

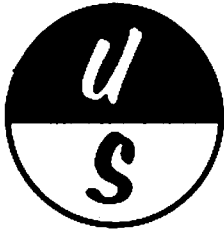
# ***SNIPE***

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# ***BULLETIN***



OCTOBER 1981



# Ullman Sails

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How about . . .*

**1981 U.S. Nationals – 1, 2**

1979 NORTH AMERICANS – 1, 2

1979 U.S. NATIONALS:

Heinzerling – 1, 3, 4 Jr. Nationals – 1, 2, 3

Crosby – 1, 2 Wells – 1, 2, 3

1980 MIDWINTERS – 1

**1980 Western Hemispheres**

1980 NASSAU, GAMBLIN – 1

1980 NASSAU, BACARDI – 1

1980 JUNIOR WORLD CHAMPIONSHIP – 1, 2

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# U.S. Membership Meeting Held At Annapolis

Ralph Swanson, U.S. National Secretary, called the meeting to order and welcomed all participants to the 1981 U.S. National membership meeting.

**REPORT OF U.S. BOARD MEETING:** Secretary Swanson announced that he would report on actions taken by the Board in their meeting first, and have a question and answer period later.

**FINANCES:** The U.S./SCIRA finances are in good enough shape to take care of the expenses expected to be incurred by the World Championship, which we are holding at Alamitos Bay in September.

**DISTRICT REVISION:** There has been a request for some changes in the make-up of District I and District V, moving Annapolis and the two New Jersey Fleets to District V. This proposal will be considered by both Districts and all Fleets and action delayed later if indicated.

**MYLAR SAILS:** Approval is being held pending further study of the material.

**IYRU NUMBER FEE:** The number fee of \$15 per new boat number is being paid to IYRU.

**TAX EXEMPT STATUS:** Commodore Paul Festersen explained the tax exemption granted to US/SCIRA including possible individual deductions. A fuller explanation will be in the August BULLETIN.

**DEEDS OF GIFT:** District V Championship is now open. Changes were allowed in the Northeastern Championship as requested. The Masters Championship is not yet set, as the current age requirement is 40 and the Board has requested a change to 45.

**DUES AND FEES:** The U.S. Board has approved a raise in U.S. Dues to \$20 - \$13 of which may be considered as a tax free donation to SCIRA.

**PAN AM GAMES:** Snipe is not currently in the games for next time. May still be considered.

**JUNIORS:** The age limit for U.S. Juniors has been changed to conform to USYRU/IYRU age. The Board hopes to be able to send two junior teams, and possibly a coach, to the next junior world championship. Finances will determine the amount that can be contributed.

**NORTH AMERICAN CHAMPIONSHIP:** The 1981 championship will be held September 18-20 at Sea Cliff, Long

Island, NY. Future scheduling will be discussed by the North American Secretaries at the World Championship in September.

**WESTERN HEMISPHERE CHAMPIONSHIP:** 1982 championship will be held in the Bahamas in November.

**WORLD CHAMPIONSHIP:** The United States will be host for the 50th anniversary celebration to be held during the Snipe World Championship at Alamitos Bay, California in September.

**LONG ISLAND JUNIOR BOAT:** Snipe is being considered as the Long Island Junior Boat.

**1982 U.S. NATIONALS AND NATIONALS ENTRIES:** The 1982 Nationals will take place at Eagle Mountain Lake, Ft. Worth, Texas in either late July or early August 1982.

The severe problem of late entries was discussed. No late entries will be allowed to compete in the 1982 U.S. Nationals. The cut-off date will be announced well in advance, and all entries must be submitted to the SCIRA office on time.

The meeting was then thrown open for general questions and answers.

The three lawyers present suggested that members should consult their usual sources of tax advice for individual application of the tax-exempt status.

Eric Purdon requested that the entry form for the U.S. Nationals be printed in the BULLETIN without charge to the sponsoring organization. This was followed by some general discussion of the financing of the U.S. Nationals, which is done by fleet and district.

Mark Reynolds asked why there is no collection of sail royalty fees outside the U.S. as is done in other countries. Swanson explained that this fee goes into the U.S. fund, and that other countries had felt that they could not collect these fees.

Roger Stewart asked why it costs so much to put on a World Championship. Ralph Swanson answered that it is the class tradition to provide housing and meals for all teams and for the National secretaries attending the regatta, as well as to provide loaner boats, and all the other attendant expenses of large and long regattas.

