mast position be fixed at "not less than 60" from the stem" as discussed at previous meetings. Per wants National secretaries to submit lists of names and addresses of members interested in foreign competition.

A total of 1,192 European members have paid SCIRA dues as of July 27.

The National Secretary for France announced a desire to bid for the 1987 World Championship for the club at La Rochelle, France. The regatta would be planned for the first two weeks in August. This tentative bid will be submitted to

THE COVER

World Junior Snipe Champions compete for the title, and the Vieri Lasino Trophy on Sydney Harbor, North Sydney, Nova Scotia. Steve Bloemeke and Greg Morton won the hard-fought series with the barest possible margin of victory over fellow Alamitos Bay Fleet members Mike Segerblom and Kim Thompson. (Doug de Souza photo.)

Note: We failed to give credit to artist Erland Holmstroem for the 50th Anniversary poster printed on the September BULLETIN cover.

THE SCORE

Thirty five numbers were issued last month with 20 going to Spain, 14 to the U.S.A., and Portugal got one. No new fleets were chartered.

Numbered SNIPES— 25403
Chartered Fleets — 787

the meeting in Portugal in 1983.

COMMODORE'S PROPOSAL: The Commodore submitted a proposal for expanded participation in the World Championship to include the European and Western Hemisphere Champions, plus one extra entrant for the host country. This proposal was approved.

EAST EUROPE: Letters have been written to Rumania, Hungary, Turkey, and Greece without reply. Yugoslavia is represented by two boats at this championship, and there is hearsay evidence of Snipe activity in some of the other countries. Efforts will continue to contact Snipe sailors in these countries.

EUROPEAN CHAMPIONSHIP 1984: Proposed dates by Sweden are July 21st through the following week at Marstrand, fifty kilometers from Gothenburg. Efforts will be made to delay the dates at least a week if possible.

WORLD CHAMPIONSHIP 1983: The Portugese National Secretary presented a preliminary schedule for September 6-12, 1983. The schedule will be confirmed through the SCIRA office.

JUNIOR EUROPEAN CHAMPIONSHIP: Spain has suggested Santander during August 1983. Final commitment will come later.

EUROPEAN SNIPE CUP: England re-

ported a successful meeting for 1982. A suggestion was made and approved that the championship should be four days, scheduled to begin on Wednesday and end on Saturday. The 1983 championship will be held in Denmark near Copenhagen. Italy entered a tentative bid for Livorno in 1985 - to be confirmed by the Italian Federation.

ELECTION OF OFFICERS: All officers were re-elected to new terms as follows: General Secretary-Peter Davies, Vice Secretary-Enrico Rosso, North European Secretary-Per Gothlin, South European Secretary-Louis Paul Lamarque, East Europe-Enzo Perini.

OTHER BUSINESS: Portugal and Spain will inquire of renewed interest in Snipe sailing in Luanda, Angola.

It was agreed that no charges should be made to competitors for measurement of boats or sails, but if charges are imposed, this must be published to competitors with the amount of such charges at the time the invitation to the regatta is extended.

Spain extended an invitation for the European Championship in 1986 for either Palma, Majorca, or Santiago, Alicante. The offer and details will be discussed at the next meeting.

Meeting adjourned.

Statement of Ownership, Management and Circulation required by Act of August 12, 1970: Section 3685, Title 39. United States Code.

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

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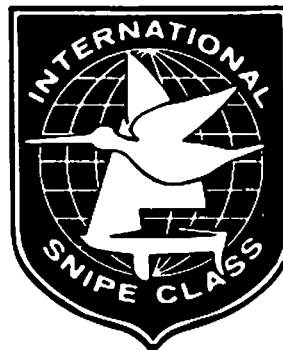


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Consistency Marks Heinzerlings At National Championship

Consistency definitely helps win National championships, and this year's Heinzerling series was no exception. Only one boat had all finishes in the top five. All other boats had at least one finish higher than fifteenth! Dave Chapin's finishes of 1-3-4-3-5 and his thirty-plus point lead still doesn't completely tell the story of this year's Snipe National Championships.

