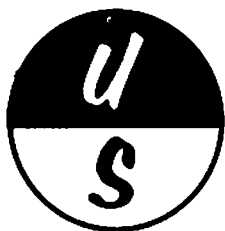


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OCTOBER 1980



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SCIRA Discusses IYRU With Henderson

Paul Henderson, Canada, IYRU Vice-President, met and talked with SCIRA Commodore Gonzalo Diaz in Miami in July, and requested an opportunity to meet with the U.S. SCIRA Board at their annual meeting at the U.S. Championship to be held at Lake Carlyle in August — this in the absence of a World Board meeting in 1980. Mr. Henderson was invited to meet with the board at its regular meeting August 3rd in Carlyle. He replied that he was sailing in an Albacore race on August 3rd, and would come to Carlyle on August 4th.

Although those members who had come to the championship only for the meeting and for measuring duties had departed, the remaining members of the U.S. Board, and some other interested class leaders agreed to meet with Mr. Henderson. The meeting was held at the picnic pavilion on the grounds of Carlyle Sailing Association after a thunderstorm had disrupted the second race of the day, and was delayed as the boats were secured.

Those present included: SCIRA Commodore Gonzalo Diaz; board members Jerry Thompson and Doug DeSouza; Rules Committee Chairman Ted Wells; Jeff Lenhart Governor of District VI; Jim Richter Governor of District III; former Commodores Bruce Colyer, Stu Griffing, and Buzz Levinson; Peter Duvoisin of District IV, Dan Blodgett of District VII, and Sam Butler of District VI; and Executive Secretary Buzz Lamb; as well as several other members of the class.

The meeting began with an introduction of Paul Henderson and an explanation of the purpose for the meeting; discussion of the payment of a building fee to IYRU by the Class.

Swanson stated that the Snipe Class is a self-administered class, and as a class, we believe in paying our way, and honoring our obligations.

Henderson produced a handwritten list of classes and their fee schedule, either agreed or tentatively assessed, with an estimated amount of revenue to be collected from the class from the projected fees. The list included a total figure of IYRU budget of \$250,000, listed without supporting figures, and without financial statements of income and expenses.

Swanson asked Henderson "If we agree to pay X dollars, what will happen?"

Henderson described the service of IYRU as providing the rules under which yachts race, and passing on class policy and rules of International Classes. He

stated that this fee is the easiest way to fund world sailing, although at present class associations have no input to IYRU except through National Authorities, as do non-international classes.

Duvoisin asked: "Will this ever change?"

Henderson stated that he envisions the classes taking over the structure of the IYRU and running the organization. He envisions the removal of the IYRU from its London offices and its relocation, perhaps in Bermuda, or some other sailing center of the world.

Lamb made the point that much of the activity of the IYRU is in supporting and furthering the activities of Olympic Classes, which are in competition with other International classes, and is therefore to the detriment of non-Olympic classes.

Henderson said that he does not have any financial statements on the receipts or disbursements but stated that no funds are expended on the Olympics. He promised to furnish financial statements.

Swanson remarked that to require payment from the classes which have no policy input is taxation without representation.

Henderson suggested that the class should make a two-year commitment to pay the required fee — not yet agreed to — and if the changes of having the classes run the Union are not made by that time, he will resign from the IYRU, and he would recommend that the Class withdraw its financial support and also withdraw from the IYRU.

Diaz and Levinson discussed the necessity for international sailing to be properly funded, and the positive aspects of some funding coming from our class.

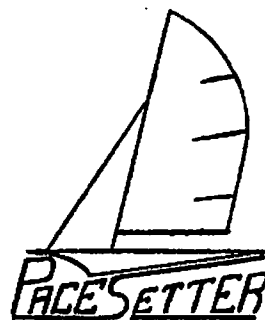
Griffing stated that international status is important to our class, but that our status is different from Category 1 and Olympic classes. He suggested that Category 2 classes, including Snipe, which administer their own affairs, and present rules changes already formed, should be assessed on a different and lower basis than Category 1 and Olympic classes. He suggested that the national authorities should be the ones which pay the more substantial portion of the financing of the union.

There was a general discussion of how the fees for classes were arrived at. Henderson stated that $\frac{1}{2}$ of 1% is the standard. It was pointed out that on the list provided, some of the boats were assessed at considerably less than that figure. There was a discussion of bargaining. The question was asked about arriving at a fair

figure, since the price of a boat is quite different in different parts of the world. Henderson stated that he would need to present a figure which he could defend to the IYRU. He said that he felt that all classes should be treated equally as long as they are international, regardless of category. He felt that bargaining should not be done. It was pointed out that \$3.00 for Lasers was less than $\frac{1}{4}$ of 1%, as was the \$1.00 for board boats. Henderson was not willing to discuss this point further.

Swanson wrapped up the meeting by thanking Mr. Henderson for being present. He said that, of course, the entire SCIRA Board will have to make a recommendation as to what contribution it is willing to make to the financial support of the IYRU.

Henderson replied that if there was agreement, he will telex IYRU that he has received a positive response from this meeting.



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SNIFE CLASS

INTERNATIONAL RACING
ASSOCIATION

OCTOBER 1980
Vol. XXIX No. 10

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Bids Invited For North American Championship

Any club or fleet that would like to hold the North American Championship in 1981 is invited to submit bids to U.S. National Secretary Ralph Swanson, 44 Swan Road, Winchester, MA 01890 for consideration by North American National Secretaries. The decision on the choice should be made by the first of the year, so get your bids in as soon as possible.

Preference will be given to areas with open water sailing, but time of the year is not to be a determining factor, except in regard to achieving the best winds and sailing conditions.

Nostalgia Needed For 50th Anniversary Issues

In commemoration of the Snipe Class 50th Anniversary celebration next year, we will publish a special anniversary issue. In addition, we plan to feature special items on nostalgia — pictures, stories, anecdotes, etc. — throughout the year. If you have any material which we might use we would appreciate your sending it to the office. We will, of course, make sure to return pictures to you after use. Please be sure to include as much information as possible, including identification and photo credits with material sent in.

