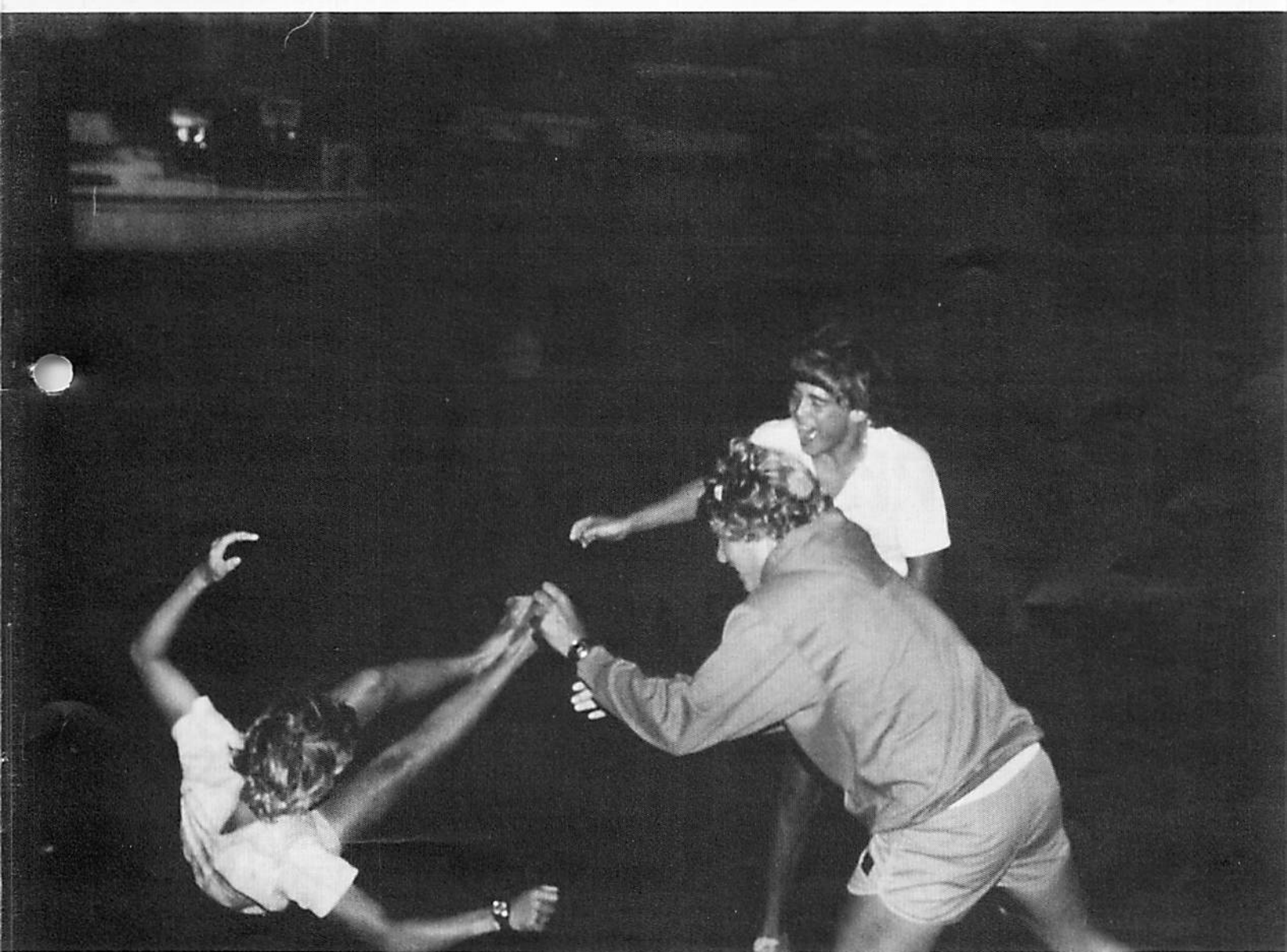


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OCTOBER 1979



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## Boswells Overtake Fleet At Southwesterns

The 43rd Southwestern Snipe Championship, the granddaddy of Snipe regattas, was favored with good winds this year. The perpetual trophy, donated by Dr. Issac, founder of Snipe fleet No. 1 in Dallas, was first awarded in 1932; Merida Ellis won that year. In the intervening years such notables as John Hayward, Jerry Jerome, Hub Issac, Ted Wells, Louis Nelms, Gary Boswell, Leif Zars and John McGowan have won this prestigious regatta.

This year Gary and Margaret Boswell dominated the event with three firsts. Tommy and Dee Ann Binnion were second and Pete and Susan Fenner were third. There were 39 contestants of which two, Tony Statham and Peter Wright, are natives of Great Britain.

Tony now lives in Houston and is a regular on the Texas Snipe Circuit. Peter came from London as a representative of Great Britain.

At the start of the first race the fleet split. Those at the leeward end, led by Pete Fenner, got off to a fast start and looked unbeatable. Then they ran into a light spot and the windward fleet, led by Ted Wells, looked great. Half-way up the tacking leg things settled out with the leeward-end starters in charge. A few stragglers who went up the middle were still close enough to contest the issue. At this point Fenner, Keith Zars, and Binnion of the leeward fleet sailed out into the middle of the lake. Boswell crossed behind going for the East shore. Zars broke off from his group and came back to the East shore just in time. They rounded the weather mark together well ahead.

After changing places several times Boswell finally ended up ahead with Zars second and Fenner third. John McGowan came out of nowhere to snatch fourth from Binnion at the finish.

The second race was started in winds of 15 to 18 mph with strong gusts. Gene Soltero got off to a fast start (too fast it turned out since the R. C. ruled that he was over early) and led most of the first tacking leg. Keith Zars caught Soltero on the off-wind leg and the subsequent luffing match allowed Binnion and Boswell back into the race. Boswell won with Binnion second. Soltero crossed third but his DSQ resulted in McGowan getting third place points.

After two long hard races all the con-

testants enjoyed a long hard happy hour (Bookhout was clearly the winner) followed by excellent Bar-B-Q.

The final race was sailed in a 20 mph wind. Willie Rotzler got the best start (yes Virginia, Willie is still sailing). He held a slight edge over Boswell and Binnion for most of the first tacking leg but at the weather mark Boswell was first, Fenner second, Binnion third, Rotzler

fourth and Bill Jackson fifth. There were no more good tacking legs despite a rather complicated course and the race became a parade. The top five positions did not change again.

As usual, the Race Committee of George and Bobbie Becker and Cress Cresswell provided very professional race management.