Everyone expected Eagle Mountain Lake to be light and shifty. Although the velocity was nearly perfect most of the time, it was extremely shifty, challenging sailing. In fact, even Chapin found himself way back at the first mark more than a couple of times. Obviously he had good boat speed, but his conservative tactics won him the National title for the third time. Dave explained that he always tried to stay near the middle of the course, using the small shifts to work his way to the middle of the favored side. All the other sailors found themselves on the outside of major shifts at least once during the series. For Ed Adams, who was sitting in third place before the last race, a big starboard wind on the last leg of the last race left him in 29th place and dropped him to sixth overall.

Going into the Heinzerling, one of the obvious regatta favorites was the team of Steve and Connie Suddath, after their complete domination of the Crosby. They continued their roll with a third and a fourth in the first two races. Also among regatta favorites were North American champs Ed and Meredith Adams. They started the series with a 1-2. Ed was looking tough after winning the second race and led the first race until Chapin caught him on a left-hand shift on the last leg. Chapin and his crew, Todd Gay, were right there with a third in the second race and his first place in the first race. World champions Jeff Lenhart and Pat Muglia were also in the running with a 5-7.

During the entire Crosby series and the first two races of the Heinzerling, the majority of the shifts seemed to crank in from the left-hand side. In the third race, most of the top sailors started near the leeward end of the line, and quickly tried to bang out to the left side to get in phase for the first shift.

Unfortunately, the third race brought in an unexpected change in the conditions. Half way up the first weather leg, instead of phasing left, the wind went right 15-20 degrees, catching Chapin,



Gonzalo and Augie Diaz with SCIRA's first Commodore Hub Isaacks and Berta Swanson at the U.S. Nationals at Ft. Worth.

Suddath, and Adams on the left. Lenhart won this race after a close battle with Greg Fisher and Susan Dierdorf, John Irvine and Ted Horst, and Jerry and Kim Thompson. Interestingly enough, this group came from the left on the last leg, while Bob and Sandy Rowland led the right-hand tack. Chapin sailed another excellent race to come back to fourth place.

The standings began to shake up, and new names began to move to the top. After the end of the third race, it was Chapin in first, Adams, Lenhart, Fisher, Irvine, Suddath, and Grant Hill, with crew Anne Bloemke sailing a very consistent series.

In the fourth race, most of the boats again stayed near the left-hand side, while Craig Martin and a few others went hard right all the way to the shore. They banged a huge lift along the shore, and finally a knock to bring them back out into the lake. Martin with his brother Kenyon as crew won this race by a good margin, with Grant Hill second, Augie Diaz pulling himself well back up in the standings with a fifth place finish, and Chapin with his good, solid, consistent third place finish. Both Suddath and Irvine faded with finishes in the twenties.

The last race was a near duplicate of the fourth race, with Martin again taking the right-hand side and coming out the leader. Mike Segerblom with crew Ron Rosenberg finished second, Augie Diaz was third, Mark Reynolds and DeAnne were fourth, and Dave Chapin finished off a tremendous series with a fifth place. The last race proved to be a disaster for Grant Hill and Ed Adams, with their finishes in the high twenties. This race proved to be the flukiest of all, with the wind fading left at times and then coming

back hard right. Both Grant Hill and Ed Adams were caught on the hard left the last leg the last race, and dropped well back.

Lenhart and Fisher hung into the top five with finishes in the teens to keep them in third and fifth place overall. The top five rounded out with Dave Chapin, Craig Martin, Jeff Lenhart, Augie Diaz, and Greg Fisher.

The Race Committee chairman, Glenn Latimore, and her committee should be commended for a super job. Considering the conditions the weather legs were as square as they could be. We all hope to return to Fort Worth Boat Club again!

Patti and Greg Fisher



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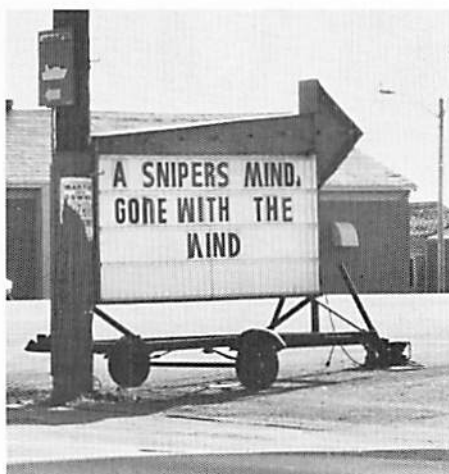
Bloemeke, Morton Are Junior World Champions

Tie-breaking throw-out race gives Mike Segerblom a close second.

