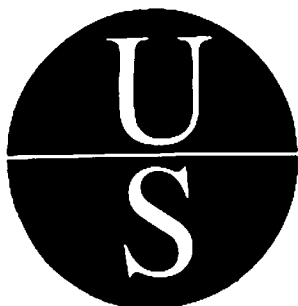


SNIPE BULLETIN



NOVEMBER 1985



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1, 2, 3, 4, 5, 6, 7, 8

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2,3,5	U.S. NATIONAL CHAMPIONSHIPS	'84
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1st	WELLS	'84
1st	DISTRICTS 1, 6, 7	'84
1,3,4,5	SOUTHERN CIRCUIT	'84

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SNIPES BULLETIN

(USPS 611-500)

SNIPES CLASS
INTERNATIONAL RACING
ASSOCIATION

NOVEMBER 1985

Volume XXXIV 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.

Deductible Dollar Donations

Donations to SCIRA under IRS provision 501 (c)(3) are deductible from individual U.S. income tax payments. This provision was granted to SCIRA in 1981, and at the U.S. Board meeting that year, three special categories for contributors were created: Sustainers, \$50; Sponsors, \$100; and Benefactors, who contribute over \$100. Donations have been received under this program; the most generous from a benefactor who requested anonymity.

We request your donations, which may be designated for special funds if you so request. Any such donations will be acknowledged in a special section of the *Bulletin*, and a SCIRA blazer patch will be awarded to each donor.

The August 1981 issue of the *Snipe Bulletin* carried an article by Tom Hood and Paul Festersen, who worked on gaining this provision for SCIRA. This article, which goes into detail on the history and application of 501 (c)(3) to potential contributors is reprinted in this issue.

Submerged Rules

Room to Round

By Gary Boswell
Dallas Fleet 1

Without exception every downwind buoy confrontation engenders two laments — "give me room . . . lots of room! I must have more room to round!" and "you've got more room than you need now turkey breath!" I have, for sure, edited out scores of expletives — you may restore them yourself — yet even without the expletives this scene should be familiar. But can you answer the question, "How much room is permitted by the racing rules?"

Rule 42.1 (a) states that "room is the space needed by an inside overlapping yacht, which is handled in a seamanlike manner in the prevailing conditions, to pass in safety between an outside yacht and a mark or obstruction, and includes space to tack or gybe when either is an integral part of the rounding or passing maneuver." Say that with your mouth full of rutabaga. But does this mouthful permit you to swing wide on the approach to a downwind mark to minimize the distance to be sailed to windward? Certainly this is an oft-used tactic. As regular readers have undoubtedly guessed there is an appeal that answers these very questions.

Appeal #119 comes to our aid in this hour of need. It involves two yachts round-

ing a downwind mark with the inside yacht being the weather yacht. Both the initial protest committee and the District appeals committee missed the significant point — that the inside yacht was the weather yacht. They became fixated on whether the inside yacht sailed below her proper course. The protest committee even cited Rule 35 (Limitation on Altering Course) even though this rule clearly states that it applies only to a right-of-way yacht. They also held that an inside yacht is entitled to sufficient room to sail so as "to finish as quickly as possible." The National Appeals committee rightly pointed out that Rule 35 was not applicable and stated that the rules that did apply were Rule 37.1 (When overlapped a windward yacht shall keep clear of a leeward yacht) and 38.1 (. . . a leeward yacht may luff as she pleases, subject to the proper course limitations of this rule.), rules that apply between overlapping yachts. Put simply, the question, assuming that the outside yacht did not have luffing rights, is: Was she sailing above her proper course?

The National Appeals committee then provided us with our nugget of gold . . . our long sought-after Submerged Rule when they wrote, "Room means the room needed to round or pass in a safe and seamanlike manner in the prevailing conditions, and *not all the room the inside yacht might like to take to make a tactically desirable rounding.* (emphasis supplied by yours truly). They went on to disqualify the inside yacht under Rule 37.1 "a windward yacht shall keep clear of a leeward yacht."

Now here are two novel concepts to many — (1) that a windward inside yacht is still subject to staying clear of the outside leeward yacht after entering the two boat length circle (that is, she is not relieved of her responsibility to sail a proper course by entering the two boat length circle) and (2) that room to round a mark does not include room to make a tactically desirable rounding.

Try that on your friends the next time you are rounding a buoy if you want to learn some of the expletives that I omitted

(Continued on page 5)

THE COVER

A four thousand dollar cleat? Andrew Moeller firmly clamps the main sheet between his teeth, as crew Paul Andrepoint cleats the jib more conventionally in the U.S. Junior Nationals at Crescent Sail Yacht Club, on Lake St. Clair. Ralph Deeds photo.

De-mystifying SCIRA's Tax Status

Those who are meticulous readers of the *Bulletin* will have noticed that board minutes in recent years contain mysterious references to "tax status." These references have generally been associated with the name of the incumbent commodore. After plodding along with the thing for some time, the said Concrete Duck, in a paralyzing stroke of brilliance, managed to dragoon a Real Tax Lawyer (RTL). RTL is Thomas R. Hood of Fleet 309 in Omaha, Nebraska, who with the admiring assistance of the Executive Secretary and the Concrete Duck, was able at last to push the project over the top.

We are therefore pleased to announce that the Internal Revenue Service has granted the application of SCIRA for approval as an exempt organization under Section 501 (c) (3) of the Internal Revenue Code. This status is effective retroactively as of October 4, 1976.

Isn't that swell? The magnitude of this accomplishment will be evident to those who consider that theretofore and since June 8, 1959, SCIRA had been exempt only under Code Section 501 (c) (7) and its predecessors. That makes everything clear, does it not?