SCIRA Searching For Lost Commodores

The SCIRA office would appreciate any up-to-date information on the Class commodores with whom we have lost contact. Present whereabouts and/or addresses for the following commodores would be appreciated:

1935 — A.H. Bosworth
1940 — H. R. Schutte
1944 — W. G. Green
1950 — Roy T. Hurley

U.S. Board Meeting

MINUTES OF THE MEETING OF THE
U.S. BOARD OF SCIRA, CARLYLE, IL,
AUGUST 3, 1980

The U.S. Board met in regular session Sunday August 3, 1980, at Carlyle IL. Present: Commodore Gonzalo Diaz, Vice-Commodore Paul Festersen, U.S. Secretary Ralph Swanson, Rules Committee Chairman Ted Wells, Members-at-large Jerry Thompson, Doug DeSouza, Bob Hill, Gene Tragus, District Governors Jeff Lenhart of D VI, and Jim Richter of D

III, Past Commodores Buzz Levinson, Stu Griffing, Bruce Colyer and Dan Williams, SCIRA member Sam Mollett, and Executive Secretary Buzz Lamb.

Sec. Swanson opened the meeting with greetings. Special topics were taken out of order on the agenda, so that measurers could return to work after their presentations.

MINUTES: The minutes were accepted as printed in the October 1979 BULLETIN.

FINANCIAL REPORT: Lamb presented financial reports for the first 6 months of 1980. Membership dues collection is up slightly for the year. The number of new boats is also up both for the US and the world. The US fund has a reserve of about \$50,000, much of which will be required for the 1981 World Championship. Hill moved and Tragus seconded that the financial report be accepted as presented. Passed.

BOAT RIGGING: Buzz Levinson has written to Ted Wells in reference to kinetics and boat rigging. He referred to heavy compression loads on the mast, mast "prebending", extra long "magic boxes" etc. He referred to measurement paragraph 48 and paragraph 8, as prohibitions for what he considers unfairly rigged boats in competition.

Chuck Loomis, U.S. Chief measurer, has also written Wells regarding sophisticated and expensive mast control devices.

General discussion with expression by Levinson of concern that too much

THE COVER

The championship fleet lines up for a start at Lake Carlyle Sailing Association for one of the final races in the 1980 U.S. National Championship.

THE SCORE

Twenty-five numbers were issued last month with 11 going to the U.S.A., 9 to Uruguay and 5 to Denmark. We also issued fleet charter number 766 to Argentina for their fleet at Rio Negros. Julio Labandeira, the national secretary for Argentina feels that this is the southernmost Snipe fleet. As near as we can tell, it is certainly so, being in Patagonia. We welcome this new fleet and wish them warmth and success.

Numbered SNIPES — 24608
Chartered Fleets — 766

sophistication will kill interest in the class. He has discussed this with mast and boat builders.

Lenhart mentioned need for some forward pull for safety.

Hill would not want to change things on a Paragraph 8 basis — things which have been legal for several years. Questioned an attempt to legislate equality.

DeSouza said "Prebend has not been proven to be faster". Lenhart thinks he is faster without it. DeSouza stated that the 11-inch board makes it more necessary. After discussion Swanson called for a motion. Motion made and seconded that this board approve continued use of these modifications. Swanson suggested that this regatta be used to gather data and come back with a recommendation, with no action for the present. Passed.

KINETICS: Levinson and Swanson discussed the use of kinetics on the course. Peer pressure is seen as the best method of control. Levinson suggested that the protest committee chairman for this regatta (Berkley Duck) should make a strong statement to the skippers meeting regarding kinetic propulsion.

SPECIAL ITEM: Letter from Sam Mollett: 1st item — Discourage or prohibit skippers meetings. Vote negative. 2nd item — Make jibhanks optional. Vote negative. Item 3 — Send both years' U.S. Champs to Worlds. Vote negative. Item 4 — Use low point system for scoring. Vote negative. Item 5 — Use "Alamitos Bay" format — Crosby finish to count as one race in finals to provide a throwout. Vote negative.

MYLAR SAILS: Background given by Dan Williams. Two contestants brought mylar jibs to this championship. These sails were ruled unacceptable. Discussion of cost and longevity factors, also "development class" vs one-design principal. Current development indicates mylar is suitable for jibs only — not mains, since it is non-stretch. Sails thus constructed must be rolled, never folded.

Limited use discussed. Could be re-evaluated in view of any big break-through in development. Swanson moved that the U.S. Board recommend that such jibs not be allowed for the present under paragraph 8. Seconded and passed. Wells will write a circular letter to this effect for the BULLETIN.

GIRTH MEASUREMENT OF MAIN-SAIL: The question of measuring the main girth leaving out the boltrope was resolved. Since the boltrope is inside the mast, sails are always to be measured without the boltrope. This will be included in the circular letter.

NORTH AMERICAN CHAMPIONSHIP: Swanson reviewed the history of

the regatta and asked for discussion. Rotation of venue was discussed. NAs have been held mostly in the U.S., but also were held in Canada and Nassau. General approval for the regatta was expressed, with need for more planning, and advance bids before November 1 of the previous year.

Sea Cliff Yacht Club has presented a bid for the 1981 championship.

WORLD CHAMPIONSHIP: The 1981 World Championship will be held at Alamitos Bay, CA, September 8-12, 1981. The regatta will be co-chaired by Sherwood Jones and Sandi Toscan. Housing will be provided in private homes for at least 125. A 50th anniversary banquet is planned.

Meals will be at the club, and entertainment will be planned in connection with the regatta. Discussion on sponsoring activities, commercial sponsors, and budget, will continue as plans develop. The regatta committee at Alamitos Bay will present a budget and their plans for approval.

A special 50th anniversary issue of the BULLETIN will be planned in connection with the 50th anniversary and the world championship regatta. It will be a special edition and may require some added expenses in production since it will be bigger than the regular edition.

TAX EXEMPT STATUS: Paul Festeren reported that the request for tax exempt status is being prepared and will be filed this month. This will allow officers to deduct part of their travel expenses, will allow tax free donations, and will provide sales tax exemption for office purchases and service expenses such as printing.

US NATIONALS 1981: A bid was presented from Annapolis Fleet 532, to be host for the 1981 US National Championship July 11-17, 1981. A request was made to increase the amount of the entry fee to \$40.00 to help the club defray the cost of the regatta. The club also requested permission to seek limited outside commercial sponsorship. After discussion, it was moved, seconded and passed that Annapolis's bid be accepted.

CARLYLE FLEET LETTER: A letter from the Carlyle fleet suggesting more entries for the host fleet in future U.S. Nationals was presented. Thompson moved and Tragus seconded the motion that no change be made. Passed.