Steve Bloemeke and Greg Morton, first and third place skippers in the U.S. Junior Nationals, teamed up to win the 1982 World Junior Championship Vieri Lasino Trophy, at Northern Yacht Club, North Sydney Nova Scotia, by the barest margin possible over fellow U.S. entries Mike Segerblom and Kim Thompson. The scores were tied at six points, with three first place finishes and two second places each. With the throw-out race reinstated as the tie breaker, Steve and Greg were judged winners, with a 4th place second race, against Mike's DNF in the high wind third race.

Spain's Damien Borrás and Javier Borbolla were third at 32.7 points, only .1 ahead of Alberto Viera and Cristia Rippe of Uruguay at 32.8. Horacio Carabelli and Joaquin Pacheco, also of Uruguay were 5th. The close racing, when most teams were using unfamiliar equipment, in an unusually high wind series, which contributed to break-downs and upsets, showed the strength of the class juniors throughout the world.

One dramatic upset of the series oc-



North Sydney gas station owner salutes the Junior Championship with his own brand of humor. (Buzz Lamb photo)

curred before racing even began. As Steve and Greg sailed out for a practice round, they eased sails to reach down the harbor. They cut inside a buoy marking the only shallow spot in the whole area, struck bottom with the board, and immediately capsized. They righted the boat in waist

deep water, but the force of the collision had driven the board back against the trunk, splitting the fiberglass, and causing a leak into the inner hull.

Luckily they had both skill and fiberglass at hand for repairs, and before the opening ceremony was over, the boat was upside down at Astaphen's garage, patched and drying under Kim Thompson's hair dryer.

Monday's registration, sail measuring, and boat weighing, was climaxed by the opening ceremony and party for all contestants, who were entertained by a championship drill team, and the Sprigs of Heather bagpipe band. Race Committee Chairman Steve Astephen welcomed all contestants and promised them fair sailing. Vice-Commodore Doug DeSouza, SCIRA Representative, raised the SCIRA flag as the official opening of the regatta.

On Tuesday the skippers meeting was followed by a practice race. The scheduled first race of the series was first postponed, and then cancelled because of threatening clouds.

The first race got underway on Wed-



World Junior Championship start, with the North Sydney waterfront in the background. (Buzz Lamb photo)



Above: Winners Steve Bloemeke and Greg Morton on the finish line. (Doug de Souza photo) At Right: Steve Bloemeke, left and crew, Greg Morton receive congratulations from Vice Commadore Doug de Souza. (Buzz Lamb photo)



Above left: High school marching bands entertained at the opening ceremony. Above right: Mike Segerblom and Kim Thompson, second place, on a fast plane. (Buzz Lamb photos)

nesday morning in light shifty off-shore winds of 8 to 10. The two U.S. boats led all the way in this race, with Steve finishing first and Mike second. A huge shift on the last beat brought Damien Borrás of Spain from back in the pack into third place, leaving boats caught on the left side of the course way out at the finish.

The second race, delayed first for replacement of a broken boom fitting on one boat, then for a freighter to pass, and then for a wind shift, got underway in winds of about the same velocity as the first, but shifting more westerly. In this race Mike led at every mark, with Javier Lopez Varquez, Spain, in second, and Horacio Carabelli, Uruguay in third. Steve finished in fourth place.

Thursday morning's rain was replaced by fog as boats paddled toward the starting line in the lightest of breezes. By the start, the sun was shining and winds were 12 to 15, and building. As the boats reached the windward mark with Steve in the lead, they took off on a screaming plane, and the winds increased. All went well until the jibe mark, where Javier of Spain capsized as he jibed the boat. Other boats were soon in trouble including Horacio of Uruguay, Tommi of Finland, and John from Canada. Mike dropped out when his rudder popped loose for the second time in the race. The Race Committee changed the course to two triangles to avoid a dead downwind leg, in the heavy wind and seas. Steve, who led

all the way, capsized immediately after the finish. Damien was second, and Alberto third.

The wind diminished somewhat in the afternoon, but the rest of the day was devoted to rescue and repair of damaged equipment.