*SNIPER FLEET NO. 1*

### SOUTHWESTERN CHAMPIONSHIP (Top 20 of 39 entries)

Boat	Skipper	Club	Places	Points	Finish
19799	G. Boswell/M. Boswell	WRSC	1-1-1	0	1
18035	T. Binnion/D. Binnion	WRSC	5-2-3	18.7	2
20818	P. Fenner/S. Fenner	WRSC	2-9-2	21	3
22323	K. Zars/S. McCarthy	LCYC	3-5-11	32.7	4
21915	J. McGowan/D. McGowan	JYC	4-3-14	33.7	5
23277	B. Jackson/J. Reyna	WRSC	8-10-5	40	6
19439	W. Rotzler/W. Rotzler	Woodlawn	19-4-4	41	7
22776	E. Nelson/M. McEwen	WRSC	9-14-7	48	8
20013	M. Bebb/I. Bebb	SYC	7-16-9	50	9
18850	L. Zars/G. Zars	LCYC	6-12-16	51.7	10
18025	T. Wells/D. Pierce	WSC	11-13-13	55	11
23001	T. Statham/M. Boswell	Lake Houston	12-8-17	55	12
23327	J. Slomski/C. Graeber	WRSC	13-11-15	57	13
17151	B. Hurst/I. Bell		15-17-8	58	14
20265	P. Wright/D. Schluter	King George SC	14-15-12	59	15
19906	D. Bynum/P. Bynum	WRSC	18-19-6	60.7	16
23392	J. McCarthy/A. McCarthy	LCYC	10-25-21	74	17
118850	G. Zars/N. Zars	LCYC	27-6-25	75.7	18
23183	J. Brodnax/A. Duffy	WRSC	16-23-22	79	19
22317	B. Henry/S. McCarthy	LCYC	17-7-dnf	79	20

### Record number of boats compete

## Norway Names National Winners

The 1979 Norwegian National Championship held July 6-8 at Oslo drew a record number — 38 boats. Top 20 were:

1. Viktor and Liv Sinding Larsen, Barum Y. C.
2. Totto Hartmann/Per Cato Standal, Bergen
3. Birger Jansen/Tom Husebye, Vestfjorden
4. Gunnar and Trine Kjendlie, KNS
5. Arvid Hurdnes/Even Skibenes, Hjellesbad
6. Frank Pettersen/Ove Midsjo, Bundefjorden
7. Nils Monstad/Nils Sorfang, Vestfjorden
8. Jan Hansen/Jan Hjellesbad, Vestfjorden
9. Morten Jensehaugen/Trond Aasland, Vestfjorden
10. Hans Pebber Angell/Erling Nesse, Bergen
11. Per Loken/Erik Ingeberg, Vestfjorden
12. Birkeland Brothers, Hjellesbad
13. Tom Chr Amulf/Hennik Martinssen, Vestfjorden

14. Per Bjerkaaholmen/, Barum
15. Brynjulf and Anne Romslo, Vestfjorden
16. John Kjellevoid/Stale Haylandskjar, Hjellesbad
17. Aage Lien/Geir Kehil Lien, Hjellesbad
18. Tor Erikssen/Stein Erikssen, Bundefjorden
19. Gunnar Karlsen/Inger Wiersholm, Bundefjorden
20. Iver Hansen/Tenje Hauge, Vestfjorden

*Gunnar Kjindlie*

*SCIRA National Secretary, Norway*

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# SNIPER BULLETIN

(USPS 611-500)

SNIPER CLASS

INTERNATIONAL RACING  
ASSOCIATION

OCTOBER 1979  
VOLUME XXVIII No. 10

## S.C.I.R.A. OFFICERS

### Commodore

Flavio Caiuby

Rua Libero Badaro, 501-16 andar  
Sao Paulo, Brazil

### Vice Commodore

Gonzalo E. Diaz

2825 S.W. 92 Place  
Miami, FL 33165

### Rear Commodore

Paul F. Festersen

300 Bozell & Jacobs Plaza  
10250 Regency Circle  
Omaha, Nebraska 68114

## Executive Secretary and Treasurer

Lowry Lamb

Privateer Road

Hixson, Tenn. 37343

## RULES COMMITTEE

Chairman: TED A. WELLS

5 Huntington Ave.

Wichita, Kansas 67208

## EDITOR

Lowry Lamb

## EDITORIAL & BUSINESS OFFICE

Address all correspondence to:

Privateer Road, Hixson, Tennessee  
37343, U.S.A.

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month to become effective.

## The Commodore Believes

(The following are excerpts from an in-  
terview by Jerry Shriver of the PENSACOLA JOURNAL that Commodore Caiuby felt expressed his ideas, Ed.)

"Sailing is so good for our times. We live in a rush. Out there (motioning toward Pensacola Bay) you have silence. Contact with wind and water. It's beautiful. So restful . . .

"In Brazil, they don't consider me a commodore," said Caiuby, the 52-year-old resident of Sao Paulo. "I'm just one of the sailors who yells louder than the others. I prefer it that way. Of course, I suffer more than the others, too!

"I take it as a great honor of being commodore of the Snipe class because it is a way of saying to the rest of the world that we know how to sail in South America," he said. "It is also a way of recognizing too that the Snipe class is getting more and more international. That's important to me.

"The Snipe is a boat that will always be . . . alive. I think that a very appropriate slogan for the Snipe class is: 'One

boat for all.' It is not expensive, it can be carried easily, there is no sophisticated equipment, it is relatively easy to handle so you don't need monkeys or gorillas for a crew. You can race with your wife and your daughter. It's sort of a family thing.

"Women are better sailors, they have more guts, consistency, they are more agile," he said. "They have more pride. They respond better to a challenge. There are much more women who sail here in America than in other countries. Perhaps it is a problem of machismo in other countries.

"In Brazil, we are much more noisy — we have the samba, the music, the carnivals at the regattas," he said. "People here are very civilized, polite and quiet. Perhaps they are very happy, but they don't externalize it with dancing and yelling. It is much more of a fiesta in Brazil.

"Ten years from now, the love for the boat will be bigger," he said. "Even if I cannot find a crew that can stand me, I am sure that I will still be racing in some local regattas."

## Thoughts While Sailing

As you can see from the ads, the third edition of SCIENTIFIC SAILBOAT RACING is ready for distribution. The book was first published in 1950 and revised in 1958. About two years ago the publisher, Dodd, Mead & Co. asked Ted Wells to revise the book again. Ted did not feel that he had the time to do it, so I agreed to do the revision if Ted would go over what I had done. After many starts and stops the work is now done.