USYRU: Stu Griffing, class representative to USYRU reported that he will step down from his position after the next meeting. Buzz Lamb also attends meetings which are twice a year, and require 6 to 8 days per year. He recommended that Buzz Lamb stay on as Class

representative. Jerry Thompson volunteered to be class alternate. Swanson thanked Griffing for his service.

OLYMPIC PARTICIPATION: The USYRU is considering recommending deletion of sailing as an Olympic sport. A show of hands was called for as an expression of opinion. The vote was 5 to 3 (several abstentions) to recommend removal of sailing from the Olympics.

MEASUREMENT CERTIFICATES: The measurement for Class certificates was discussed. The system is working. Discussion. No action.


TRAVEL EXPENSES FOR JUNIOR WC: Moved and seconded that economy class air fare be paid in full for the first team of U.S. Junior sailors, and that half the air fare be paid for the second team. Passed.

U.S. POSSESSIONS IN U.S. CHAMPIONSHIPS: Discussion of future policy allowing participation in the U.S. Nationals. Puerto Rico, The Virgin Islands, etc. are recognized as separate entities from the U.S. by IYRU, and are allowed separate entries in World and Western Hemisphere Championships. Moved, seconded, and passed to change the deed of gift for the U.S. National Championship to delete reference to U.S. Possessions.

IYRU BUILDING FEES: Paul Henderson, Vice-President of the IYRU was not at this meeting, but will attend a special meeting after tomorrow's sailing. Discussion that the class must remain international. Compromise will be discussed.

Meeting adjourned.

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- 1, 2 – Redneck
- 1, 5, 6 – Bermuda Race Week
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- 5 – Nationals, Heinzerling
- 1, 3 – Nationals, Wells
- 1, 2, 3 – Indiana Open
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Kinetics, Mylar Topics At U.S. General Meeting

The U.S. General membership meeting was held at Carlyle Sailing Association, Carlyle, Illinois, August 6, 1980, with U.S. National Secretary Ralph Swanson presiding. Secretary Swanson announced dates and decisions from the meeting of the U.S. Board:

1. The World Championship will be at Alamitos Bay in September, 1981. The U.S. is host for the championship and this will spend most of the \$50,000 put aside for expenses related to the championship.

2. Tax-exempt status has been applied for, and will be announced in the BULLETIN when granted.

3. The North American Championship will be at North Cape YC, October 3-5, 1980. Terry Timm is the chairman.

4. U.S. Nationals will be in Annapolis July 11-17, 1980.

5. The U.S. Board favors no weight allowance for wet clothing under rule 22.

6. Mylar sails are not currently legal under measurement rule 8.

7. The U.S. 1st and 2nd junior teams will go to Spain for the world junior championship. The full air fare will be paid for the first team. Half fare will be paid for the second team.

8. On Kinetics: Rule 60 is still in effect, and is favored by the U.S. Board.

Sec. Swanson opened the meeting for discussion:

KINETICS AND ENFORCEMENT: Jeff Lenhart said he feels peer pressure will be enough to enforce the rule. Bill Simons suggested that two witnesses, both calling a violator will have more effect than one.

Buzz Levinson suggested that Dan Blodgett, a judge at a recent regatta in the northwest, describe his experience with kinetics enforcement. Dan Blodgett explained that he and Dick Rose were in a jury boat on the course at the Laser Nationals. At the skippers meeting competitors were advised that rule 60 was in effect. The jury protested boats and the protests were heard. Of 9 boats protested the first day, 7 were disqualified. A tape recorder was used on the jury boat to record hails of contestants regarding Rule 60 violations.

Lenhart asked how the competitors felt about this. Blodgett replied that he supposed a lot of them didn't like it. There was a lot of kinetic propulsion going on the first day: "Everybody does it — why pick on me?" By the end of the championship competitors were willing to protest one another.

MYLAR SAILS: Tom Nute, sailmaker, asked could there be a dispensation to use the sails on the fleet level for trial purposes.

Eddie Williams said that experimental use was the way in which dacron was first tried for approval.

Regarding the weight of the material, Nute stated that you can use a light cloth and only put the mylar coating on one side, making it lighter than materials currently in use. In reply to the question, he said that the jib must be rolled, not folded.

Steve Sherman asked if mylar is for all conditions, to which Nute replied in the affirmative. Dan Card questioned making the Snipe a developmental class. To the question of what a mylar jib looked like, Mark Reynolds stated he had one with him if anyone would like to see it.

CHANGE OF THE SCORING SYSTEM: An expression on change from the Olympic Scoring System to the low point scoring system was called for by Secretary Swanson. There was overwhelming approval of continuing with the present Olympic scoring system as adopted by the class.

PREBENDING MASTS, mast controls, etc.: Buzz Levinson said he is upset with the continual changes in the rigging. His concern is "not for you guys here — all good sailors — but for the fleets at home. I think it is detrimental to the class to overgadget the boat."

Ray Szczepansky continued this discussion by expressing concern that the more gadgets available, and therefore

necessary, the more the boats will cost. He said that the CSA fleet of 470s had diminished dramatically as the cost of the boats had been pushed higher by increasing sophistication of the rig — to a point where a boat costs in excess of \$5,600.

Secretary Swanson expressed appreciation for all discussion. All rules changes must be considered by the full SCIRA Board, but they need the expression of the opinions of the membership.

Meeting adjourned.



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Augie Does It Again!

Diaz comes from behind to win third U.S. National trophy

Augie Diaz, Miami, Florida, with Greg Thomas as crew, won his third U.S. National Championship at Carlyle Sailing Association, Carlyle, Illinois, August 4-8, in a dazzling come-from-behind finish, winning only the last race in the finals.

Racing on the large shallow lake evened out the competition; each race in the finals had a different winner; and for the first time in 15 years, a Californian did not finish in either of the top two positions. Second place went to Dave Chapin and Tim Dixon, Springfield, Illinois, defending champions. These two teams will represent the U.S. in the Western Hemisphere Championship at Montevideo, Uruguay, December 7-14.

Young John Shadden, Alamitos Bay, California, winner for the second time of the Junior championship, was a threat throughout the series, and finished third. Pete Frazier was his crew in the seniors. Mark Reynolds and DeAnn Wright, San Diego, were 4th, and Greg and Patti Fisher, Columbus, Ohio, were 5th of the 32 finalists, which included the defending champion, U.S. District champions, and the top finishers in the four-race qualifying series for the 105 entrants.