On Friday the pressure was on contestants and committee alike to complete three races, thus assuring a throw-out race for the series. The wind was at least cooperative, providing 12 to 15 for the first race, and 15 to 18 for the second. Again, there were some problems with unsecured rudders popping out on the off-wind legs. In these two races Mike and Steve exchanged firsts and seconds, and Alberto

(Continued on page 10)

Junior Worlds ...

(Continued from page 9)

had two thirds to Damien's two fourth place finishes.

The wind was more moderate for the sixth race which featured heavy competition between Mike and Steve for the entire course. Both had their problems; Steve hit a mark, and both crews went overboard when straps gave way under the heavy pressure of "jump hiking". Mike held the advantage to the finish with Steve second. A terrific battle developed between the next three boats right at the finish, with Alberto again finishing third. Horacio held Damien on the last beat, but lost out on the last tack to the finish, giving the fourth place to Damien, and taking the fifth place.

Saturday morning the two U.S. teams were tied, and only a whisker thin .1

1982 WORLD JUNIOR SNIPE CHAMPIONSHIP

Boat	Skipper/Crew	Nation	Places	Points	Finish
US 18338	Steve Bloemeke/Greg Morton	USA	1-(4)-1-2-1-2	6.0	1
US 25197	Mike Segerblom/Kim Thompson	USA	2-1-(NF)-1-2-1	6.0	2
E 24662	Damien Borrás/Javier Borbolla	Spain	3-(6)-2-4-4-4	32.7	3
U 23712	Alberto Viera/Cristia Rippe	Uruguay	(8)-5-3-3-3-3	32.8	4
U 22701	Horacio Carabelli/Joaquin Pacheco	Uruguay	6-3-(NF)-5-5-5	49.1	5
E 24748	Javier Lopez Varquez/Jose Bats	Spain	4-2-NF-5-NF-(NS)	57.0	6
KC 21480	David Buis/Chris Power	Canada	5-10-(NF)-10-6-6	65.4	7
D 22564	Jens Sorensen/Morten Bryden	Denmark	(10)-7-5-7-9-9	66.0	8
KB 22580	Mark Henneberger/Guy Eldridge	Bermuda	(11)-11-4-11-7-8	69.0	9
L 21753	Jussi Savela/Mikko Nonsianen	Finland	9-9-6-9-(11)-7	69.7	10
KC 22560	John McNamara/Joanna Smith	Canada	7-8-(NF)-NF-10-10	77.0	11
L 24313	Tommi Valkila/Michael Seppala	Finland	12-12-NF-8-8-(NS)	82.0	12

separated Spain and Uruguay for third and fourth. The day dawned stormy, with worse weather forecast. After reading the wind at 25 to 30 and monitoring conditions during a two hour hold, the committee decided to abandon the 7th race, and call the championship at 6 races.

One emphasis of the deed of gifts for the Vieri Lasino Trophy is that the contestants be housed in private homes for

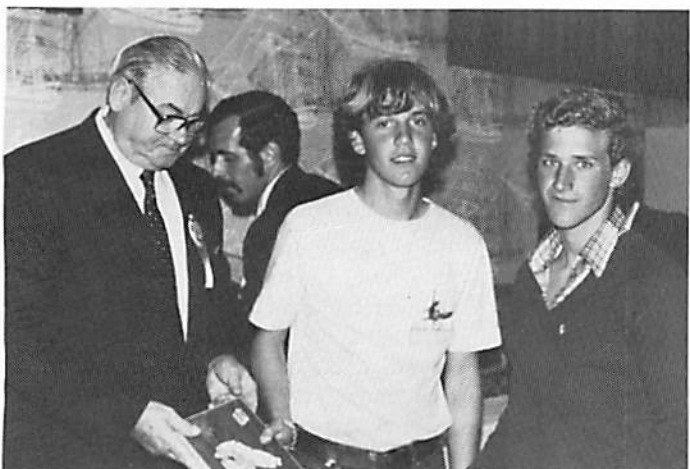
the championship if possible. The warm hospitality of the people of North Sydney insured that all contestants were welcomed and made part of their homes and families. Clothes were dried, warm sweaters loaned where necessary due to mishandled baggage in airports around the world, and the young people became part of their new community for the duration of their stay.



Kim Thompson, crew, and Mike Segerblom, runners-up from U.S.A., are shown with Northern Yacht Club Commodore Mike Astaphen.