As you know, William F. Crosby designed the Snipe in 1931 and founded SCIRA in 1932. The old exemption pre-dates SCIRA's formal corporate existence, which began on September 9, 1954, with the filing of articles as a non-profit corporation in the State of Ohio. The initial Board of Directors provides some names with which to conjure: Theodore A. Wells, Edwin W. Williams, R.W. Viegland, Hub E. Isaacks, W. Birney Mills.

The principal benefit of our previous tax status was an exemption from federal income taxes. The new status, first authorized under the Tax Reform Act of 1976, is a special category applicable to a charitable organization formed to "foster national or international amateur sports competition (but only if no part of its activities involve the provision of athletic facilities or equipment)."

The prime significance of the new category is that charitable contributions made to SCIRA are now deductible in computing the donor's own federal taxes. The new status therefore makes official that which we have long known in our hearts: Sniping is an activity every bit as benign to man as the ministrations of the Red Cross or your local church.

Therefore, the next time you get one

of those little booklets with the return envelope from your church, your alma mater, or the Home For Wayward Progeny of Concrete Ducks, read the instructions, consult your tax advisor, and make your check payable to SCIRA instead.

Levity aside, members of the Snipe fraternity tend to be members for life. Many of our happiest hours have been spent in the activities of the class. The memories shared within our families and the lessons learned by our children in their growth to maturity owe a considerable debt to the salutary atmosphere and the honorable competition of yacht racing in the Snipe class. In this, our fiftieth anniversary year, we think it is particularly appropriate for the membership to consider donations to SCIRA, which are now for the first time tax deductible.

The benefits are the same as those associated with any qualifying charitable deduction. For example, the net cost of giving is a function of the donor's marginal tax bracket. If the amount of the gift would have been taxed in the fifty percent bracket, the actual cost of the gift is only half the amount of the contribution. The same principle applies to the reduction of estate taxes in the case of testamentary bequests.

A contribution of appreciated stock, securities or similar property held longer than one year may result in additional advantages. Although the amount of the charitable deduction is reduced by forty percent of the unrealized appreciation in the property, there is complete relief from capital gains tax on any of the appreciation. Needless to say, the technicalities of the law and varying individual circumstances suggest that donors consult their individual tax advisors.

As with anyone in these inflationary times, SCIRA's expenditures for its mission are constantly on the increase, and SCIRA has been no more successful than most of us in finding ways to increase its income to match its needs. The expenses of general operations, and particularly the expenses of conducting major international championships, continue to mount.

As most of you are aware, the United States is about the only country in the world (at least among the forty-some countries in which Snipe is present) which provides no government support for amateur sports competition. This year we expect the expenses of hosting the Thirtieth World Championship at Long

Beach will occasion a serious depletion of the modest reserves built up in the separate SCIRA-U.S. fund.

SCIRA welcomes your support and can most certainly put any contributions to good use. We anticipate the board will hereafter consider establishing particular uses which donors might find most agreeable for their contributions, and we invite any prospective donor to contact the Executive Secretary or the officers in the matter.

The new tax status provides certain other benefits. Principal among them will be the deductibility to officers of the association, official delegates and representatives of a reasonable amount of expenses they incur in attending meetings and otherwise performing their duties. These expenses can and have been a considerable burden to officials who faithfully attend board meetings at distant locations, who serve as delegates to official business meetings such as those of the USYRU, and who otherwise advance the interests of SCIRA. For the many individuals who have and will continue to defray these expenses from their own pockets, the deductibility of such items comes as welcome and well-deserved relief.

The new status confers other benefits, such as relief from state sales taxes. A particularly attractive possibility is that, to the extent membership dues can be determined to exceed the monetary benefit of membership, some portion of the dues may properly be treated as a charitable contribution by the member. The matter of a breakdown in the dues structure which would permit a portion of your SCIRA dues to be deductible is presently under study, as are the possibilities of establishing classes of membership at varying rates, such as at your favorite symphony, community museum, and neighborhood USYRU.

That, in sum, is what is so important about the difference between "(3)" and "(7)." Aren't you glad you asked?

Thomas R. Hood
Paul F. Festersen

Room to Round

(Continued from page 4)

at the beginning of this learned discourse. Appeal #12 is totally consistent with this ruling, but the language of the decision does not provide a clear-cut Submerged Rule relative to the question of room.

Thus, in terse form our Submerged Rule is "Room to round a mark does not include room to make a tactically correct rounding, but only the room necessary to make a safe seamanlike rounding."



Start of Race #4. Scott Ferguson (#25090) to weather, Ed Adams next boat down (numbers obscured, but insignia showing on main), Chris Friend next boat down (#25430) and furthest to the right of the photo. Others include Art and Jennifer Rousmaniere (#25412) and Sue Dierdorff (#25764).

Ed Adams Repeats As District I Titlist

Fort Adams Sailing Association hosted the District I Championship on June 29-30 on Narragansett Bay. Ed and Meredith Adams of Newport, RI, won the event for the third time in a row with 12 1/4 points. Chris Snow and Cheryl Beck of Annapolis, MD, were second with 27 points, with Art and Jennifer Rousmaniere of Tewksbury, MA, third with 32 points. A total of 30 boats sailed the regatta.

The Junior Championship was not sailed this year due to only one registrant, Jimmy and Michael Bowers of Winchester, MA. They split up for the District Championship, with each of them steering their own boats. Jimmy, sailing with his father, Jim (is he a junior?) finished in tenth place with 55 points, while Michael was top junior in 17th place with 79 points.