It was obvious that much had changed in the state of the art, but it wasn't until I got into it that I realized how much. The old edition was slanted towards wooden boats and spars and the early stages of dacron sails. All of this has been changed to reflect the fact that most boats are now built of fiberglass and have aluminum spars. The basic format of the book remains the same.

Many thousands of copies have been sold and it is a tribute to Ted that this remains the classic book for the small boat sailor. One thing that most are not aware of is that Ted has donated all the royalties to SCIRA. Thanks should go to Ted for all the work he has done for the class.

If you don't have a copy, I recommend you purchase one. Even if you have one of the previous editions, there is enough new in this edition to make it worth while to get a copy.

## THE COVER

Anyone know where this custom came from? - Probably an ancient rite of sacrificing the champion to the gods. John Shadden gets the traditional dunking at Pensacola after winning the U.S. Junior National Championship. Buzz Lamb photo.

## THE SCORE

Thirty-Seven numbers were issued last month with 20 going to Spain, 11 to the U.S.A., 5 to Denmark and 1 to Chile. No new fleets were chartered.

**Numbered SNIPES — 23979**  
**Chartered Fleets — 760**

## Membership Meeting Held at Pensacola

U.S./SCIRA GENERAL MEMBERSHIP MEETING, Monday August 23, 1979, Pensacola Yacht Club, Pensacola, Florida.

The meeting was called to order and presided over by U. S. National Secretary Ralph Swanson, who introduced Commodore Flavio Caiuby, and congratulated Mark Reynolds, Pan-Am gold medalist, and Jeff Lenhart, silver medalist. Sec. Swanson also expressed thanks to Chuck Loomis who acted as measurer and SCIRA officer for the Games.

**ANNOUNCEMENTS:** Sec. Swanson announced actions and recommended actions taken by the U. S. Board in their meeting, as enumerated in the minutes of the Board Meeting.

**1980 U. S. NATIONALS:** To be held in Lake Carlyle, August 2-8. The slide show of facilities will be held during the Tuesday night cocktail party.

**1981 WORLD CHAMPIONSHIP:** The U. S. will submit a bid from Alamitos Bay to hold the 1981 World Championship in conjunction with the celebration of the Snipe 50th anniversary. Decision will be made at the World Championship in Canada.

**"One Minute Rule":** The rule for use in this championship was explained.

**Gate Rule for changing marks:** Dan Williams explained the "gate" rule for changing marks.

**Late entries:** The 1979 championship had a number of late entries. This

will not be permitted in future championships.

### QUESTION AND DISCUSSION PERIOD

**Grandfather clause:** Discussed by Augie Diaz, Bill Simons, Flavio Caiuby, and Dan Williams.

**QUESTIONS OF ANY WEIGHT REDUCTION:** Question raised by Augie Diaz. Answered by Williams and Swanson that no reduction is being considered at this time.

**CLASS ADVERTISING:** Keith Zars would like to see the class better advertised in order to promote growth. Judy Barber suggested that the best advertisements are well written reports to the yachting press.

The best growth method used by Ray Szczepanski has been boat shows to introduce people locally to the sport and the Class. Promotion through advertising has proved prohibitively expensive, and relatively ineffective.

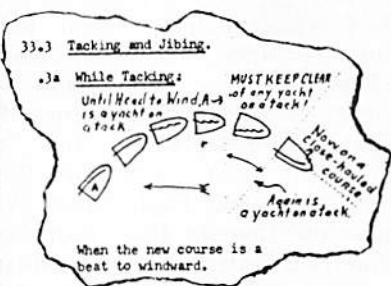
Meeting adjourned.

## Winning Momentum Carries Chapin To Top Of Worlds

Dave Chapin of the U. S. A. continued his winning streak by taking the World Championship at North Sydney, Nova Scotia, Canada. He was followed by Mark Reynolds, U. S. A.; Boris Ostergren, Brazil; Felix Gancedo, Spain; and Marco Aurelio Paradedo, Brazil. The full report will appear in the next issue.

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## Swanson Presides At U.S. Board Meeting

The meeting of the U.S. Board of SCIRA was called to order by Ralph Swanson, U.S. National Secretary at 9 A.M. July 22, 1979 at Pensacola Yacht Club, Pensacola, Florida. Present: Ralph Swanson, presiding; Ted Wells, Chm. of the Rules Committee, Dan Williams, vice-chairman of the Rules Committee; Stu Griffing, representative to the U.S. Y. R. U.; Past Commodore Bruce Colyer; Commodore Flavio Caiuby; Vice Commodore Gonzalo Diaz; Rear Commodore Paul Festersen; Members-at-large Bob Hill and Gene Tragus; and Buzz Lamb, Executive Secretary. Ray Szczepanski and Bill Buckles came to present bids for various championships at the request of the Board.

**MINUTES:** Wells moved, Colyer seconded, that the minutes of the previous meeting be accepted as printed in the BULLETIN. Motion passed.

**FINANCIAL REPORT:** Buzz Lamb distributed financial statements to those present. The Pan Am boats chartered in Puerto Rico will result in a "break-even" situation.

There is a slight decrease in membership in 1979 of about 2%.

A request for increase in the ad rates for the BULLETIN was proposed by Lamb, and approved by the board. The increase reflects increases in printing and mailing costs.

The U.S. Y. R. U. has contributed \$1,000 toward the participation expenses of this year's champion in the World Championships in Canada.

**RULE BOOK:** The committee of Wells, Colyer, and Lamb has been working on suggestions for the Rule Book and proposed that the format remain the same, with new rule books to be printed every 4 years rather than every other year. The rules change every 4 years, and the S. C. I. R. A. personnel changes will be updated yearly in the SCIRA Directory printed in the February issue of the BULLETIN. This will yield savings in both printing costs, and postage. The next edition will cover 1980 through 1984.

**SOUTH AMERICAN CHAMPIONSHIP:** The South American Championship Deed of Gift for the Rule Book was presented with the request that it be printed in both Spanish and English in the Rule Book. U.S. Board expressed a regretful opposition to this proposal since the Rule Book is printed exclusively in English and to use every SCIRA language would be confusing.

**JUNIOR WORLD CHAMPIONSHIP:** The deed of gift as revised and used in the most recent championship in California was presented. The U.S. Board approved of the deed of gift which will be voted on at the international board meeting at the W.C.