Scott Cline asked what we get from IYRU in exchange for the number fee. Answer was that we get recognition as an international class.

Bud Booth said he wanted to go on

record as being against changes in the District boundaries for District V, and against the expansion in size of any U.S. Districts.

Mark Reynolds requested that rules committee questions should be published along with answers. After some discussion Ralph Swanson mentioned that all changes allowed are either printed in the rule book, or pending that, are printed as Circular Letters over the signature of the Rules Committee Chairman in the BULLETIN. Doug Goppert commented that in his fleet - Missouri Yacht Club - it is generally considered that it is probably not allowed if it is different.

Meeting adjourned.

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# SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

OCTOBER 1981  
Vol. XXX No. 10

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## ADVERTISING

Contract rates furnished upon application.

## SUBSCRIPTION

\$5.00 per year, \$5.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

## CHANGE OF ADDRESS

Notify Snipe BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

## Paraguay Announces New Secretary

Manuel Atria has moved to Chile and resigned his position as National Secretary for SCIRA Paraguay. His successor will be Ruben Bruyn, CIE S.A., P.O. Box 2087, Asuncion, Paraguay.

## More Input On SCIRA's Tax Status

Ted Wells has noted a misstatement in the August Bulletin's article on SCIRA's new tax status. There it is stated that, as a general rule, a deduction for a gift of appreciated stock, securities or real estate must be reduced by 40 percent of the unrealized appreciation. The general rule is actually that there need not be such a reduction, and the donor is entitled to a deduction for the full value of the appreciated property, subject to a percentage limit. This percentage limit can be favorably modified if the donor elects to have the 40 percent reduction apply. This election can be advantageous in special circumstances. Whether or not the election is made, the donor is relieved of capital gains tax on the appreciation.

All this serves to highlight the fact that the charitable contribution rules, of which the above are just a sampling, are a morass more technical and involved than the IYRU rules and appeals decisions, and a tax advisor should be consulted in individual circumstances.

## Impeach The SCIRA Bureaucracy

These sentiments were doubtless loudly urged in respectable quarters again this year. "If it's not one thing, it's another" — whether it be something of world-wide significance to the Snipe Class, or something affecting a handfull or one or two, and then only once.

Prominent in the former category are the now forgotten battles about the weight reduction in 1970, the moment of inertia test, and the standardized center-board shape first required after January 1st of 1976. The latter category includes a lot of things best left unspecified, lest they identify their particular proponents.

Whatever it may be, those who volunteer their time and skills to administer the affairs of the class cannot do the job, much less an honest job, without alienating some of the people some of the time.

A particular flap in 1981 had to do

with registration requirements for the 1981 U.S. Nationals. Some seven proposed competitors were told they could not sail the regatta because of their failure to meet the published registration deadline. In most cases, it was a matter of a few days. The deadline was Friday, June 26. All but one of the affected sailors had his entry to Hixson by the 30th. In most cases there were reasons; in some cases sympathetic extenuating circumstances were offered; in no case was there a genuine excuse.

In each case, so soon as the late entry was received, the Executive Secretary notified the individuals affected that the entry could not be accepted: the registration deadline was established by action of the Board of Governors and it did not lie within his province to grant dispensation.

How stupid! How can it be that those with a love of the sport, a desire to compete in a major event, and a willingness to travel long distances at great expense should be denied by officials whose charter is to promote activity in the sport? The answer is seldom understood by those who have not had the responsibility for organizing and governing such activities and who therefore fail to understand the consequences of making rules for sound reasons and then overturning those rules to accommodate sympathetic individual circumstances.

For well over a quarter century the U.S. Nationals have been conducted under provisions of the deeds of gift for the Crosby, the Heinzerling, and the Wells

## THE COVER

Boats lined up and charging for the start in the Heinzerling Series at the 1981 U.S. Nationals at Annapolis. Don White photo.

## THE SCORE

Forty numbers were issued last month, and it put us over the 25000 mark, just at our 50th anniversary. This means that we have averaged 500 boats per year for the entire existence of the design. This is a record that we can point to with pride. Not only that, we are off and running for the second 50 years. We hope that many of you will be able to look back in 2031 and say that the second half of the century was better than the first.

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series. It is not an open regatta in which anyone may compete who reaches the starting line in time. It is the national championship of the Snipe Class in the United States, open only to those who meet the conditions for entry. The principal conditions include that the skipper must be paid up and in good standing with his local fleet and with SCIRA, that he must have participated in five fleet or sanctioned regatta races prior to the time of his entry, and that his equipment must meet all requirements of the class. In addition, only one entrant is permitted for each five active boats in a local fleet.