Three races were sailed Saturday in a light rain with wind from the east at 5 to 12 knots. The first race, a triangle-windward course, was won by Adams. The next four boats exchanged positions all the way from the leeward mark to the finish line, with Scott Ferguson of Newport, RI, finally taking second, Susan Dierdorff of Annapolis, MD, third, Jonathan Bartlett of Annapolis fourth and Chris Friend of Newport fifth.

The second race was an Olympic course, and was won by Chris Friend, with Jim

Bowers of Winchester, MA, in second and Chris Snow in third.

The third race was again an Olympic course, with the wind quite fluky on the last leg. Adams won this race followed by Dierdorff and Friend. The day ended with Adams in the lead with 8 1/2 points, followed by Friend with 8 3/4, Snow with 16, and Ferguson and Dierdorff, each with 17 points.

Sunday provided a typical sea breeze in Newport. The fleet drifted around until

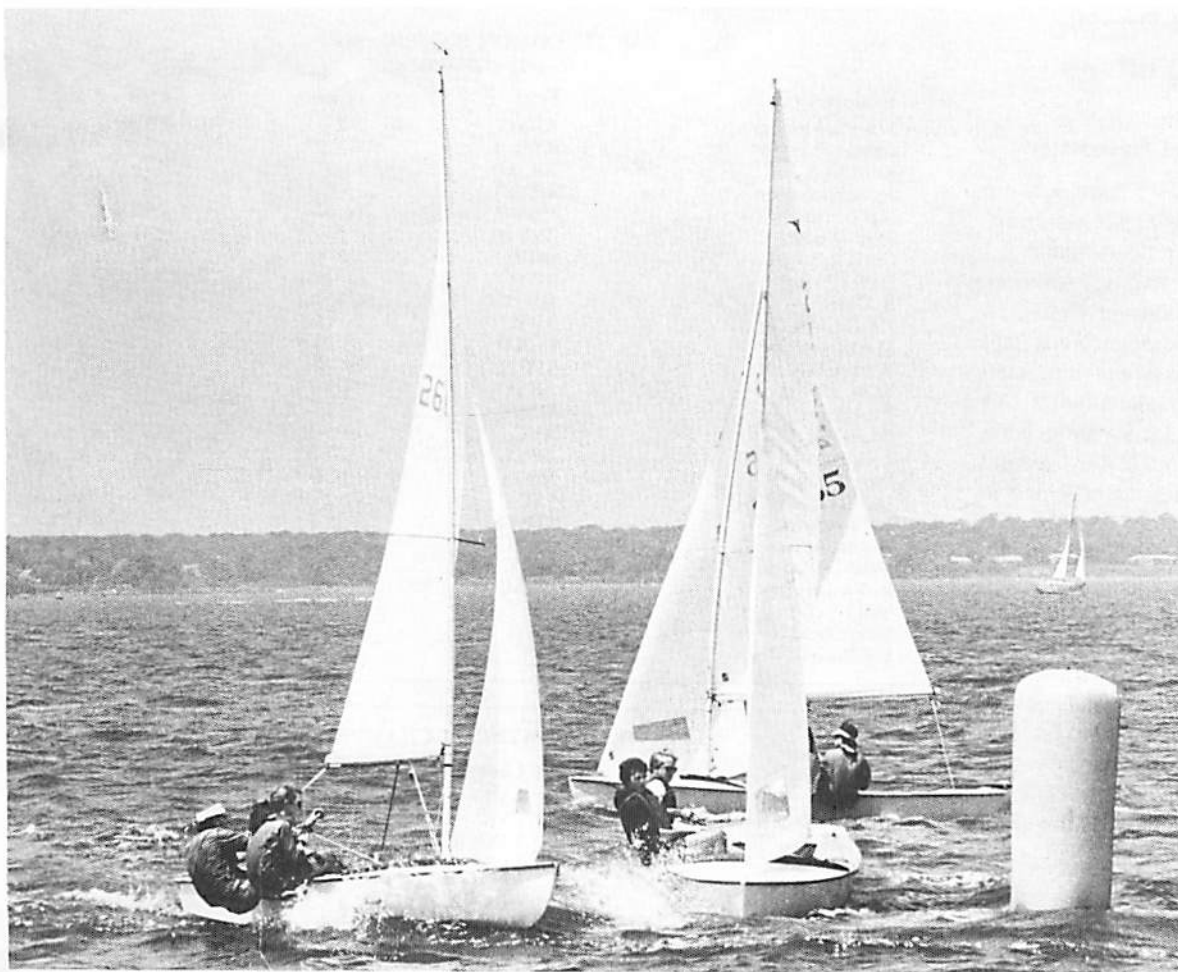
1:30 p.m. when the breeze filled in at about 10-15 knots from the southwest. A triangle-windward course was signaled, and Adams won this race with Fred Thurston of Annapolis in second, and Fred Abels of Pine Beach, NJ, in third.

Going into the last race, Adams had a good lead, with Friend, Snow, Rousmaniere, Ferguson, and Bartlett each with a shot at second place. Jens Hookanson of Newport won the final race, with Bartlett in second, Adams in third, Rousmaniere in fourth and Snow in fifth.