**PAN AM BOATS:** All the Pan Am boats have been sold. As a result of the performance and appearance of the boats in the championship, the Dominican Republic bought two Snipes, and is planning to become the next Snipe Country. They expect to buy a 3rd boat from Puerto Rico.

**WORLD CHAMPIONSHIP - 1981:** The U.S. will submit a bid for the World Championship in 1981. Various fleets have expressed relative interest in bidding with the result that Annapolis has declined to make the effort, Alamitos Bay has presented a firm bid, and Cleveland Yachting Club and District III have presented a tentative bid. Bill Buckles was invited to present the bid from Cleveland.

After consideration the board voted to present the bid from Alamitos Bay for the consideration of the International Board at the W.C.

**TAX-EXEMPT STATUS:** Paul Festersen reported on work done for the 501 (C)(3) status which will allow tax-exempt contributions to the class. There would also be some exemptions of tax fees currently paid for S. C. I. R. A. office expenses. The possibility of extension to fleets was mentioned, and is to be

determined. Motion passed that Festersen and Lamb complete work on this submission.

**SOUTHERN CHAMPIONSHIP:** Request to change deed of gift to read that 1 race will be required for the championship. Moved and passed.

**U.S. NATIONALS - 1980:** Ray Szczepanski presented the bid for Lake Carlyle in District III, along with a slide show of sailing facilities. Dates of August 2-8 were proposed for the championship. Moved and passed that the Carlyle proposal be accepted.

**USYRU:** Stu Griffing continues as Class representative to the U.S. Y. R. U. Buzz Lamb is also a committee chairman. Griffing reported on various actions within the class racing arm of the Union.

**I. Y. R. U.:** Buzz Lamb reported that the measurement committee of IYRU has requested that the measurements be submitted in metric measure. Erling Olsen of Denmark has been asked to do this conversion. The practical problems of exact correlation between Imperial (English) and metric measure would be decided in favor of English measure which would remain as the "control" with metric as "information."

**RULES CHANGES - PROPOSED** (printed in July 1979 BULLETIN) U.S. Board voted as follows:

**CONSTITUTION -** Approve of the following proposed changes: Sec. 15, Sec. 18, and Sec. 21.

**BY-LAWS:** Sec. 5 - approve  
Sec. 9 Approve and add "as adopted by the national authority."

Sec. 11 and 18 - approved  
**RESTRICTIONS AND MEASUREMENTS:** Para 8 (8) - approved

Para 35 - approved - measurement shall be 10" by 3" fore to aft.

Para 37 - Disapproved, since masts are generally available

Para 38 - approved  
Para 44 - approved

Para 45 - Typo noted "(9.a kg)" should be (9.1 kg)". Change approved.

**OLYMPIC SCORING SYSTEM -** Change approved

**SAILING INSTRUCTIONS -**  
I. A., V., VIII., & XII - changes approved

**IX -** First part approved. Second part - "Round the ends rule" shall apply after the first general recall. After two general recalls the Race Committee may require the 1 minute disqualification rule, incorporating the triangle extension. - approved.

The use of this rule will be in effect for the 1979 U.S. National Championship - Passed.

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XI — change approved with “for the safety of the competitors” added.

XVI — not approved.

#### RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL CHAMPIONSHIP REGATTAS:

Sec. 1 (c) and 2 (f) — changes approved

Sec. 4. (c) — approved with the following added change “delete ‘approximately’ also”

Sec. 5 (f) — approved with the addition: “However, it is the individual responsibility of each sailor to wear a life jacket when conditions warrant, even if code flag “Y” is not flown.”

#### ITEMS FOR DISCUSSION FROM EUROPEAN SECRETARIES MEETING:

Action recommended

1. Reference to titles of European Championships etc. — at European discretion.

2. Deed of gift for European Jr. Championship — approved

3. Mast taper 1” — not recommended; mast taper 1¼” — not recommended; Rule 42, Rule 42 (2) and (3) — mast bands — no change recommended.

A. Standard length of mast — no change recommended.

B. Length of battens in mainsail — No change recommended.

C. Advertise hull weight only — already approved in Denmark.

#### OTHER DISCUSSION ITEMS: Action recommended

A. Commodore qualifying for U.S. Nationals — recommend no change

B. Permit two windows in jib — no change

C. Professionals, section 15 of By-Laws — no change

D. New centerboard requirement — no change recommended.

E. Sail number alignment on sails — defer any action.

F. Recommendation that 1 suit of sails only be measured for a regatta — not recommend

G. Recommendation that thank you letters be sent to members leaving board — recommend

H. Recommended addition to Page 96 “3 races constitute a regatta “Drop-off race must be included both for both world and hemisphere championships” — pro and con discussion — table — not recommended at this time.

I. Mast restraint at butt. Discussion of restraint non-enforcement. No resolution. Motion made and passed to remove reference to shock cord in Rule 33.

Meeting adjourned.

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# Chapin Dominates U.S. Nationals

*Mark Reynolds captures second place, John Shadden tops Juniors  
in hurricane-threatened Pensacola series*



Tim Dixon and Dave Chapin receive trophies and congratulations from U.S. National Secretary Ralph Swanson. (Buzz Lamb photo.)

Dave Chapin and Crew Tim Dixon won the U. S. Nationals in grand fashion with finishes of 1-1-2-2-1 for a total of 6 points. Mark Reynolds and DeAnn Wright were second with 7-4-3-1-3 for 32.4 points, capitalizing on a poor final race by Augie Diaz and Bob Whitehurst who finished with 2-3-1-3-14 for 34.4 points. Jeff Lenhart and Eric Krebs were 4th followed by Greg and Patti Fisher in 5th.

The series was threatened with heavy wind, rain and hurricane Claudette, which hovered in the Gulf of Mexico most of the week. There were no races the first two days, but then the weather began to moderate, and all races were sailed, except the scheduled fourth race of the Crosby series.

Dave Chapin is from Island Bay Fleet 91, Springfield, Illinois, as is his crew Tim Dixon. Dave has been sailing since he was just a little fellow, which hasn't been very long ago, as he has just turned 20. He comes from a Snipe family of long standing. His father, Sam, wrote the Basic Snipe Sailing Manual, and has encouraged Dave in his pursuit of excellence.

Dave started in national competition in 1975 by winning the Juniors. The following year he was second in the Juniors, but won the Wells series. A 10th in the Heinzerling in 1977 and a 3rd last year, was just enough to set him up for this year's win. Dave has also had good success in Sunfish, winning both the U. S. National championship and the world championship this year. He also has the O'Day U. S. Singlehanded Championship trophy to his credit.