If these are the requirements, they must be established and reviewed before the regatta begins. This can be done only if sufficient time is provided to verify the credentials of each proposed entrant. This time-consuming work can be done only at SCIRA headquarters and only by reference to the records available there. It must be done with sufficient lead time to permit verification of an entrant's eligi-

bility and the correction of any omissions which are discovered upon receipt of the entry. As examples, it is routine that entries are received from those whose dues have not been paid, whose boats are not properly registered to them, whose fleet captains have failed to certify eligibility based on race participation, or whose entries exceed the number permitted according to the activity of the local fleet. Most of these problems can be and routinely are corrected — provided that sufficient time is available.

For all these reasons, the Board of Governors long ago established a registration deadline, without which it would be impossible to insure compliance with the conditions of the deeds of gift. The alternatives to a registration deadline are wholly unacceptable:

1. Negation of the eligibility requirements for want of the time in which to enforce them.
2. Wholesale uncertainty as to whether any entrant arriving at the regatta

would in fact be determined to be eligible.

3. Complete disintegration of the requirements of the deeds of gift, with the result that the regatta would in fact be an open one.

Consider, for example, the disaster which would ensue if an entrant traveled hundreds if not thousands of miles to the regatta site, only to learn that he could not compete for some reason not subject to a ready cure, such as a failure to have participated in the requisite number of races, or the presence of an excess number of entries from his fleet.

Such problems have occurred in the past, specifically at Association Island in 1976, at Pensacola in 1979, and at Lake Carlyle in 1980. In each instance the clear requirements of the rules were evenly enforced: the tardy ones did not sail. Virtually all of them gracefully accepted the consequences of their sloth.

1981 brought some seven tardy en-

*(Continued on page 7)*

## THE COMMODORE SAYS

troilus shrinks  
the commodore

dear boss as  
you well know i  
am generally  
inclined to mind  
my own business but  
just this once i  
am going to make  
an exception for  
your benefit

i have noticed  
that your consequential  
and commodorial self  
has become increasingly  
paranoid about  
youth or the  
kid conspiracy as  
you call it  
there you are  
younger than the  
snipe but older  
than the stars by  
which i mean  
the so called  
kids who capsize  
your fatuous  
aspirations to  
the big trophies

we will pass  
over the cocktail  
party psychology the  
shibboleths of  
midlife crisis  
passages male  
menopause and any  
salacious innuendo  
about your  
declining performance

i will even forbear  
to chide you about  
your particularly  
tacky display when  
barely finishing in  
the small money at  
your own regatta you  
then disrupted

the trophy luncheon  
by demanding to  
inspect the birth  
certificates of all  
those who finished  
ahead of you

boss there is no  
fool like an  
old fool and  
they are no more  
gladly tolerated for  
having some  
transient stars  
on their rented  
epaulettes

the fact is  
that you are  
right the hotdogs  
are mostly youthful  
the pesky kids as  
you call them

now i will  
help you

point one is  
concentration  
take for example  
the card game of  
that name when  
is the last time  
you beat anyone  
under ten years  
of age question  
mark trailing  
clouds of glory as  
it were the  
little darlings  
will stomp you  
every time

heaven lies about  
them in their  
infancy eh boss  
not to mention  
certain laws protecting  
them from  
corporal retribution

i think this  
concentration business  
has something  
to do with smooth  
neural synapses  
which like new  
sails are unwrinkled  
by the luffing which  
accompanies one's tacks  
through life or  
by the traumas of  
much bending on  
pren or many benders  
as the case may  
be close pren

point two youth  
is careless that  
is to say without  
care and likewise  
without the  
curmudgeonly instincts  
for self preservation  
developed by those  
who have survived  
their hour of splendor in  
the grass and of glory  
in the flower in  
order to worry  
about shots for  
dogs missing  
frogs and the  
mortgage payment

what pipes and  
timbrels in the  
monday morning  
alarm clock  
what wild ecstasy  
in going home to  
cut the hedge

those of growing  
wisdom have come  
to understand  
the ineluctable  
tomorrow and  
the desperate necessity  
of getting there

this you see is  
the origin of the  
expression slow  
but sure

the kids are  
still grooving  
with nature boss  
and there is  
no way you are  
going to beat that  
you may be  
for ever panting but  
you are not for  
ever young