Chris Friend
Narragansett Bay Fleet 17

DISTRICT I CHAMPIONSHIP (Top 20 of 30 Boats)

Skipper/Crew	Fleet	Places	Points	Finish
Ed and Meredith Adams	Narragansett Bay	1-7-1-1-3	12.25	1
Chris Snow/Cheryl Beck	Annapolis	9-3-4-6-5	27	2
Art and Jennifer Rousmaniere	Winchester	6-6-8-8-4	32	3
Jonathan Bartlett/Alex Stout	Annapolis	4-13-5-9-2	33	4
Chris Friend/Pam Beckmann	Narragansett Bay	5-1-3-10-19	37.75	5
Scott Ferguson/Geoffrey Ewenson	Narragansett Bay	2-8-7-5-17	39	6
Jens Hookanson/Ted Mount	Narragansett Bay	17-5-14-11-1	47.75	7
Fred Abels/Dan Coughlin	Pine Beach	7-4-24-3-10	48	8
Susan Dierdorff/Scott Taylor	Annapolis	3-12-2-18-14	49	9
Jimmy Bowers/Jim Bowers	Winchester	21-2-6-20-6	55	10
Paul Cannon/Roland Devries	Annapolis	12-21-9-4-9	55	11
Fred Thurston/Laurie Jones	Annapolis	14-25-10-2-8	59	12
Harry Levinson/Sarah Crane	Medford	13-9-11-15-13	61	13
Matt Corbishley/Jim Harris	Narragansett Bay	22-15-12-13-15	71	14
Dina Horwitz/Doug Frazee	Annapolis	10-17-19-16-16	77	15
Lee and Karla Griffith	Pine Beach	25-23-17-7-7	79	16
Michael Bowers/David Koepf	Winchester	11-19-23-14-12	79	17
Rob Gorman/Wayne Huntley	North Cove	28-14-18-12-18	90	18
John Lally/Lorrie Kelley	Massachusetts Bay	8-11-20-ds-ds	101	19
Fred Hagedorn/Diane Riefenstahl	Winchester	23-20-15-19-ds	108	20



First weather mark rounding of Race #4. Adams is bearing away in 1st, with Paul Cannon pinching around mark.

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Segerblom Wins Pacific Coast Title — Again

From the
San Francisco Fleet Newsletter

The 1985 Pacific Coast Championship was held in the Sierras at scenic Huntington Lake. Forty-four boats made for exciting and competitive sailing. All three races were sailed in moderate winds.

In the first race, Mike Segerblom held off John Franco in a massive tacking duel the last windward leg to take a bullet. An electrical storm on Saturday afternoon forced the cancellation of the second planned race. The regatta was decided in the final race Sunday. Franco won the race and could only hope for Segerblom to slip back to fifth, which would have given him the regatta by 3/4 of a point. But Segerblom wrapped up this regatta for the third straight year by finishing fourth, giving him a 1/4 point victory. Keith Dodson with a mediocre first race, finished the last two races with seconds to end up third overall. Jerry Thompson was fourth and Jeff Lenhart was fifth rounding out the top five.

DeMattes Win 44th Italian Nationals

Guiliano and Diego DeMatte are the new national champions for Italy, having won the 44th Italian Snipe National Championship held July 1-6 at Club Nautico Rimini, Rimini, Italy.

Antonio Bari with crew Di Girolamo finished second, 6.3 points behind DeMatte, who was able to drop a DSQ, while Bari's worst race was a 10th, in the six race with one drop series. Aldo Bottagisio and Marco Lise were third. Guiseppe and Gina Zaoli finished fourth, and former champions Brezic and Penso were fifth.

Italy has three regional fleets made up from many clubs, and all areas were well represented in the 48-boat fleet.

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PACIFIC COAST CHAMPIONSHIP (Top 25 of 44 Boats)

Skipper/Crew	Fleet	Places	Points	Finish
Mike Segerblom	ABYC	1-1-4	5.50	1
Jack Franco	BYC	2-3-1	5.75	2
Keith Dodson	ABYC	13-2-2	17	3
Jerry Thompson	ABYC	15-6-7	28	4
Jeff Lenhart	MBYC	16-4-9	29	5
Robb Walker	ABYC	4-12-13	29	6
Chris Rabb	HHYC	3-8-19	30	7
Dave Chapin	ABYC	8-11-11	30	8
B. Garis	MBYC	6-15-12	33	9
Jim Grubbs	ABYC	17-13-5	35	10
Mark Folkman	KHYC	28-10-6	44	11
Warren Wheaton	STFYC	29-7-8	44	12
Allison Jolly	ABYC	14-9-23	23	13
Pat Muglia	MBYC	12-19-16	47	14
Grant Hill	AYC	10-5-33	48	15
Dick Schmidt	ABYC	5-22-22	49	16
Dave Schibler	MBYC	19-28-3	50	17
Dave Haggart	SYC	11-27-14	52	18
Jeff Johnson	STFYC	7-29-25	61	19
Dennis Allison	ABYC	30-14-21	65	20
Doug DeSouza	SDYC	22-17-26	65	21
R. Vandermeer	LMSC	27-16-27	70	22
Ned Nicolls	STFYC	9-31-32	72	23
Steve Stroebel	ABYC	20-23-30	73	24
Bill Denhart	EYC	21-32-20	73	25