Crew Javier Borbolla, left, and Damien Borrás from Spain are receiving trophies from Nessie Astaphen for their third place finish.



Mayor Tom Young presents Uruguayans Alberto Viera and Christia Rippe, skipper, their fourth place trophy.



Skipper Horacio Carabelli and Joaquin Pacheco from Uruguay are all smiles with their fifth place trophy.



Canadian Juniors: 1st (top) Chris Power, Dave Buis (skipper), Joanna Smith, John McNamara (skipper), 2nd place.

Dave Buis Is Top Skipper At Junior Canadian Championship

Dave Buis and Chris Power earned the right to represent the host fleet and country in the World Junior Championship by winning all five races in the two-day Junior Canadian Championship held at Northern Yacht Club, North Sydney, Nova Scotia just prior to the World Championship. Buis was runner-up in last year's championship held at Oakville. Second place finishers John McNamara and JoAnna Smith, North Sydney and Halifax, respectively, had finishes of 2-2-2-2, and dropped a third place for the last race, thus qualifying as Canada's second team. Perry Astaphen and Barry Gillis finished third. All the contestants were from the Northern Yacht Club fleet.

The race committee was relieved when Saturday's predicted heavy winds of 30 knots turned out to be a relatively mild but brisk 15 to 20. Sunday the winds were lighter still, but held at 10 to 12,

giving some of the lighter junior crews as much wind as they could handle.

FINISHES: 1. Dave Buis/Chris Power, 1-1-1-1-(1), 0 pts.; 2. John McNamara/JoAnna Smith, 2-2-2-2-(3), 12 pts.; 3. Perry Astaphen/Barry Gillia, (NF)-3-3-4-4, 27 pts.; 4. Tim McNamara/Robert Inglis, 4-(5)-4-3-5, 31.7 pts.; 5. Paul Jessome/Terry Hadden, 3-6-5-6-(7), 39.1 pts.; 6. Kathy Jessome/Glen Buis, 5-4-(6)-5-6, 39.7 pts.; 7. Mark Marnelli/Paul McDonald, 6-(7)-7-7-2, 40.7 pts.

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Gary Lewis Is Blue Circle Victor

With the regatta only being one week after the European Cup it was the hope, that as the two venues were so close, boats would not be taken away and a high turnout be recorded. Alas, it was not so — only eleven Snipes entered.

A force 4 blew for the first race, Saturday morning. At the first mark junior Micheal Townsend was leading our National Champion, Gary Lewis. But experience showed with Gary finding an opening and taking over. Although Gary extended his lead to around 50 yards Micheal held second. Both Paul Mason and David Lewin endeavoured to take young Townsend but he covered and fought them off. The gun went to Gary, Micheal then Dave Mason.

By the second race, that afternoon, the wind had dropped to 2. Gary Lewis took the lead straight away with young Micheal yapping at his transom. A lift took Paul Mason into Micheals position dropping him back to third. By the first lap Gary had held, as had Paul at second; but young Townsend was down to fifth. David Jones and Anthony Stratham respectively filled third and fourth. Then a lucky break, Anthony ran aground, attention was distracted by boats around and Micheal Townsend slipped through to



Len Miller in Clockwork Orange. Len, the 'old man of south England' is affectionately named. Always a firm supporter of the class, finished 7th overall. This year he is after winning the S. Eng. championship at Maldon . . . it's his year — '82.

second. Again he held. Giving first to Gary, 2nd Micheal, 3rd David Jones and Paul Mason taking a 4th.

Sunday morning, race 3. A perfect racing morning with a force 4. Gary Lewis again made the break through. Both Paul Mason and David Lewin tried to close on Gary, but it was not to be. A fight began for third and fourth between David Lewin and David Jones. With the gun Gary took first, Paul second whilst David Jones just managed to get by the husband and wife team of the Lewins to gain third.

The final race. Force 5. Gary was sure of being the winner, but the 2nd could go to either Paul Mason, David Jones or junior Micheal Townsend. This was to be interesting, though with a five blowing young Townsend has really not got the beef aboard. Good luck to him — he was to try! With good planing the crews got soaked and exhausted. There were a couple of retirements but despite the wind creeping up to six no capsizes.