point three the  
kids get time to  
practice even as  
they have refused to  
practice for the music  
teachers subsidized by  
their immediate  
ancestors

point four  
the kids suffer  
no self perceived  
burdens of  
command it is  
not they who  
worry about the  
caterer while pinching  
their way into  
obscurity on  
the last beat

the exaltation  
of high office  
correlates inversely  
with boat speed  
but directly  
with the exultation  
of seeing the  
cold baked  
beans and other dinghy  
class cuisine served  
promptly to the  
wet and stinky  
rascals

tomorrow the kids  
will be on the  
course early again  
having lost no  
time looking  
for the maalox

point five  
console yourself  
boss there is still  
the fun of  
doing it of  
believing there  
is always a  
chance to win and  
of knowing that  
monday a m will  
bring at worst small  
bruises to the  
body larger bruises  
to the ego and  
a fervent belief that  
the only race which  
matters is the  
next race

well boss you  
have now  
been shrinked please  
pay the receptionist

may the  
tridents of  
youth catch  
you full  
astern

*troilus the cockroach*

p s  
assure our editor that  
he need not call the lawyer  
an incarnation or two ago  
bill wordsworth and jack  
keats authorized my  
occasional use of their  
stuff in return for my  
getting them dates with  
young ladies

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## U.S. Board Discusses Dues, Rules, Championships

The U.S. Board met in regular session at Annapolis Yacht Club, Annapolis, Maryland July 12, 1981.

**PRESENT:** U.S. Nationals Secretary Ralph Swanson, SCIRA Commodore Paul Festersen, Members-at-large Jerry Thompson, Gene Tragus, and Randy Nord, Rules Committee Chairman Ted Wells, and Vice-Chairman Dan Williams, Past Commodore Gonzalo Diaz, District Governors Jeff Lenhart and Eric Purdon, Executive Secretary Buzz Lamb, and Annapolis Fleet Captain Fred Betz.

**MINUTES:** The minutes as published in the October 1980 BULLETIN were reviewed by Lamb. Minutes approved.

**REQUEST FOR REDISTRICTING:** Annapolis Fleet 532, represented by Fred Betz and Eric Purdon presented a petition to redistrict the boundaries of Districts I and V, removing Maryland and New Jersey from I, and adding these fleets to V. A counter proposal to combine the two districts was suggested. Nord moved that this proposal be studied by the Governors of both Districts, who should poll their fleets for the opinions of the fleet membership, before October 1st, with consideration by the Board delayed until the reaction of both districts is determined. Seconded and passed.

**FINANCIAL REPORT:** Lamb reported dues collection for 1981 is almost completed. U.S. financial reports have shown a gradual reduction of membership, although 1980 had a 4% increase. Finances are affected by continued inflation. The World Championship expenses will deplete the reserves accumulated for that purpose.

**OLD BUSINESS:** (1) Mylar sails: Jeff Lenhart reported testing going on in other classes. He and other sailmakers are willing to wait and see what happens in the development of this material. Thompson moved, Diaz seconded that any action be tabled for one year. Motion passed.

Jeff Lenhart will make a jib to test its effectiveness, as well as its durability. (2) IYRU building fees: The \$15 building fee is being collected for the IYRU. This will be discussed again at the World Board meeting in September. (3) Tax Exempt Status: Commodore Festersen reported that SCIRA/US has been granted tax-exempt status retroactive to October 3rd, 1976. He has written an article explaining this status which will appear in the August BULLETIN. This status allows deductions for large gifts and bequests, as well as deductions for some expenses of offi-

cers, and relief from local sales taxes to the office. Ted Wells and Paul Festersen will organize a committee for soliciting large donations.

The Board expressed appreciation for the work by Tom Hood and Paul Festersen to achieve tax exempt status.

**DEEDS OF GIFT:** (1) Northeastern Regatta - changes proposed from the deed of gift as set out in the SCIRA Rule Book to: Changes in deed of gift to be by agreement between District V and SCIRA. Also change to an open regatta. Changes as proposed moved and seconded. Motion passed.

(2) Masters Championship - A proposed deed of gift from Dan Blodgett was discussed at length as to age requirements. Thompson moved, and Festersen seconded that the deed of gift be accepted as submitted. Not passed.

Ted Wells moved that the deed of gift be returned to Dan Blodgett with the suggestion of 45 as the minimum age. Seconded and passed.