44th ITALIAN NATIONAL CHAMPIONSHIP

Boat	Skipper	Club	Places	Points	Finish
25159	DeMatte/DeMatte	AVT	3-3-1-1-5-dq	21.4	1
26143	Bari/Di Girolamo	CVS	1-2-10-5-2-6	27.7	2
26145	Bottagisio/Lise	VYC	2-5-2-3-7-dq	34.7	3
25451	Zaoli/Zaoli	YCS	7-1-3-12-6-3	36.1	4
25143	Brezich/Penso	STV	9-6-7-2-10-1	42.7	5
26133	Monteggia/Gaia	CVMV	5-8-5-4-9-4	50	6
26139	Casciaro/Calliari	AVLC	6-4-8-15-11-2	53.7	7
26141	Conelli/Parachini	CVBV	4-11-26-8-4-9	62	8
18617	Rossi/Arrighi	CCS	16-9-11-6-1-dq	65.7	9
26138	Pellicini/Prestinoni	AVAV	13-7-6-11-30-7	73.7	10
21939	Marangon/Sambo	CNC	15-10-9-18-12-10	86	11
25562	Bernardis/Piazza	AVT	18-12-13-26-16-8	97	12
25567	Cecchieri/Cecchieri	CNS	10-20-12-25-15-13	100	13
26151	Ascoli/Ziglion	CVMC	8-rt-4-13-8-dq	110	14
24628	Bensa/Bensa	AVCC	14-14-14-22-20-18	110	15
23568	Orlando/Baravelle	YCS	20-16-15-17-13-19	110	16
25568	Masutti/Masutti	SVOC	12-nc-25-23-21-5	115	17
26146	Bruni/Bruni	CVC	19-19-21-28-14-17	120	18
25781	DeCarolis/DeCarolis	CNR	32-24-19-20-27-11	131	19
22771	Casiaro/Ansaloni	AVCC	25-13-18-34-33-12	131	20
25789	Bernardis/DeMatte	AVT	28-23-22-7-22-nc	132	21
23454	Zerbato/Cracco	VCV	23-30-16-16-24-23	132	22
25149	Bragantini/Bragantini	CNB	30-18-rt-19-17-21	135	23
26152	Campari/Cerini	CVEV	22-25-23-27-31-15	142	24
21942	Gaya/Marolli	LNI MI	21-21-30-24-19-nc	145	25
20366	Ghirardini/Trafoyer	AVCC	11-15-dq-41-36-16	149	26
19804	Ballarin/Penzo	CNC	ps-17-20-33-38-14	152	27
25861	Vicidonini/Vestri	CCS	nc-nc-17-9-3-dq	153.7	28
22772	Zandra/Angeli	AVT	26-28-29-32-26-20	159	29
25857	Morini/Milan	SVOC	17-9-28-29-28-nc	161	30
25854	Braga/Parodi	UVM	29-22-24-43-3-26	163	31
26150	Huber/Huber	CVO	36-rt-27-10-18-nc	170	32
19147	Lovato/Diamantini	VCV	27-27-dq-31-29-28	172	33
20952	Ferrari/Venzo	AVT	33-31-32-42-35-25	186	34
22757	Borea/Rebussi	YCS	31-32-rt-21-25-nc	188	35
25571	Longhi/Bassetti	CVO	24-nc-rt-14-23-nc	189	36
25790	Nordio/Marangon	CNC	38-26-dq-37-37-22	190	37
24173	Nordio/Nordio	CNC	37-33-34-40-34-24	192	38
23438	Tosato/Liverani	CNR	ps-35-36-30-39-30	200	39
23440	Perini/Monteverde	CNC	34-34-33-36-rt-nc	216	40
22769	Armellini/Lucchi	AVT	35-nc-31-35-40-nc	220	41
21938	Brioli/Alvisi	CNR	rt-nc-35-38-42-27	221	42
21952	Cardini/Larossa	VYV	rt-nc-37-39-41-29	225	43
25966	Lipani/Baculo	CVEV	40-rt-rt-44-43-nc	255	44
25139	Patrignani/Patrignani	LNI Nervi	39-rt-nc-45-44-nc	256	45
21941	Suttora/Pugliese	LNI MI	rt-nc-nc-nc-nc-nc	275	46
21949	Marchignoli/Marchignoli	CNP	rt-nc-nc-nc-nc-nc	275	47
25795	Torielli/Rulent	CVMO	rt-nc-nc-nc-nc-nc	275	48

OFFICIAL POCKET PATCH

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District III Championship Lead by Rick Wood

A revamped two-day schedule and local Nationals location led to a strong 43 boat turnout for the District III Championships. Sailed under the auspices of the Lorain Sailing Club, five races were sailed under sunny skies with light to moderate breezes.

Recently naturalized Ohio resident Craig Leweck held the advantage Saturday night after a strong 3 race performance. With Rick Wood and Matt Fisher close behind, Sunday promised to hold an exciting conclusion to the championship Chalmers Burns fleet, as well as the consolation Dunphy division.

Saturday evening's festivities were hosted by Ken and Maureen VanWagnen in their new lake front estate. Calzones, music, and beer were the order of the night. A great time was had by all, and we hope Ken's neighbors are still on speaking terms with the new residents.

In Sunday's final two races a battle developed between Leweck and Wood. Going into the last race Leweck had to put

Boat	Skipper
26110	Rick Wood
25848	Craig Leweck
23621	Matt Fisher
25676	Dick Mitchell
24114	Paul Levinson
24271	John Irvine
24582	Jeff Evans
25418	John Walton
25524	Ken VanWagnen
25489	Fred Rozelle

DISTRICT III CHAMPIONSHIP A FLEET (Top 10 of 22 Boats)

Fleet	Places	Points	Finish
PLYC	1-6-5-2-10	23.75	1
HYC	2-1-7-5-9	23.75	2
HYC	5-4-3-6-8	26	3
LSC	6-5-9-4-2	26	4
ISC	7-12-2-1-11	32.75	5
CLSA	12-9-10-3-4	38	6
IBYC	4-2-28-9-1	43.75	7
CSYC	3-3-15-18-5	44	8
LSC	14-16-4-7-6	47	9
CSYC	9-8-6-19-7	49	10

B FLEET (Top 10 of 21 Boats)

26290	Colt Weatherston	CSYC	4-1	4.75	1
26300	Bill Buckles	LSC	1-4	4.75	2
25169	Steve Carter	HYC	2-5	7	3
25863	J. Crookston	Wall Lake	6-3	9	4
25379	Brad Warne	HYC	3-7	10	5
18886	Bill Coberly	CDYC	10-2	12	6
23332	Bob Frechette	PLYC	8-6	14	7
25760	Dick Parker	LSC	5-10	15	8
23990	J. Brown	PLYC	11-9	20	9
20302	Terry Bihary	LSC	9-12	21	10

a boat between himself and Wood to win. With both boats buried for most of the race, Wood came on at the finish to catch Paul Levinson, thereby finishing right behind Leweck and taking the Champion-

ship on a tiebreaker. Two and one-half points back, Matt Fisher edged out Dick Mitchell for third place.