Defending champions Mark Reynolds and DeAnn Wright, from Mission Bay, got off to a slow start, but picked up speed toward the end of the series. Mark had just returned from Puerto Rico, where he won the Pan American Gold Medal for Snipes, but apparently he just didn't get it together at the start of this championship.

Augie Diaz, out of Miami, was sailing very well, having won the Crosby series.

## HEINZERLING SERIES

Boat	Skipper/Crew	Club	Places	Points	Finish
23620	Dave Chapin/Tim Dixon	Island Bay	1-1-2-2-1	6	1
22815	Mark Reynolds/Dee Ann Wright	Mission Bay	7-4-3-1-3	32.4	2
23712	Augie Diaz/Bob Whitehurst	Miami	2-3-1-3-14	34.4	3
20560	Jeff Lenhart/Eric Krebs	Mission Bay	3-2-12-9-2	44.7	4
23619	Greg Fisher/Patti Fisher	Columbus	6-15-14-4-4	68.7	5
23186	Mike Bartell/Steve Rosenberg	Long Beach	11-8-6-5-10	68.7	6
19888	John Jennings/John J. Jr.	Clearwater	12-9-5-8-13	76	7
18327	Tom Nute/Carolyn Nute	Mission Bay	9-11-7-12-16	85	8
23060	Robin Gales/Mike McLaughlin	Mission Bay	5-7-10-10-25	86	9
19390	Randy Smith/Dave Belanick	Mission Bay	8-6-21-15-8	87.7	10
21606	Dick Schmidt/Gwen Gordon	Alamitos Bay	29-12-8-7-6	91.7	11
19555	John Shadden/Peter Frazier	Alamitos Bay	13-10-4-dq-5	96	12
20707	Terry Timm/Jeff Jay	Barton BC	10-14-17-17-12	100	13
19267	Don Hite/Tom Hite	Lake Angelus	19-21-13-6-15	103.7	14
6995	Francis Seavy/Kevin Guido	Clearwater	14-22-18-14-9	107	15
23834	Bill Buckles/Bill Riddle	Decatur	27-5-11-11-26	109	16
19712	Steve Callison/G. Chiaramonte	Annapolis	4-13-27-24-18	114	17
16853	Mary Bennett/John Southern	Miami	26-28-9-26-7	126	18
23624	Sam Mollett/Brian Mollett	Portage Lakes	17-24-16-25-22	134	19
19799	Gary Boswell/Margaret Boswell	Dallas	24-23-25-13-23	138	20
19091	Peter Duvoisin/Jane Duvoisin	Privateer	21-18-19-29-24	141	21
23182	Bob Blomquist/Lisa Nord	Annapolis	25-dnf-26-16-11	141	22
21116	John McAllister/Dan Orr	Crescent	20-29-15-21-29	144	23
21021	Matt Gregory/Karen Gregory	Privateer	30-17-24-23-21	145	24
21359	Brent McKenzie/Steve Cooper	Atlanta Barefoot	18-20-20-30-27	145	25
21712	Gonzalo Diaz/Anne Diaz	Miami	22-dq-22-19-17	147	26
17769	Grant Hill/Mike Van Dyke	Alamitos Bay	23-26-23-18-28	148	27
21643	Mark Butler/Lynda Fox	Mission Bay	16-19-30-22-31	148	28
21801	Sean Biehl	Mission Bay	28-16-28-27-19	148	29
21502	Bruce Nolan/Margaret Nolan	Miami	33-27-32-20-20	162	30
22323	Keith Zars/Henry Stone	Lake Canyon	15-25-31-31-dnf	165	31
21718	Bob Dean/Julie Dean	Clearwater	32-30-29-28-32	181	32
20800	Barry Cochran/Brad Currie	Clearwater	31-31-33-32-30	187	33



*The Heinzerling fleet sticks close together in this action shot. (Buzz Lamb photo.)*



He was still in contention going into the last race, and pretty well had second place, at least, in his pocket. It was not to be that way — being over the line early, and then gambling on a shift that didn't come, dropped him into third overall.

The championship was held on Pensacola Bay, Pensacola Yacht Club, under the direction of John Muhlhausen, District 4 Governor. John did the advance work, and when sailing time came, he turned the chores over to Dean Hearn who ran the show from then on. It worked out very nicely.

Race Committee Chairman Buddy Pollak and his assistant Bobby Boyle are both from the host club. Their work was well done; on a par with the best. Gene Wallet, Southern Yacht Club, New Orleans, was chairman of the race committee for the Wells series.

The Pensacola Yacht Club provided a great brand of southern hospitality and everyone agreed it was a great place to sail, even if the launching was a bit crowded.

## CROSBY SERIES

### MONDAY

"I don't know what you people have done to deserve this — but it has to be BAD." Thus spoke Lewis (Buddy) Pollak, R. C. chairman for the 1979 U. S. National Championship at Pensacola, for both the Crosby and Heinzerling Races. The occasion was the skippers' meeting for the Crosby races, Monday morning at Pensacola Yacht Club.

What Buddy referred to was Hurricane Claudette, a couple hundred miles to the southwest, which had soured the racing for the Junior Championship, sending thunderstorms up from its northeast quadrant, and having them stacked 10 deep in reserve in the Gulf of Mexico. Buddy kept in touch with the Naval Air

*(Continued on page 10)*



*Buddy Pollak poses with the Macklenberg Duncan Trophy for his work as Race Committee Chairman. (Buzz Lamb photo)*



*The smiling chairmen for the event are Vice-Governor Dean Hearn and Governor John Muhlhausen of District IV. (Buzz Lamb photo.)*