Three races on the 1st day of the finals quickly established Shadden and Chapin as the boats to beat, and a calculation of the ages of the top five finishers established the fact that we may not be getting better, but winners are getting younger — the average age is barely over 22 years.

Carlyle Lake Snipe Fleet 705 was host for this event and Ray Szczepanski was chairman, assisted by his wife Jane and his son and daughter Jon and Andrea. Ed Philippi, Race Committee chairman, was ably assisted by Glenn Grummon and Ted Beier, all of the local club. Homer Hagedorn of the Winchester, Massachusetts, fleet was SCIRA Representative for the Duffy, Crosby, and Heinzerling races, and Past Commodore Eddie Williams was SCIRA rep for the Wells.

District III fleets were co-sponsors of the event, and all worked under the direction of District Governor Jim Richter of the Indianapolis fleet.

The Griffith Trophy, for combined high score for the Heinzerling and Crosby finishes, was presented to Augie Diaz. The Slauson second place trophies were



Champions Augie Diaz and Greg Thomas with the Crosby trophy. (Buzz Lamp photo)

won by Dave Chapin and Tim Dixon. Past Commodore Eddie Williams presented the Eleanor Williams trophy for the highest finishing woman in the nationals to DeAnn Wright, and Ted Wells was again winner of the Jane Schenck Masters Endurance Trophy.

Crosby Series

For Monday morning's first race the winds were 15 to 22 and gusty, with a forecast of 40% chance of afternoon or evening thundershowers. The wind was out of the south, as the six fleets left the dock for the first of the 4 qualifying races. It dwindled to 10 to 12 at the start, and was only 6 to 8 by the finish of the first race. With the last boats finishing the first race after 12, the committee decided on a lunch break and a postponement for the second start to 2:00 o'clock.

The wind picked up as the fleet left the harbor, and clouds began to form to the southwest. The first fleet start got off on time, but the race was abandoned and

the fleet recalled on the first beat, as the wind shifted to the point of spoiling the course. With the course reset, the first and second fleets got off to a fast start in the building wind. Just after the third fleet start, lightning out of the gathering storm clouds caused the committee to put up the abandon flag and start all boats on the real race for the harbor. A lot of boats made the docks, and a lot didn't. Most of those "left-over" went to the island in the harbor where crews held the boats in the soft mud bottom.

A few boats had to be abandoned and crews taken off with boats rescued later. Wind and waves were complicated by a heavy, stinging, cold rain; but the water was warm. The committee made a quick check ashore, and determined the only damage was a few bent masts and lost equipment — but no people damage. Further racing was delayed until Tuesday, as masts were straightened as best they could be between trees; and ripped sails were stitched and patched.

Tuesday, with storms predicted again,



Ralph Swanson, left, with Dave Chapin and Tim Dixon who took second place in the Heinzerlings. (Buzz Lamb photo)



John Walton, left, and Carolyn Proctor, right, pose with Ted Wells and the Wells trophy. (Buzz Lamb photo)

the committee decided to try for the scheduled start, with boats instructed not to leave the dock before the committee boat.

Light winds prevailed under overcast skies, with lowering clouds to the west, south, and north. The winds gradually increased during the first of two morning races, then diminished again, and the threatening clouds never developed into a storm. Races two and three were back-to-back, and barring a thunderstorm, the final race was scheduled to begin at 3:30.

The last Crosby race was a repeat of the first, with mostly light wind.

Augie Diaz was truly awesome in repeating his last year's win in the Crosby series. He won all races in his division, frequently coming from a bad start to the lead by the 1st mark. Mark Reynolds had 3 firsts and a second, only losing to Augie in the preliminary series. Other race winners were the "Old Man" Commodore Gonzalo Diaz, Greg Fisher, Lou Dixon, Keith Dodson, and Mike Bartel.

Heinzerling Series

The 32-boat Heinzerling fleet got off to a good start on Wednesday, completing two back-to-back races, starting in good wind, which gradually lessened throughout the morning.

John Shadden won the first race, with Dave Chapin in second, and Greg Gust in third. Greg Fisher won the second race. Dave Chapin was second again, and Augie was 3rd. As the fleet came in for lunch, the battle was already shaping up, with Chapin leading with two seconds, and Shadden and Fisher tied with 1-4 and 4-1. Augie had a 6th in the first race to go with the third, and Mark Reynolds had a disappointing pair of 10th-place finishes.

Race Committee chairman Ed Philippi held out for the best racing conditions, and delayed the start of the third race. He was rewarded with good winds late in the

Boat	Skipper/Crew
23712	Augie Diaz/Greg Thomas
24815	Mark Reynolds/Deann Wright*
24094	Dave Chapin/Tim Dixon*
23619	Greg Fisher/Patti Fisher
23941	John Shadden/Peter Frazier
20560	Jeff Lenhart/Peggy Lenhart
18327	Craig Martin/Pat Muglia
23963	Tom Nute/Carolyn Nute
23713	Gonzalo Diaz Sr./Adam Killerman
23398	Jeff Evans/Libby Evans
23185	Michael Segerblom/Brian Hosfeld
24098	Keith Dodson/Mike Megly
24060	Robin Gales/Randy Gallman
21606	Dick Schmidt/Gwen Gordon
24097	Lou Dixon/Bill Donath
23624	Sam Mollet/Brian Mollet
18321	Doug Desouza/Jenifer Desouza
23276	Eric Eiffert/Greg Eiffert*
23966	Carl Hultgren Jr./Grant Sinks
24096	Greg Gust/Kim Dixon
19091	Peter Duvoisin/Jean Duvoisin*
23822	Roger Stewart/Doug Sharp
23280	Hubert Vanderspeck/Mike Betts
24271	John Irvine/Ted Horst
23749	Griff Hall/Alex Stout
24272	Bob Rowland/Sandy Rowland
23186	Mike Bartel/Steve Rosenberg
23661	Buzz Levinson/Frank Levinson**
21801	Sean Biehl/Eric Krebs
24750	Mike McLaughlin/Linda Duvoisin
23751	Terry Timm/Liza Hersey
22285	Harry A. Levinson/Jan Selby**
24042	Bruce Colyer/Jeannie Bronough**
23329	Dick Mitchell/Wan-Yung Tu

* Pre-qualified - ** Did not qualify

afternoon, for one of the best races of the series. Mark Reynolds won, followed by Chapin with his third second place, and Robin Gales in 3rd.