Tie breakers were the order in the Dunphy fleet as well. With identical 1-4 finishes Colt Weatherston edged out Bill Buckles for first place. Third place went to Steve "Beerhunter" Carter.

A special thanks to regatta chairman Dick Parker and the Lorain Sailing Club for a most successful districts.

*Dick Mitchell
Lorain Fleet 785*



Doug Wefer and Kris Meyer, right foreground, are 1985 winners of the George Becker Memorial Trophy. The one-race regatta was held July 4 at Sea Cliff Yacht Club, Long Island. The race course is in the background of the photo. Others in the photo: L to R: Chip Freebody, Gryan Dougherty, Steve Shepstone, Judy Williams, B.J. Burtis, and Billy Burtis. (Thanks to Jack Williams for the photo and results.)

GEORGE BECKER MEMORIAL

Skipper/Crew	Fleet	Places	Points	Finish
Doug Wefer/Kris Meyer	SCYC	1	.75	1
Shepstone/Shepstone	SCYC	2	2	2
Dougherty/Burtis	SCYC	3	3	3
Williams/Sheehan	SCYC	4	3	4
Freebody/Freebody	SCYC	5	5	5
Lawson/Lawson	SCYC	6	6	6
Howe/Schnipper	SCYC	7	7	7
Schnipper/Schnipper	SCYC	8	8	8

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Doug Day Is Rocky Mountain Victor

The 23rd annual running of the Rocky Mountain Snipe Championship was once again held at the Grand Lake Yacht Club, in Grand Lake, Colorado.

The first three races were very light and fluky, however, the wind finally came up late Sunday and the out of towners were convinced that Colorado does have good steady winds once in a while.

The first race was won by Doug Day

with Rick O'Brien a distant sixth. However, Rick regrouped and came back to win the second and third races. Doug was not to be denied and took the fourth race for first overall.

The regatta dinner was held at the rustic Grand Lake Lodge. We were seated on the porch overlooking the lake from high upon the mountain. A very spectacular view! If you enjoy vacationing in Colorado bring your boat next year and combine your vacation with a great regatta.

*Jack Clodfelter
Rocky Mountain Fleet 210*

ROCKY MOUNTAIN CHAMPIONSHIP (Top 10 of 15 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
25950	Doug Day	Kansas City	1-3-2-1	8.7	1
25200	Rick O'Brien	Ft. Collins	6-1-1-2	15	2
17151	Bruce Hurst	Tulsa	5-2-3-3	26.1	3
25652	Bob Ewelt	Lincoln	4-4-5-6	39.7	4
20882	Norm Spahr	Denver	2-dnf-4-4	40	5
16100	Carl Lundstrom	Denver	3-9-11-7	50.7	6
19263	Jack Clodfelter	Denver	8-10-6-8	56	7
14505	Jim Mackenzie	Denver	10-8-9-9	60	8
19064	Bill Eichelberger	Denver	9-5-7-dnf	60.7	9
24810	Bob Boden	Denver	7-7-8-dnf	61	10

Stone International Boasts Fine Competition

This year's Stone Open Meeting, June 15-16, at Stone Sailing Club, England, was contested by an entry of 17 boats, but what was lacking in numbers was compensated for by the quality of the entrants.

Leading contenders were Peter Wolstenholme from Blue Circle S.C., Tony Statham from Budworth S.C., Paul Mason also from Blue Circle and Alexander Lewin from Stone, who is due to represent the U.K. at the Junior European Snipe Championships in Portugal in August.

The cast was assembled for a weekend of battle, but after a seasons of storms and gale force winds the wind forgot to come.

The two Saturday races found the fleet chasing catspaws of wind all over the course and places changed so that first became last and last became first. In spite of this the lead was always a contest between Alexander Lewin, Tony Statham, and Peter Wolstenholme; the day ending with a win for Lewin and Walstenholme.

Charles Frost who recently returned to Snipes, after four years at University, sailed his brand-new Danish Snipe into third place in race 2 and I think next year we shall see several new sister boats in the country. The boat attracted much interest with its new deck. It pointed high and sailed fast. When Charles and his brother, Peter, regain their form they should be hard to beat.

Saturday night we all sat down to a

delightful dinner with only two short speeches.

Sunday produced a little more wind for the morning race and the finishing order was Wolstenholme, Statham and Lewin.

The final race was delayed for forty minutes while we waited for a nearby powerboat club race to finish as due to their poor race instructions, or navigation, thirty power boats, at speeds up to 70 mph, used the windward mark as their turning mark.

At last the breeze filled in, and a jolly good sail was enjoyed by all. In a thrilling final beat Tony Statham snatched victory from David Lewin (father of Alexander) and Peter Wolstenholme; the three boats all finishing a few inches apart in a tacking battle in which anyone could have been first across the line.

*David Lewin
Stone Fleet #372*

STONE INTERNATIONAL OPEN (Top 10 of 17)

1. Peter Wolstenholme, Blue Circle S.C.; 2. Alexander Lewin, Stone S.C.; 3. Tony Statham, Budworth S.C.; 4. Charles Frost, Stone S.C.; 5. David Lewin, Stone S.C.; 6. Gavin Watkins, Stone S.C.; 7. Paul Mason, Blue Circle S.C.; 8. Paul Sardar, Stone S.C.; 9. Michael Fish, Blue Circle S.C.; 10. Mark Lawry, Stone S.C.