### CROSBY SERIES

Boat	Skipper/Crew	Club	Places	Points	Finish
23712	Augie Diaz/Bob Whitehurst	Miami	1-2-1	3	1
20560	Jeff Lenhart/Eric Krebs	Mission Bay	2-1-2	6	2
22815	Mark Reynolds/Dee Ann Wright	Mission Bay	5-1-1	10	3
23620	Dave Chapin/Tim Dixon	Island Bay	3-2-2	11.7	4
23060	Robin Gales/Mike McLaughlin	Mission Bay	4-4-4	24	5
19390	Randy Smith/Dave Belanick	Mission Bay	8-3-4	27.7	6
19888	John Jennings/J. Jennings, Jr.	Clearwater	4-7-9	36	7
23619	Greg Fisher/Patti Fisher	Columbus	2-9-15	39	8
19091	Peter Duvoisin/Linda Duvoisin	Privateer	11-6-7	41.7	9
6995	Francis Seavy/Kevin Guido	Clearwater	14-11-3	42.7	10
20707	Terry Timm/Jeff Jay	Barton B.C.	13-8-5	43	11
23624	Sam Mollett/Brian Mollett	Portage Lakes	16-6-6	45.4	12
21021	Matt Gregory/Karen Gregory	Privateer	13-13-5	48	13
18327	Tom Nute/Carolyn Nute	Mission Bay	1-dnf-3	48.7	14
23834	Bill Buckles/Bill Riddle	Decatur	10-9-12	49	15
21801	Sean Biehl	Mission Bay	7-14-10	49	16
21606	Dick Schmidt/Gwen Garden	Alamitos Bay	5-15-13	50	17
19555	John Shadden/Peter Frazier	Alamitos Bay	3-4-31	50.7	18
23186	Mike Bartell	Long Beach	12-13-8	51	19
16853	Mary Bennett/John Southern	Miami	11-14-9	52	20
19799	Gary Boswell/Margaret Boswell	Dallas	18-10-7	53	21
17769	Grant Hill/Mike Van Dyke	Alamitos Bay	6-8-22	53.7	22
19267	Don Hite/Tom Hite	Lake Angelus	12-5-20	54	23
21502	Bruce Nolan/Margaret Nolan	Miami	10-17-10	55	24
21359	Brent McKenzie/Steve Cooper	Atlanta Barefoot	33-3-6	56.4	25
23182	Bob Blomquist/Lisa Nord	Annapolis	15-10-16	59	26
19712	Steve Callison/Gene Chiaramonte	Annapolis	17-16-11	62	27
21712	Gonzalo Diaz/Anne Diaz	Miami	6-22-17	62.7	28
21718	Bob Dean/Julie Dean	Clearwater	14-18-14	64	29
21116	John McCallister/Dan Orr	Crescent	9-12-26	65	30
21643	Mark Butler/Lynda Fox	Mission Bay	20-16-12	66	31
22323	Keith Lars/Henry Stone	Lake Canyon	16-21-13	68	32
20800	Barry Cochran/Brad Currie	Clearwater	23-12-15	68	32

Dean Hearn, left, helps Ted Wells, right, present the Wells Trophy to Gary Davidson and Mike Segerblom. (Buzz Lamb photo.)

# Nationals

(Continued from page 9)

Station throughout the regatta, and the weather surveillance (if not the weather) has never been better.

Squalls, storms, and thundershowers, continued all day, and the postponement turned into a cancellation, with racing scheduled to begin Tuesday at 10:00.

## TUESDAY

10:00 O'clock Tuesday came, and the Race Committee departed the dock followed by the intrepid Snipes. The squalls came in, and so did all competitors and the Committee, which had clocked winds to 42 m.p.h. +. Because of the heavy rain in the squalls, boats were invisible to one another, and a careful shore checking system was instituted to ensure all competitors were safely ashore.

Minor gear breakdowns were the worst casualties of the day characterized by the following quotes: "We reached out to about the freighter station — and couldn't find anybody so we came back in." "When I couldn't see the bow of the boat, I decided it was time to come in." and "Linda! Get on the board!" "Dad, I'm already on it!"

Racing was postponed for the next try at 2:10 for a 3:00 o'clock start. Squalls again descended, and racing was again postponed.

## WEDNESDAY

Amid talk of "What if no races are sailed . . .," with weather still threatening, the R. C. decided to try again, with boats warned to be ready to heed storm warnings.

Two races were sailed back-to-back, with wind lightening during the first race, but waves high, and planing conditions on the reaches. The wind strengthened toward the end of the second race, and there were several capsize reports, especially in the second start of the second race.

Tom Nute and Augie Diaz shared honors for the first race, each winning his division.

Tom capsized in his second race, and could not right the boat, since the tie-in cord was too loose, allowing the board to



slip through when the boat turtled. Several others had troubles with rudder pop-ups, stay wire failure, and capsize. The stiff waves and chop revealed every gear weakness, and proved again that rudders must be secured and boards tied in "with 12 inches below the slot at all times." That's the rule, fellows.

With two races completed, the chances of completing the series on time were brighter, and "what ifs . . ." began to fade.

## THURSDAY

With the Crosby Series now limited to 3 races, and no throw-out, the places were mixed up, and anyone with one good race had a reasonable chance to "make the cut."

The racing Thursday morning was under clear skies, with winds 14-18, and a healthy sea running.

The race was completed in short order, and the fleet came in to sort out the results and go for the Championship — now shortened to two afternoons and one morning of racing. The last race of the championship could not be started after 3:00 on Friday.

## HEINZERLING SERIES

Because of the delay in the Crosby racing which was not completed until noon on Thursday, the first race of the Heinzerling Series got underway in the afternoon with sunny skies, good winds, and the first afternoon without threat of thunderstorms in over a week.

### FIRST RACE

Starting in good winds, 14 to 18 out

of the south, with plenty of waves and chop left over from several days of hard blow and the tide beginning to run out, the whole fleet was eager, and the ensuing general recall was almost inevitable. On the second start, only one boat, Bill Buckles, had to restart; and the rest got away clean, with Dave Chapin leading at the end of the first triangle, and never headed in the race. By the last leeward mark, Dave had increased his lead to one minute. He won the race with 30 seconds of that lead still intact.

Augie Diaz, Jeff Lenhart, Steve Callison, Robin Gales, Greg Fisher, and Mark Reynolds finished in that order behind Chapin, with Randy Smith and Tom Nute next in line.

### SECOND RACE

The second race was set up immediately on the same course, slightly lengthened by extending the windward leg. A shift shortly before the start contributed to a general recall, and shifting of the pin end of the line. The wind and sea conditions were the same as for the first start, and again Dave Chapin led by a substantial margin at the end of the first triangle.

At the finish it was Chapin, Lenhart, Diaz, Reynolds, Bill Buckles, Randy Smith, Robin Gales, Mike Bartel, John Jennings, and Junior Champion John Shadden completing the top ten.

Because it was now late afternoon, the decision was made to delay further racing in hopes of getting 3 races completed on Friday.

### THIRD RACE

Friday morning showed Pensacola Bay





*Pete Frazier, left, and John Shadden, right, receive the Junior Championship trophies from Commodore Flavio Caiuby. (Buzz Lamb photo.)*

at its best. With the waves and chop diminished, but still evident, the conditions were almost perfect under sunny skies, with winds of 12 out of the south.