Two races were scheduled for Thursday, with the plan of completing all races for an early finish to the regatta if possible. Of course, such a thing is seldom possible, and the morning race was finally scrubbed as the time ran out. Jeff Lenhart, leader for this non-finish, was still hundreds of yards short of the line as time was called.

It began to look like a no-race day, as afternoon clouds began to build into storms, but these finally cleared, leaving enough wind to have a late afternoon race. Jeff wasn't to be denied, and won

CROSBY SERIES

Fleet	Places	Points	Finish
Miami	(1)-1-1-1	0	1
Mission Bay	(2)-1-1-1	3	2
Island Bay	(3)-3-2-2	17.4	3
Columbus	4-2-(7)-1	24	4
Alamitos Bay	3-(8)-4-2	30.7	5T
Mission Bay	2-4-(6)-4	30.7	5T
Mission Bay	3-(15)-2-2	32.7	7
Mission Bay	5-2-3-(14)	38.7	8
Miami	1-(11)-11-3	39.7	9T
Island Bay	4-(5)-5-6	39.7	9T
Alamitos Bay	4-(10)-5-3	39.7	9T
Alamitos Bay	6-(10)-1-8	41.7	12
Mission Bay	2-9-4-(12)	44	13
Alamitos Bay	8-2-4-(15)	46	14
Island Bay	1-(15)-9-8	50	15
Portage Lakes	5-(13)-2-13	51	16
Mission Bay	(14)-7-3-7	51.7	17
Newport	10-4-5-(14)	54	18
Mission Bay	(12) 6-9-5	54.7	19
Island Bay	5-8-(12)-7	55	20
Privateer	7-(17)-8-3	55.7	21
Mission Bay	9-6-6-(12)	56.4	22
Mission Bay	(11)-8-10-5	57	23
Cowan Lake	(12)-6-6-10	57.4	24
Annapolis	(11)-9-8-6	57.7	25
Cowan Lake	10-(16)-7-4	59	26T
Alamitos Bay	(17)-1-13-11	59	26T
Indianapolis	(11)-7-8-10	60	28
Mission Bay	8-7-(16)-6	60.7	29T
Privateer	(14)-10-3-13	60.7	29T
North Cape	12-4-(15)-9	62	31
Indianapolis	(15)-5-13-8	64	32
Ft. Lauderdale	(14)-11-14-4	65	33T
Cleveland	(17)-5-16-5	65	33T

that race, followed by Augie Diaz, beginning his catch-up sprint, and Robin Gales, again in 3rd place.

Friday's finale had strong winds and planing conditions for the reaches, and gave Augie his first win for the series - a series which he had never led until the finish. Second for this race went to Craig Martin of Mission Bay, and Mark Reynolds placed third.

Augie, who has been a class champion for at least half of his 26 years, thus won the Heinzerling Trophy for the third time, having won in Jacksonville in 1974 and Association Island in 1976. Augie is the son of Commodore Gonzalo Diaz and his lovely wife Carmen.

(Continued on page 10)

Nationals . . .

(Continued from page 9)

Wells Series

John Walton, from Detroit, Michigan, and crew Carolyn Proctor, won the Wells series with 21.7 points, less than 3 points ahead of Chris Raab and Jack Franco of the Alamitos Bay, California fleet, with 24.4 points. Buzz and Frankie Levinson, Indianapolis were third, and Wade Blomgren and Randy Smith, and Jay and Karen Butler, all of Mission Bay, California, were 4th and 5th.

The Wells series sailors were divided into 4 fleets, since 71 boats eliminated in the qualifying series elected to stay and sail the consolation series.

The winds, light and variable out of the west-southwest, lifted, shifted, and rose and fell, but were never either strong or steady for the Wells fleets on Wednesday morning's first race. The second race was started in even lighter winds, but was completed within the time limit. Buzz Levinson and Wade Blomgren won their fleets in the first race, and John Walton and Jerry Thompson were winners of the second start.

Two races, one morning and one afternoon, were completed on Thursday. In the morning race, a gradually dying wind had just enough energy available for the two fleets to complete a race, with the last beat turning into a reach before the finish. The second race for the day came after the afternoon storm had gone, leaving some wind, but choppy and confused waves.

The course was heavily favored on the starboard side, and as the wind gradually died, that side became even more favored. The wind departed almost completely before the second fleet could complete the final leg. Winners were John Walton and Chris Raab in the first race, and John Walton and Jerry Thompson in the second. Marc Duvoisin, finishing first in his division, was disqualified after the race for a port/starboard infraction.

For Friday's last race the wind was again out of the southwest. With good wind at the start, the lift on the right side appeared to make that the way to go. This proved to be wrong, as boats on the left were in better wind and rounded long before the starboard side boats were near the mark. The wind held for the two reaches but diminished on the next beat and gradually died during the run to a very light beat to the finish.