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ROCKY MOUNTAIN HIGH! Snipe on Grand Lake. District II Governor Doug Day was the winner.



Crowded mark roundings were the norm on the small Mystic Lake.

WINCHESTER INVITATIONAL (Top 10 of 30 Boats)

Boat	Skipper	Club	Places	Points	Finish
25708	Ron/Ann Sandstrom	Winchester	7-1-2-2-5-3	12.75	1
25412	Jennifer/Art Rousmaniere	Winchester	3-15-1-11-7-1	22.75	2
21440	Steve/Kathy Sprole	Cottage Park	9-2-4-10-1-9	24.75	3
25710	Jim Jr./Jim Bowers Sr.	Winchester	1-dsq-9-6-6-4	25.75	4
26099	Meredith Adams/Amy Wardell	Newport	5-13-dnf-1-2-5	25.75	5
22285	Harry Levinson/Sarah Crane	Winchester	2-12-8-4-10-2	26	6
25435	Dave Lence/Bill Alaberti	Winchester	6-4-pms-3-12-11	36	7
25003	Sue/Jane Tabor	Cottage Park	12-19-6-9-9-7	43	8
23391	Charlie Hagedorn/Kevin O'Grady	Winchester	4-7-15-8-11-dnf	45	9
25411	Art Cunningham/Sandy Czibik	North Cove	20-23-5-5-14-6	50	10

Winchester Invitational Draws 30 Teams

The Mystic Lakes breezes were in typical form over the weekend of July 13-14 as 30 teams from throughout New England gathered to duke it out for the Winchester Invitational Regatta.

Local pairs finished 1-2 as Ron and Ann Sandstrom took their second consecutive New England lakes first place trophy as they led the fleet both days while Jennifer and Art Rousmaniere came back with 2 bullets in Sunday's gusty breezes to finish second. First year Cottage Park Snipers Steve and Kathy Sprole were the top ocean-sailors as their consistent top-10 finishes earned them third overall. Winchester junior Jim Bowers, with his dad as crew, completed a fine comeback to finish fourth overall after having been DSQ'd in one of Saturday's races. Fifth overall went to another comeback team of Meredith Adams and Amy Wardell from Newport who had top-five finishes in the final 3 races to erase the DNF that they started out with on Sunday.

The Race Committee had their hands full with the light and shifty opening day zephyrs but they kept the upper hand and were able to complete 2 races while two others had to be abandoned.

The Jim Bowers team took the horn of the first race while the Sandstroms started their winning ways by taking the second race. The masses were sent in afterwards

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with hopes that the seemingly annual Invitational second day breezes would arrive the next day to save the day for the regatta.

Ralph Swanson once again opened up his mother's nearby grounds to the mercy of the frustrated sailors for a fun cocktail party and steak dinner. Ralph's superb sense of timing once again prevailed as the lawn sprinklers attacked the crowd as desert was just being completed. "I don't even know how to work these things," Ralph replied in response to accusations of him setting the timed sprinklers off on purpose. Few were spared, but 6 month old Robby Gorman escaped the deluge as the cat-like reflexes of his dad Rob whisked him away just in time. As it turned out, the alarm was timed perfectly to coral the crowd back to the club for a movie that ended the evening's entertainment.

The faithful were pleasantly surprised when they all met at the starting line at the start of Sunday's races. Wind! And lots of it! Enough, in fact, to capsize many boats and claim Fred Hagedorn's mast by day's end. Due to the direction of the wind and the number of starters, the brave ones who tried to start at the leeward end of the line had to polish up on the rules of "Searoom." Needless to say, four races were completed with first place horns going to

the Sprole team, the Adams/Wardell team, and two to the Rousmanieres. The Sandstrom's sailed the series well enough to clinch the title spot before the start of the last race, but the second through fifth positions were still up in the air prior to the finale.

The final race was an exciting one in that the results of that race proved to make or break a number of teams. In the end, a mere 3½ points separated second from sixth place overall finishers Harry Levinson with crew Sarah Crane.

After the racing, the sailors were treated to a videotaped replay of the last race. Some interesting highlights included the gorgeous deathroll of juniors Mike Bowers and Heather Price (have you ever seen a capsized in reverse?), as well as some fine, and some not-so-fine, boathandling techniques.

Thanks to all who helped out, to all who came, and see you all at the '86 District 1 Champs to be held at Winchester next year.

Art Rousmaniere
Winchester Fleet 77

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Rowlands Top Riff Raff Regatta at Cowan Lake

Cowan Lake Snipe Fleet 433 was host to 40 boats for the annual Riff Raff Regatta held June 1-2 at Cowan Lake in South-western Ohio. The weather was good and Cowan's light and variable winds tried all skippers.

The award presentation looked like it might be the start of a dynasty. Bob and Sandy Rowland were first in the 'A' fleet and son Scott was first in the 'B' fleet.

After three 'A' fleet races on Saturday, Craig Leweck with a 2-5-1 held slim margins over Jim Evans and Bob Rowland. Jim, who had never raced a Snipe before, battled with Bob on Sunday while John Irvine was winning. When it was all over, both Bob and Jim had identical total points, but since Bob had finished ahead more often, the trophy was his. Craig took third, and John who had first in the second and fourth races, was fourth, while Dave Smith received the fifth place trophy.

The 'B' fleet was won by Scott Rowland with Chris Barnett, who had won the junior race, second, and Mike Otto third.