Micheal held a 6th but Paul and David Jones claimed respectively a first and second.

The winning trophy went to Gary Lewis/Alan Williams, Budworth S.C., 0 pts.; 2nd, Paul Mason/Kevin Harvey 11 pts.; 3rd David Jones/Peter Wolstenholm, 14.4 pts.; with 4th going to junior Michael Townsend. 2nd, 3rd, 4th were all local Blue Circle Snipes.

A social evening was held on Saturday. Visitors were hosted in club members homes. It is unfortunate that over the last few years that the regular past attendance of French and Belgium crews have not continued.

With the '82 regatta over the Blue Circle fleet are now making plans for 1983 — as the club is under one hours drive from Dover perhaps next year the Belgium and French flag will fly alongside the Union Jack and burgee of Blue Circle Sailing Club.

*Paul Mason
Blue Circle Snipe Captain*

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Basic Snipe Sailing Manual

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Rob Gorman Aces At Spofford Lake Regatta

Boat	Skipper	Club	Places	Points	Finish
24110	Rob Gorman	Quannipowitt	1-1-1	0	1
23328	Dave Lence	Winchester	2-2-2	9	2
24573	Joel Zackin	Quassapaug	3-4-3	19.4	3
14090	Ed Younie	Spofford	4-5-5	28	4
16575	Jim Cunningham	Island Pond	5-3-10	31.7	5
16314	Leonard Dolhert	Cottage Park	9-6-4	34.7	6
21641	Greg Roche	Medford	8-8-6	39.7	7
23395	Todd St. John	Quassapaug	6-11-7	41.7	8
	Art Cunningham	Island Pond	7-9-8	42	9
25003	Sue Tabor	Cottage Park	10-7-9	44	10
20573	Martin Fraser	Medford	11-10-12	51	11
19385	Dan Cunningham	Island Pond	12-13-11	54	12
17510	Andy Gale	Spofford	11-12-15	56	13
11810	Alex Gemmell	Spofford	13-14-14	59	14
21633	Jim Fraser	Medford	16-16-13	63	15
19090	Jack Gemmell	Spofford	15-15-17	65	16
23833	Randy Locke	Spofford	17-17-16	68	17

*Jack Gemmell
Spofford Lake Fleet 751*

Creative Bionics For The Snipe Skipper

The season is past and the true athlete heads for the hospital to have his body repaired for the coming year. A baseball player lies on the surgeon's table having a stainless plate installed near his left ear; a football player proudly fingers the laces that cover his new steel and teflon knees. Like dueling scars at Heidelberg, such operations have become the mark of the superjock.

Are we sailors ready for the big time? Yes, I say, I at least am ready. Next month I shall enter the hospital for delicate ophthalmological and neurological surgery. When the bandages are removed I will have a third eye implanted on the back of my left arm over the elbow. To operate this eye I will have a third cerebral hemisphere installed in the abdominal cavity.

I will resist the natural inclination to mount the eye on the back of the head, for the left elbow provides a superior

view under the boom of a competitor's boat. Moreover, at shopping malls small children will stare and point at you if they see an eye in the back of your head, whereas a long sleeve shirt will neatly cover the eye at the elbow when it is not otherwise needed for sailing.

The need for and use of this third eye can best be illustrated by the next to last race of the season. I had reaped nothing but disappointment over the previous weekends, but here at last was a chance to win a race; only one boat lay between me and the finish line. As we rounded the leeward pin and drove our boats into the frigid water we were cheek and jowl. Six more inches for him and he would choke me off, six inches more for me and I would have him in my backwind.

Locked in this encounter, we strained at our hiking straps for several minutes until I broke his lee and forced him to tack away. There was a moment of tri-

umph, but only a moment, for as I looked about I found that four boats had taken the opposite tack at the leeward pin and they now led us by a comfortable margin. We had missed the forest for the trees! Keeping our two boats moving at top speed had tied up all of our senses, both halves of our brain, and all of our concentration. The eye could not leave the luff of the sail or the wave patterns ahead, the hand had to constantly sense the tiller. Now with my third eye and mental augmentation I will be able to survey the scene and contemplate the overall strategy without breaking stride.