Jerry Thompson, making a strong charge in this race, was called over the

Boat	Skipper/Crew	Fleet	Places	Points	Finish
23712	Augie Diaz/Greg Thomas	Miami	6-3-7-2-1	33.4	1
24094	Dave Chapin/Tim Dixon	Island Bay	2-2-2-6-8	34.7	2
23941	John Shadden/Peter Frazier	Alamitos Bay	1-4-4-7-7	42	3
24815	Mark Reynolds/Deann Wright	Mission Bay	10-10-1-4-3	45.7	4
23619	Greg Fisher/Patti Fisher	Columbus	4-1-8-9-12	55	5
20560	Jeff Lenhart/Peggy Lenhart	Mission Bay	20-8-5-1-11	67	6
23398	Jeff Evans/Libby Evans	Island Bay	8-5-10-10-10	72	7
24060	Robin Gales/Randy Gallman	Mission Bay	30-13-3-3-5	76.4	8
24096	Greg Gust/Kim Dixon	Island Bay	3-6-13-14-15	77.4	9
24098	Keith Dodson/Mike Megly	Alamitos Bay	5-25-6-5-9	77.7	10
18327	Craig Martin/Pat Muglia	Mission Bay	16-16-9-12-2	80	11
18321	Doug Desouza/Jenifer Desouza	Mission Bay	19-9-12-8-6	83.7	12
23822	Roger Stewart/Doug Sharp	Mission Bay	15-12-29-11-4	99	13
19091	Peter Duvoisin/Jean Duvoisin	Privateer	7-18-11-15-24	105	14
23751	Terry Timm/Liza Hersey	North Cape	13-17-16-25-16	117	15
23963	Tom Nute/Carolyn Nute	Mission Bay	9-23-18-19-20	119	16
23713	Gonzalo Diaz Sr./Adam Killerman	Miami	17-7-23-24-19	120	17
21606	Dick Schmidt/Gwen Gordon	Alamitos Bay	23-15-24-18-13	123	18
23624	Sam Mollet/Brian Mollet	Portage Lakes	29-14-15-20-21	129	19
21801	Sean Biehl/Eric Krebs	Mission Bay	21-21-14-26-18	130	20
23185	Michael Segerblom/Brian Hosfeld	Alamitos Bay	11-11-dnf-21-29	134	21
24272	Bob Rowland/Sandy Rowland	Cowan Lake	14-19-21-27-25	136	22
23966	Carl Hultgren Jr./Grant Sinks	Mission Bay	28-26-19-13-23	139	23
23280	Hubert Vanderspeck/Mike Betts	Mission Bay	12-27-22-22-30	143	24
24750	Mike McLaughlin/Linda Duvoisin	Privateer	26-20-26-31-17	150	25T
24097	Lou Dixon/Bill Donath	Island Bay	18-22-25-28-27	150	25T
23186	Mike Bartell/Steve Rosenburg	Alamitos Bay	22-30-dnf-23-14	151	27
24271	John Irvine/Ted Horst	Cowan Lake	32-31-17-16-28	154	28
23749	Griff Hall/Alex Stout	Annapolis	25-29-20-30-22	156	29
23400	Dan Blodgett/Susanne Blodgett	Seattle	31-dnf-27-17-26	163	30
23276	Eric Eiffert/Greg Eiffert	Newport	24-24-38-dns-dns	170	31
23329	Dick Mitchell/Wan-Yung Tu	Cleveland	27-28-30-29-31	175	32

WELLS SERIES (Top 30 of 71 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24307	John Walton Jr./Carolyn Proctor	Detroit	6-1-1-1-5	21.7	1
23752	Chris Raab/Jack Franco	Alamitos Bay	5-3-1-3-2	24.4	2
23661	Buzz Levinson/Frank Levinson	Indianapolis	1-2-5-2-12	34	3
21919	Wade Blomgren/Randy Smith	Mission Bay	1-2-25-5-2	47	4
20313	Jay Butler/Karen Butler	Mission Bay	2-6-3-14-10	56.4	5
24267	Don Hite/Tom Hite	Lake Angelus	8-10-2-11-4	58	6
24114	Paul Levinson/Chip Walker	Indianapolis	6-18-8-6-1	61.4	7
19020	Bill Simons/Sherry McCollum	Privateer	13-4-2-21-3	62.7	8
12192	Harry Levinson/Alinda Levinson	Indianapolis	4-22-11-7-1	66	9
22285	Harry A. Levinson/Jan Selby	Indianapolis	10-5-21-4-5	71	10
21021	Matt Gregory/Keven Gregory	Privateer	7-21-3-4-14	73.7	11
24500	Jim Richter/Erik Witt	Indianapolis	10-8-4-12-13	75	12
24442	Buzz Lamb/Marge Lamb	Privateer	9-3-5-15-20	77.7	13
19740	John McAllister/Theodore Ketten	Detroit	22-4-11-8-6	78.7	14
18100	Jonathan Bartlett/Bill Lawson	Annapolis	14-13-6-9-7	78.7	15
20369	Jerry Thompson/Kim Thompson	Lake Angelus	15-1-9-1-dsq	80	16
24111	Doug Goppert/Rita Goppert	Lottawana	22-9-26-2-3	83.7	17
19257	Susan Tabor/Janice Tabor	Mass Bay	15-14-10-6-11	85.7	18.
24042	Bruce Colyer/Jeanne Bronough	Ft. Lauderdale	11-6-4-23-14	85.7	19
20934	Stephen Sherman/Scott Mauney	Dallas	5-10-14-18-10	86	20
23394	Bob Tan/Bill Ljonquist	Annapolis	13-13-12-12-8	88	21
23625	Dick Hand/Paul Wood	Portage Lakes	24-16-12-3-8	89.7	22
24106	Troy Tolan/Mary Saiz	Barton	12-5-21-11-13	91	23
18886	William Coberly/Marg Coberly	Decatur	16-15-7-17-9	94	24
23279	John Johns/Cherie Kuizema	Barton	23-9-17-10-6	94.7	25
20001	Stuart Griffing/Katie Griffing	Cowan Lake	3-12-10-21-25	97.7	26
20953	Marc Duvoisin/Anne Duvoisin	Privateer	7-8-dsq-5-11	98	27
24122	Bill Snowden/Nancy Snowden	Atlanta	18-21-6-30-4	106.7	28
23391	Charles Hagedorn/James Bowers	Winchester	24-7-13-17-19	110	29T
23757	Doug Day/Alane Day	Lottawana	18-24-16-10-12	110	29T

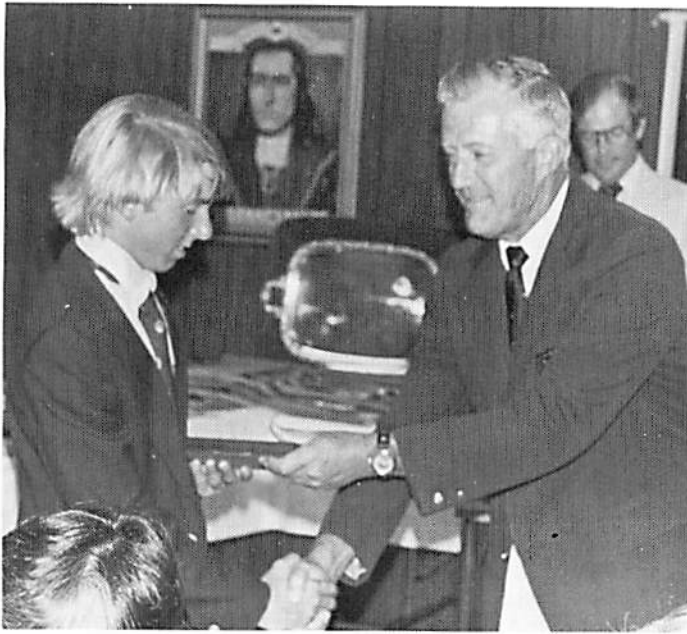
line at the start, and received a DSQ at the finish, ending his hopes in the championship.