Young John Shadden led at the 1st mark, and maintained his lead through the triangle. The pressure of Diaz, Chapin, and Reynolds proved too much however, and they finished in that order followed by Shadden, Jennings, Bartel, Nute, Dick Schmidt and Mary Bennett.

#### **FOURTH RACE**

The fourth race, started immediately on the same course, became a battle between Reynolds, Chapin, and Diaz, who held that order at every mark rounding, including the finish. Fisher, Bartel, Don Hite, Schmidt, Jennings, Lenhart, and Shadden completed the top ten finishers.

Dave had an 8 point lead over Augie at this point, and Augie was 12 points ahead of Mark, who had 15 points on Jeff.

#### **FIFTH RACE**

After the lunch break, in the face of a lightening wind, and a three o'clock deadline for a start, the prospect of a shortened series still faced the hard working Race Committee.

A strong tide had begun to run by the start, and there was a general bumping of boats on the line as the signal went up for a general recall. Just as time ran out on the start three boats were noted across the line early, and called back. One was Augie Diaz, who rounded the committee boat, and gambled on a shift on the right side of the course.

The afternoon shift was late to work that day, and Augie was 3rd from last at the windward mark, where Chapin was second behind Mary Bennett. Chapin worked his way into first place by the second windward mark, and the finish was: Chapin, Lenhart, Reynolds, Fisher, Shadden, Schmidt, Bennett, and Randy Smith. Although Augie gained at every mark rounding, he only managed a 14th place finish, two short of maintaining the second over-all.

### **WELLS SERIES**

Consistently good sailing was the clue for Mike Segerblom and Gary Davidson, who won the Wells Consolation trophy with finishes of 2-3-1-1-10, and a total of 24.7 points, almost 17 points margin over second place Jeff Evans and Ken Mikill of the Island Bay Fleet. Jeff had 1-7-3-11-3 finishes with 41.4 points.

Defending champions, the brother and sister team of Jay and Karen Butler, of Mission Bay, had 44.4 points and 3-6-5-2-8 finishes for third place over all. Almost everyone else had at least one total disaster race in the fleet of 48 boats in the Wells series, which was compressed into less than 24 hours, due to the earlier bad weather.

The wind was fresh, and the waves were high for the first of three races sailed on Thursday afternoon.

With all 48 boats starting together, there was a understandable crowding at marks, and more than one question of

overlap had to be decided at protest meetings which lasted well into the night. Since overlaps were established and broken with disconcerting speed, as the boats surfed to the 2 boat length circle, more than one expert was wrong in the judgment of the protest committee, in claiming or denying room.

Race Committee Chairman Gene Wallet elected to keep the Wells fleet on the course to complete a 3rd race on Thursday, rather than risk the wind dying on Friday, which would result in a shortened series. Tired sailors could barely make it to the beer keg after the record 4 races on Thursday; 1. morning Crosby race, and three afternoon Wells races.

On Friday morning the weather made up for the earlier problems with an almost perfect 12 m. p. h. wind out of the south, and diminished waves. Mike's 3-2-1 finishes in the first three races put him into first place going into the last day's racing, and a first in the first of two Friday races gave him an almost unbeatable lead. The 10th place finish in the last race left him a comfortable lead for the series.

### **JUNIOR CHAMPIONSHIP**

Nobody's perfect, but John Shadden and Pete Frazier, of California's Alamitos Bay Fleet came close in the 1979 competition for the Owen Duffy U.S. Junior Championship Trophy, which they took with scores of 2-1-1. Defending Champion Randy Smith, Mission Bay, California, with Wade Blomgren crewing, was second with 1-5-2. In third place, Mike Segerblom and Steve Rosenberg, Alamitos Bay, had 3-2-4. Rick Merriman and Skip Jennings of Clearwater, Florida prevented a West Coast shut out, finishing 4th, and Mark Butler and Lynda Fox of Mission Bay, completed the top 5 finishers of the 18 boats entered in the competition.

How tough were these juniors? John and Randy finished in the top ten of the Heinzerling Series, Mike won the Wells, and two other juniors; Mark Butler and John McAllister; also qualified for the championship division.

Racing began on Saturday, with thunderstorms, which had been plaguing the area for days, predicted for the afternoon. The winds were medium heavy, with lots of current and chop. A few boats found more wind, chop and current than they liked, with the current dragging boats into marks, and forcing re-roundings. Randy Smith finished first, followed by John Shadden, Mike Segerblom, and John McAllister.

*(Continued on page 12)*



# Nationals

(Continued from page 11)

The attempted second start was negated by the threatening weather, with the fleet just beating the storm to shore. Only one dramatic goose-wing gybe and capsize gave heart failure to the crowd of anxious parents on shore. The embarrassed young giant at the helm of the capsized boat, who could have waded ashore from the shallow bar where the boat flipped, later muttered "I shoulda sold tickets . . . I bet there was a hundred people on that dock watching me . . ."

As the storm left, so did the wind, and the second race proceeded very slowly, with John first, Mike second, and Rick Merriman third. Lack of wind forced postponement of further racing until Sunday.

Sunday's weather was as predictably poor as the previous day's, with 70% chance of rain predicted for all day, all night, and all the next day, and Hurricane Claudette hanging in the middle distance over the Gulf.

One race was sailed, and settled the championship, as no others could be fitted between the intermittent storms. John Shadden was the winner, Randy Smith second, and Rick Merriman 3rd. Mike Segerblom dropped to 4th in that race, and to third in the overall standings.

John, who finished third in last year's Championship is only 16, and will be eligible to defend his title next year at Lake Carlyle.

## US NATIONALS - JUNIOR CHAMPIONSHIP - OWEN DUFFY TROPHY

Boat	Skipper/Crew	Fleet	Places	Points	Finish
19555	John Shadden/Pete Frazier	Alamitos Bay	2-1-1	3	1
19390	Randy Smith/Wade Blomgren	Mission Bay	1-5-2	13	2
23185	Mike Segerblom/Steve Rosenberg	Alamitos Bay	3-2-4	16.7	3
19888	Rick Merriman/Skip Jennings	Clearwater	6-3-3	23.1	4
21643	Mark Butler/Lynda Fox	Mission Bay	5-4-6	29.7	5
21116	John McAllister/Dan Orr	Detroit River	4-13-5	37	6
22800	Joel Zakin	Quassapaug	8-6-7	38.7	7
20953	Marc Duvoisin/Anne Duvoisin	Privateer	7-7-12	44	8
23391	Charles Hagedorn/Jim Bowers	Winchester	10-9-9	46	9
23288	James Hill/Lane Griffing	Acton Lake	18-8-7	51	10
23394	Bob Tan	Annapolis	9-16-10	53	11
21758	Ned Towle	Winchester	11-10-14	53	12
19712	Gene Chairamonte	Annapolis	14-15-8	55	13
19437	Mark McCord/Kathleen McEner.	Privateer	12-14-13	57	14
19425	Jenny O'Flaherty/Barb Evans	Cowan Lake	13-12-15	58	15
24025	Steve Kersey	Wichita	15-11-nf	62	16
19255	Robert Reece/Steve Craig	Privateer	16-17-nf	69	17
19266	Andria Szczepanski/John	Carlyle	17-18-nf	71	18