This marks only the beginning of what can be done in the surgical suite to adapt the human body to the sport of sailing. Eyebrows that protrude four inches should prove popular in the rain and sun, small boat sailors will welcome knee fusion operations, and for the beer drinkers: dual bladders implanted near the shoulders. The winning ticket in this decade will be the Blue Cross Card!

Lou Joline

Lake Lotawana Snipe Fleet 49

Jeff Evans Triumphs At District III Championship

The Lorain Sailing Club fleet (until recently the newest Snipe Fleet in the world - No. 785) hosted the District III Championships for the Chalmers-Burns and Dunphy Trophies on July 23-25, 1982. Competing off the south shore of Lake Erie, the thirty-four skippers from all areas of the district were treated to some pretty ideal sailing. With the crack race committee work of Lorain's Bob Balmert and staff we were shown exactly how championship races should be run. Bob confidently banged off seven complete races right on schedule without one general recall.

Friday's qualifying races saw three different winners in light to medium conditions. John Walton took the 1st race, Fred Rozelle the 2nd, and Greg Fisher the 3rd.

On Saturday the wind picked up to a near perfect 12-15 mph with some good ole Lake Erie chop. In the Chalmers-Burns division Jeff Evans was already relinquishing last year's champion Greg Fisher of his throne with a 5-1-1 day. Greg, Sam Mollett and John Irvine all were close on Evans' heels, though, and going into Sunday everyone still had a chance. Sunday dawned with an 8-12 mph breeze and Evans had no sweat showing as he took a second to Dick Mitchell to easily win the series. The top ten were rounded out with

Boat	Skipper	Club	Places	Points	Finish
24682	Jeff Evans/Bill Donath	Springfield	5-1-1-2	13	1
23619	Greg Fisher/Jeff Eiber	Hoover	1-2-8-7	30	2
23624	Sam Mollett/Brian Mollett	Portage Lakes	3-4-2-10	32.7	3
24271	John Irvine/Andy Place	Cowan	2-3-7-9	36.7	4
24688	John Walton/Laura Spangler	Crescent	6-8-3-4	39.4	5
24272	Bob Rowland/Sandy Rowland	Cowan	7-6-6-3	42.1	6
25250	Bill Buckles/Terry Bihary	Lorain	8-5-4-8	46	7
24333	Fred Rozelle/Jean Rozelle	Crescent	4-11-5-6	46.7	8
24307	Dick Mitchell/Patti Fisher	Hoover	9-7-13-1	47	9
24331	Ken Van Waggen/Maureen Van Waggen	Lorain	11-9-10-5	58	10

Boat	Skipper	Club	Places	Points	Finish
21120	Robby Hill/Joey Benz	Acton	4-2-2-2	17	1
17511	Criss Croasdale/Ray Croasdale	Gull Lake	5-1-4-3	23.7	2
23968	Paul Wood/Kathy Wood	Portage Lakes	1-4-3-9	29	3
24802	Bill Willmarth/Nancy Willmarth	Barton	2-7-1-7	29	4
21465	Martin Keen/Jeff Peterson	Cowan	7-5-5-1	33	5
24096	David Smith/Michele Bolyard	Cowan	3-3-7-10	40.4	6
20302	Tom Gougeon/Julie Gougeon	Cowan	10-6-10-5	53.7	7

a fine compliment of husband/wife or father/son teams. A great example of how competitive everyone can be in our class.

In the Dunphy Series Rob Hill sailed a very consistent 4-2-2-2 to edge out his division for the first place title. Criss Croasdale, Paul Wood, Bill Willmarth, and Martin Keen each won a race in the series but could not hold up in the other races to Hill's consistency and ended the series 2nd through 5th respectively.

I am sure a highlight for all was the Saturday evening buffet. The entire group was treated to video footage of themselves in action during Friday and Saturday's events. The film was shown on the TV in the club's bar and it kind of took on the

atmosphere of a loud bunch of football players watching old game films. Plenty of fun remarks and boastful good humor made it a great night. Bill and Nancy Willmarth provided some unforgettable footage as they were caught in action practicing capsizing procedures before a race. Everyone went to bed laughing that night.

All in all the Lorain Sailing Club was proud to have hosted the series and we hope that everyone went home a winner in some way. If you made new friends as I did, I'm sure you were a winner. We hope to see everyone back in Lorain in the near future for another great time.

Ken Van Waggen
Regatta Chairman

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