As is usual for Riff Raff Regattas, the food was great, Saturday night's Monte Carlo fun, and winning a Peter Keen's handmade trophy worthwhile. A good time was had by all.

*Rick Foreman
Cowan Lake Fleet 433*



Sanctioned Snipe Regattas

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RIFF RAFF REGATTA A Fleet (Top 20 of 29 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26303	Bob Rowland/Sandy Rowland	CLSA/Cowan	3-7-3-2	15	1
25888	Jim Evans/Amy DeGozzaldi	Hoover	4-3-5-3	15	2
25848	Craig Leweck/Mary Lou Anderson	Hoover	2-5-1-8	15.75	2
24271	John Irvine/Jeff Irvine	Cowan	9-1-8-1	18.50	4
26164	David Smith/Michele Bolyard	Cowan	12-8-12-5	37	5
22811	Mark Schoenberger/LaD. Crosley	Cowan	11-12-14-12	38.75	6
26109	Martin Keen/Tom	Cowan	27-4-7-4	42	7
19425	Jenny O'Flaherty	Cowan	10-2-16-17	45	8
21790	Chad Coberly/Paul Berner	COYC	8-16-11-13	48	9
23455	Tim Black/Marnie Black	Cowan	11-15-17-7	50	10
23187	Jim Menzies/Kim Wooster	Cowan	18-9-2-22	51	11
25733	Peter Keen/Christine Keen	Cowan	6-21-24-6	57	12
24630	Mike Zalzal/Cheryl Zalzal	Cowan	19-18-6-14	57	13
21465	Bob Peterson/Lynn Peterson	Cowan	5-23-13-16	57	14
23968	Paul Wood/Kathy	PLYC-110	26-11-10-15	62	15
25863	John Crookston/Geri Crookston	Wall Lake	14-19-19-11	63	16
18886	Bill Coberly/Steve Rittmeyer	COYC	23-6-27-9	65	17
25727	Bill Worster/April Worster	Cowan	16-13-18-20	67	18
24678	Bob Hill/Danny Benz	HSA	7-26-25-10	68	19
21461	Curt Marcott/Susan Marcott	Cowan	22-20-9-19	70	20

B Fleet (Top 5 of 11 Boats)

24272	Scott Rowland/Chris Maddox	Cowan	1-4-3-3	10.75	1
22354	Chris Barnett/Neil Barnett	Cowan	5-5-1-2	12.75	2
22422	Mike Otto/Patricia Stewart	Wall Lake	8-3-2-1	13.75	3
24688	James Conlen/Susan Conlen	Portage Lakes	3-2-6-5	16	4
20536	Bill Flack/Betsy Flack	Cowan	4-1-7-10	21.75	5

Junior Race

22354	Chris Barnett	1
26109	Tom	2
24272	Scott Rowland	3
24271	Jeff Irvine	4
21790	Chad Coberly	5
22562	Mike Hater	6

Frebault, Guisnel score French National Win

The Snipe Class of France conducted the 1985 Nationals at Saint Malo, May 25-27. Unfortunately only 14 boats were sailing in our National Championship on the week-end of Pentecost. The winners were the young Frebault and Guisnel team who won two races. The father and son team of Gerard and Francois Brossard won the second race, but lost the lead in the two races when the wind died, finishing second and third in those races, and second overall. Louis-Paul Lamarque and crew Y. Leglise won the third race and finished third. Jean-Marie Brossard and N. Perrier were fourth, and Bouricaud and Taris were fifth.

The racing proved the superiority of the boats from the Sud-Ouest District, particularly the fleet at Clauouey, which placed four of the top five boats. The reason is the result of their prodigious group of juniors. (They had four juniors at this Nationals).

The first afternoon there were two races with force 2 winds. The next day the races were long and the tide was difficult to overcome. The wind died completely. The last day's racing found very agreeable winds of force 3-4.

The week-end was finished with a grand distribution of the prizes.

"Le National 85 est mort, vive le National 86 au Havre."

Reported by: *Jean-Marie Brossard
and Sylvie Le Bour*

CHAMPIONNAT INTERNATIONAL DE FRANCE

Boat	Skipper/Crew	Club	Places	Points	Finish
25009	J.-J. Frebault/H. Guisnel	CNC	1-2-3-2-1	6.0	1
2056	G. Brossard/F. Brossard	CNC	2-1-2-3-2	9.0	2
25012	L.-P. Lamarque/Y. Leglise	CVCL	7-3-1-4-4	21.7	3
20564	J.-M. Brossard/N. Perrier	CNC	5-5-8-1-3	25.7	4
18593	B. Bouricaud/J.-L. Taris	CNC	4-4-13-12-5	44.0	5
17176	R. Roussel/E. Roussel	CNP	10-8-5-5-9	49.0	6
18602	R. Le Bour/F. Le Bour	CNA	6-13-7-6-8	50.4	7
23570	Y. Le Bour/A. Le Bour	CNA	9-7-10-7-7	54.0	8
21049	J.-M. Cordier/P. Lurton	CINSM	3-10-14-10-13	56.7	9
25010	S. Le Bour/G. Boisauvert	CNA	NP-6-11-11-6	57.4	10
16029	A. Chauve/G. Pouedras	CBDN	8-14-4-13-12	59.0	11
19308	P. Romain/P. Romain	SRH	12-12-6-8-11	60.7	12
17175	L. Fredefon/L. Fredefon	CNC	11-9-9-14-10	63.0	13
23999	J. Romain/L. Lavisce	SRH	13-11-12-9-NP	69.0	14

Two boats entered but did not sail: 17174, Gerard Colluche; 22446, Michel Beaudouin

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velocity: 1. quickness of motion. 2. time rate of linear motion in a given direction.

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