## WELLS SERIES (Top 25 of 48 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
23185	Mike Segerblom/Gary Davidson	Alamitos Bay	2-3-1-1-10	24.7	1
23398	Jeff Evans/Ken Mihill	Island Bay	1-7-3-11-3	41.4	2
20313	Jay Butler/Karen Butler	Mission Bay	3-6-5-2-8	44.4	3
20561	Don Bedford/Wade Blomgren	Mission Bay	16-4-4-3-5	53.7	4
22285	Harry Levinson/Staci Orr	Indianapolis	8-2-2-20-4	54	5
23277	William Jackson/Jake Rayna	Dallas	4-1-14-14-20	74	6
19020	Bill Simons/Sherry McCollum	Privateer	18-10-12-12-2	79	7
20685	Fred Abels/Peter Kollman	Sea Cliff	13-15-9-4-11	80	8
23700	Don Gray/Gail McClure	Clearwater	14-11-6-5-16	80.7	9
21705	Eric Stibitz/Marie Stibitz	Miami	12-13-16-10-6	86.7	10
21711	Bill Spencer/Billy Spencer	Miami	5-8-7-15-27	91	11
19795	Don Cochran/Christopher Bubin	Clearwater	15-12-11-17-14	99	12
19257	Susan Tabor/Jan Tabor	Cottage Park	17-17-13-9-18	104	13
23394	Bob Tan/Ed Rosenville	Annapolis	27-14-20-23-1	108	14
22800	Joel Zakin/Scott Pond	Quassapaug	23-18-23-7-9	110	15
19747	Dan Williams/Brainard Cooper	Privateer	11-9-10-30-24	114	16
23425	Mark Chapin/Jeanne Duvoisin	Island Bay	20-29-25-6-7	116.7	17
20002	Tom McNally/Bob McNally	Bradenton	10-27-26-13-19	125	18
23288	James Hill	Acton	29-22-19-22-12	134	19
21212	Tommy Craig/Tommy Hearn	Privateer	9-16-21-16-dnf	134	20
21794	Jess Coburn/Janet Roper	Atlanta	22-21-18-21-30	142	21
23329	John McCarthy/Anne McCarthy	Lake Canyon	31-25-27-25-17	155	22
20953	Marc Duvoisin/Anne Duvoisin	Privateer	25-dnf-17-24-15	159	23
24000	Flavio Caiuby/Priscilla Caiuby	Brasil	dq-5-8-26-dnf	162	24
23663	Skip Remter/Wesley Smith	Crescent	21-dnf-34-8-23	164	25

Heinzerling boats planing off on the reach are left to right: Don Hite, Mark Reynolds and Augie Diaz. (Buzz Lamb photo)



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Sam and Brian Mollett add the New York State Trophy to their winning streak.

### Flukey winds prevail at '79 championship

## Sam Mollett Paces New York States At Cuba Lake

Dismal Valley, Earth, the home of the Bolde Mothers, was the site for the 1979 New York State Snipe Championships sailed on Cuba Lake July 9 and 10. Past visitors would not recall any shortage of water, especially rain water, but this year crews had to wade in ankle deep water and pull their skipper and boat well beyond the dock into deeper water in order to rig them.

The Bolde Mothers had asked everyone to bring a boat full of water with them and gave everyone rain visors to wear at the Saturday night rain dance. Chief rain maker was Jerry Thompson who received the coveted Party Trophy the following day.

Sam Mollett of Canton, Ohio with son Brian as crew won the first race in light, flukey wind conditions. These conditions prevailed throughout the day which ended with Terry Timm, the winner of the second race in the lead closely followed by the Molletts and Former Canadian National Champion Ted Hains, who

won the third race.

Thus began the assault on the Beer Truck. Consumption was down a little this year but not enough to cause any shock waves on Wall Street whose analysts project summer sales on the east coast based on per capita consumption at the regatta. Even the elves who change the taps inside the truck had time for a few beers.

Sunday's two races in a light breeze were won by Greg Fisher but his DNS in the first race on Saturday due to a halyard problem was too much to overcome, as Sam Mollett won his third major regatta in a row with steady consistent sailing. Race Chairman Don Cutler and his committee received a tremendous ovation at the Awards Ceremony for setting excellent courses despite the low tide conditions. The Bolde Mothers are still issuing the challenge to the Snipe Class to drink the truck dry!

Leo Murphy, Jr.

Fleet Captain, Cuba Lake Fleet 442

### NEW YORK STATE CHAMPIONSHIP (Top 5 of 30 entries)

Skipper/Crew	Port	Places	Points
Sam Mollett/Brian Mollett	Canton, OH	1-3-8-3-3	31.1
Terry Timm/Liza Hersey	Ann Arbor, MI	2-1-5-7-5	36
Ted Hains/David Belford	Toronto, ONT	3-7-1-6-4	38.4
Jerry Thompson/Kim Thompson	Lodi, OH	8-4-3-2-7	43.7
Greg Fisher/Patti Fisher	Columbus, OH	dns-5-4-1-1	54





Winners: Standing L to R: Greg and Patti Fisher, Sam and Brian Mollet, Kim and Jerry Thompson, Liza Hersey and Terry Timm. Kneeling: Don Belford, Ted Hains and Leo Murphy, Jr.



## Sanctioned Snipe Regattas

OCTOBER 6-7, OXFORD INCIDENT/  
ACCIDENT, Acton Lake Fleet 515, Jim Hater,  
4591 Patron Ct., Cincinnati, OH 45238.

OCTOBER 20-21, FRIGID DIGIT, Annapolis  
Fleet 532, Fred Betz, 906 Bethany Ct., Annapolis,  
MD 21403.

OCTOBER 27-28, HALLOWE'EN, Atlanta  
Fleet 330, Bill and Janet Cobb, 147 Angus Tr,  
Atlanta, GA 30328.

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