Junior Championship

Only 17 of the 20 boats registered for the Duffy Trophy series were on the line for the start of the first race, due to last minute boat and crew problems. Winds were in the 15 to 20 mph range with a few higher gusts, giving the light but agile

crews plenty of wind to work with. A few minor gear failures cost positions to some of the boats — Carl Hultgren suffered two lost battens and a broken whisker pole — but there were no capsizes.

Because of the wind and wave conditions, the committee set up the long first race for the two-triangle option. The boats were closely matched with at least the top half of the fleet in contention for the lead, which changed throughout the race. Boats which managed to catch the



Ralph Swanson congratulates U.S. Junior Champion John Shadden as he presents him the third place trophy for the senior series. (Buzz Lamb photo)



Ted Wells receives the Jane Schenck Masters Trophy from Ralph Swanson. (Buzz Lamb photo)

puffs and maintain a plane longer, had a definite advantage in capturing the lead or gaining on the competition. The race ended with defending champion John Shadden just nipping fellow Alamitos Bay sailor Mike Segerblom at the line. John Irvine, Cowan Lake, was third, and Bob Tan, Annapolis, 4th.

The wind gradually diminished during the lunch break, but built again about the time of the second start, dying again as this shorter race around the Olympic course progressed.

On the first beat a big shift lifted the port tack boats, and Tom Hite, sailing his father's boat in his second Snipe race, was just behind leader John Irvine as they rounded the windward mark. Irvine held the lead throughout the race, in which the wind continued to shift, causing the committee to shift the downwind mark

for the run. At the finish it was Irvine, Shadden and Segerblom.

The committee tried for an immediate start of the next race, as clouds began to gather on the northwestern horizon. A general recall spoiled the first try, but in the second start all were clear for a perfect start. The race progressed as far as the first mark, when the fresh wind moved in from the gathering clouds, spoiling the course, and further racing for the day, as the committee abandoned the race.

On Sunday morning, with overcast skies and winds of 8 to 10, the committee planned for 3 races; back-to-back if possible. The first 2 races were sailed in gradually dying winds, and the third had to be postponed until afternoon, as the contestants were towed to the dock for a lunch break.

John Shadden, who emerged in the first day's racing as the probable winner, virtually cinched the title by taking both morning races. In the first race Carl Hultgren was 2nd and Mike Segerblom 3rd, and Marc Duvoisin was 2nd and John Irvine 3rd in the second.


The fifth race was started around 3 o'clock, as the committee set a course in the light and variable winds. With Shadden an almost certain winner, second place would depend on who beat whom in the last race, as John Irvine and Mike Segerblom were almost tied. At the first mark Shadden led, with Segerblom 2nd and Irvine 8th. Places changed rapidly throughout this race, as the wind lightened and shifted. The whole fleet was sometimes caught in holes, with puffs bringing the whole fleet together. At the last leeward mark, Shadden rounded first, followed closely by Segerblom and Irvine. Shadden went right, and Segerblom and Irvine went left for the final beat.

The race finished with Segerblom 1st,

(Continued on page 12)

JUNIOR CHAMPIONSHIP

Boat	Skipper/Crew	Fleet	Places	Points	Finish
23941	John Shadden/Steve Rosenberg	Alamitos Bay	1-2-1-1-3	8.7	1
23185	Michael Segerblom/Brian Hosfield	Alamitos Bay	2-3-3-5-1	24.4	2
24271	John Irvine/Ted Horst	Cowan Lake	3-1-6-3-2	26.1	3
20953	Marc Duvoisin/Anne Duvoisin	Privateer	7-5-4-2-5	44	4
23966	Carl Hultgren Jr./Grant Sinks	Mission Bay	5-4-2-6-7	45.7	5
23394	Bob Tan/Bill Ljonquist	Annapolis	4-10-5-4-13	61	6
19740	John McAllister/Theodore Ketten	Detroit	6-7-9-11-10	72.7	7
23391	Charles Hagedorn/James Bowers	Winchester	8-9-8-7-12	74	8
24263	Carlos Ruiz/Edwin Martinez	San Juan	9-11-13-12-4	77	9
19267	Tom Hite/Kimberly Thompson	Lake Angelus	13-12-11-8-8	82	10
18327	Patrick Muglia/Danny Lenhart	Mission Bay	12-6-7-14-dns	88.7	11
23754	Raymond Croasdale/Chris Croasdale	Gull Lake	10-15-15-9-11	90	12
19425	Jenny O'Flaherty/Barb Evans	Cowan Lake	15-14-10-18-6	92.7	13
22350	Erik Witt/Wayne Jeveli	Indianapolis	14-18-14-10-9	95	14
19939	John Briggs/Vicki Briggs	Lincoln	11-8-16-15-16	96	15
24265	Andy Pontious/Mike Fogarty	Diamond Lake	16-13-12-13-14	98	16
19266	Andrea Szczepanski/John Szczepanski	Carlyle Lake	dsq-16-17-16-18	116	17
21548	Fred Guebert/David Crosby	Atlanta	dns-17-dns-17-17	121	18
22725	Glenn Foster/Bruce Foster	Diamond Lake	dns-dns-dns-19-15	124	19
16330	Casey Yapp/Bruce Vanhatten	Atlanta	dns-19-dns-20-dnf	128	20



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At left: Jim Richter and Race Committee Chairman Ed Philippi pose with the Macklanburg-Duncan Race Committee trophy. Above: Regatta Chairman Ray Szczepanski is presented a token of appreciation by Third District Governor Jim Richter as co-chairman Jane Szczepanski looks on. (Buzz Lamb photos)

Nationals . . .

(Continued from page 11)

Irvine 2nd, Carlos Ruiz 3rd, and Shadden 4th. Overall finishers were John Shadden 1st, Mike Segerblom 2nd, John Irvine 3rd, Marc Duvoisin 4th and Carl Hultgren 5th. John and Mike will represent the U.S. at the Jr. World Championship in Spain in October.

The Storm

Of the last 12 U.S. National championships severe storms have occurred in at least 9. 1980 was no exception. With only a short sail to the dock from the racing area, several boats had to be abandoned and crews taken off during the height of the storm. Several masts were bent, a few broken, one jib was lost overboard from an overturned boat, and many sails were damaged or "blown out" in the heavy wind gusts. No fault of boats or crews — gusts of 60+ are too much for any small boat. Luck was a factor for all who escaped damage. There were no severe injuries.

The race committee was local and competent. The contestants had been informed that the race would be called immediately in case of lightning in any threatening storm. Since storms come quickly in that part of the country, the race committee was prepared to act quickly to cancel or abandon any race — and yet there was a delay — perhaps 10 or 15 minutes — perhaps only 5 beyond what was prudent. You can't second guess mother nature.

Conclusions? — perhaps none. But, on our own boat we knew better than to stay for the start — we knew at least 10 or 15 minutes before the cancellation, that in all probability the race would never be completed. We didn't act on our knowledge.

The race committee is monitoring many factors during the countdown. In the qualifying series, with three starts, this process goes on for far longer than the 30 minutes — at least — that it takes for those 3 starts. With the noise of motors, sails, wakes, boats, countdowns,

check-ins, etc. etc, it is easy to overlook or underevaluate the threatening clouds. If races were postponed for every cloud there would be few races. There is a great deal of pressure on the race committee to get races over — no "sissies" allowed. One answer is to use your own judgement. Nobody anchored us on the course. We were free to leave at any time.

THE STORM — Lighter side:

Large Skipper to small crew as they planed flat out and flying into a harbor full of boats upright, overturned, and aground: "Honey, I don't know what we are going to do when we get in there." Small crew: "Daddy, you'd better know. You've got the tiller."

Midwestern sailor: "I think God planned that so the Californians would know what a real thunderstorm is like."

Rescuers were surprised when Augie Diaz dived under one overturned boat, and two heads emerged. John Scott had taken refuge from the fierce wind and stinging rain under his wooden hull.

The weather monitor for the regatta, a young man who has had weather as his hobby for several years, was asked if he had any theories about weather prediction from his experiences. His reply: "Yeah, you should look outside more often."

Social Scene

Informal fun gives as much flavor to a regatta as carefully planned parties, and Jane Duvoisin's powerful telescope was the social center for the spectators. One watcher looked just in time to see his beloved fall out of the boat, either missing the strap or being pulled by his power-

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ful gaze. Tent dropping and ranger baiting were the most active, if least appreciated evening sports. Boys will be boys! And sometimes men will be boys.

Most of the week's planned activities also took place at the lake. On Saturday night juniors and seniors were entertained at a steak roast at the CSA pavilion. The Junior awards — the Duffy skipper trophy and Gilreath crew trophy, as well as handsome wooden half model Snipes made by the Barton Fleet, were presented to the top finishers. Rowland Sailors' Tailor presented duffle bags to runners-up. Wednesday's fried chicken dinner also took place at the pavilion.

Bud Hook, Past SCIRA Commodore, and the Indianapolis Fleet were co-hosts for the Tuesday night cocktail party at St. Theresa's gym. The traditional awards banquet, winding up the regatta, was the only other activity in town. Heinzerling and Crosby trophies were good-looking brass plaques from the Indianapolis Fleet. Wells awards were copper Snipe silhouettes made by the Chicago fleet.

Two touches which were really appreciated: Oranges provided by the Springfield fleet were distributed to all the

thirsty sailors after every race, and the beer truck was open and flowing every day when sailors gathered around for the regular R-and-R and excuse hour.

RULES QUESTION: Would it be a U.S. Nationals without an INTERESTING protest?

The Protest: That a race had been shortened in contravention of the deed of gifts, which states that no race in the U.S. Nationals may be shortened after the start.

Facts Found: A mark was moved, and all requirements for moving marks were observed. The resulting leg of the course produced in going to the new mark may have been shorter than the leg to the replaced mark would have been.

Decision: The protest was disallowed. Racing rule No 5.1(b), in Part II, Management of Races, describes shortening the course as "finishing a race at any rounding mark." There is no reference to distances involved in course changes which are provided for in 5.1(c). The completed race was the Olympic course as posted by the committee, and finished at the end of the proper number of legs.

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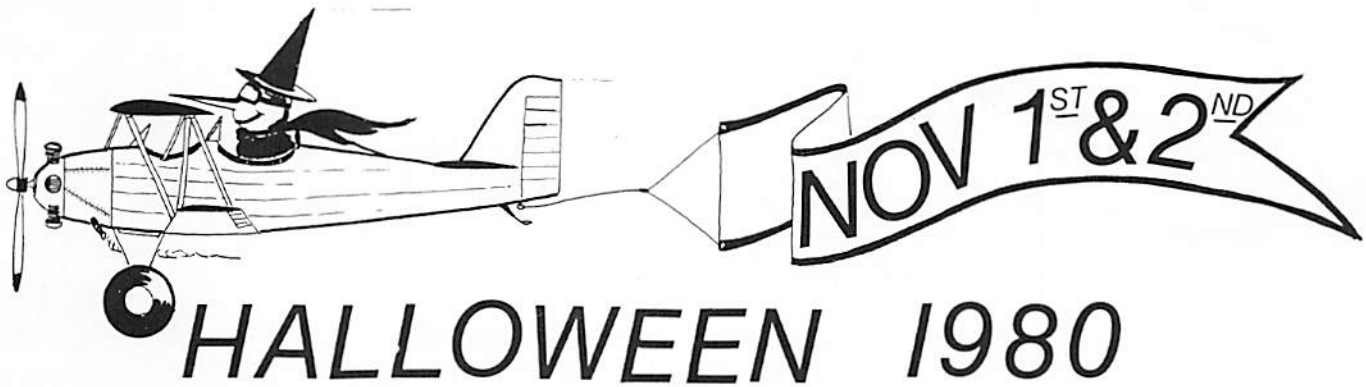
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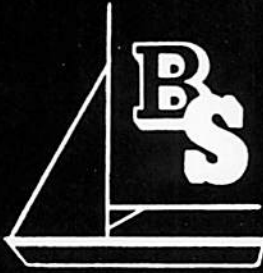
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Double beds/couples () Single Adults/Male () Female () Children under 12 ()

Registration \$12.00 includes two mugs. Extras may be purchased @ \$3.00 each. Costume trick or treat party Friday night. Mail registration form to Phil Sensenig, 2060 Black Fox Dr. NE, Atlanta, Georgia 30345.



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OCTOBER 11-12, FRIGID DIGIT, Annapolis Fleet 532, Kenn Yellott, 19 Wardour Dr, Annapolis, MD 21401.

NOVEMBER 1-2, HALLOWE'EN REGATTA, Atlanta Fleet 330, Philip C. Sensenig, 2060 Black Fox Dr. NE, Atlanta GA 30345.

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