(3) District V Championship: This championship is now an open regatta. The first finisher from the district will be the district champion, and will be qualified for the Heinzerling division of the U.S. Nationals. Approved.

**CAROLYN NUTE TROPHY:** Doug DeSouza proposed by letter that a new trophy in memory of Carolyn Nute be accepted for presentation at the U.S. National Championship. Tom Nute has been consulted and favors a trophy to be awarded to the top finishing married couple in the championship. Other considerations were discussed, in order of preference. Moved, seconded, and passed that this trophy be accepted and awarded to the top married couple. Jerry Thompson will make the presentation at this year's awards banquet, although the actual trophy will not be ready until 1982.

**DUES AND FEES INCREASE:** Lamb presented the breakdown of allocation of the current \$15 U.S. dues. In order to continue the present services in the face of increasing costs, a dues increase will be necessary. Dues of \$20 was proposed. Of this amount \$13 will be considered the actual dues as apart from subscription fees for Rule Book and BULLETIN, and could be subject to tax deduction. Moved, seconded and passed.

**SPECIAL CATEGORIES OF MEMBERSHIP:** Three special categories of sustaining memberships were proposed and approved for those in a position to con-



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tribute beyond their regular membership dues. They are: contributions of \$50, \$100, and over \$100. These sustaining members will be listed in the yearly SCIRA Directory printed in the February issue of the BULLETIN.

**PAN AMERICAN GAMES:** The Sailing Federation of Venezuela approved boats for the next games and did not include Snipes. All the boats except Laser are Olympic boats. Snipe organizations in all countries of the Western Hemisphere have been asked to use their influence with their sailing associations to persuade Venezuela to include Snipes in the games. There is still a possibility of being accepted. The final selection is to be this month (July 1981). The class has agreed to furnish boats to those who don't bring their own. Jaime Ossett is building Snipes in Venezuela.

**SAIL CORNER PATCHES:** Doug DeSouza, by letter, referred to the IYRU measurement requirements. Ted Wells stated a circular letter has been published in the BULLETIN which takes care of that.

Under the same question, the roach measurement of the main is taken care of by measuring with battens in place.

**JUNIOR AGE LIMIT:** Thompson moved that we change the rules to conform to USYRU and IYRU junior age limit: "Not yet 20 in the year of the championship." Discussion. Seconded and motion passed.

**TRAVEL EXPENSES:** The funding of juniors to championships was discussed. Determination was made that in principle, the board would hope to fund two teams with full air fare to the junior world championships. They would also like to be able to send a coach or support person. Gene Tragus suggested that the coach should provide his own expenses. Final determination will be made later as to the financial possibilities.

**NORTH AMERICAN CHAMPIONSHIP:** Ralph Swanson gave background on this championship. The countries involved are: Bahamas, Bermuda, Canada, and the U.S. The secretaries of these countries select the site from the available bids. The 1981 North Americans which was announced after other regatta dates

were firm in U.S. Districts I and V resulted in conflicts on both schedules. Swanson will meet with the other North American secretaries at the World Championship to try to work out better scheduling.

**WESTERN HEMISPHERE CHAMPIONSHIP:** The 1982 WH will be in the Bahamas in late fall, after the hurricane season. The Miami fleet will help to supply boats.

**WORLD CHAMPIONSHIP:** Ralph Swanson reported entries so far from 10 countries, mostly with two boats. Contestants will be housed in local homes by the Alamitos Bay fleet — a tremendous help in financing the event. Many "Old Commodores" will be on hand for the event. Rooms will be available at group rates at the Ramada Inn. Other plans for racing courses, loaner and charter boats, etc., were discussed at length.

**RULES ITEMS TO BE CONSIDERED AT WORLD MEETING:** (1) Paint band on board for easier detection of violation of rule 26. Consensus, approval; (2) System for holding centerboard should be subject to easy release outside turtled Snipe. Williams suggested one hook, standard for all boats. No consensus; (3) Eliminate lower set of mast bands. Consensus, approval as an optional requirement; (4) Eliminate jib hanks. Consensus, negative; (5) Eliminate 1½ inch minimum athwartship measurement at top of mast. Consensus, negative; (6) Fix mast step at 60 inches. Consensus: No change recommended.

**WORLD CHAMPIONSHIP ELIGIBILITY:** Question of eligibility of Craig Martin as WC entrant for Puerto Rico. Lamb will contact Martin for confirmation of conformity to requirements.

**NEW BUSINESS:** Late entries for U.S. Nationals were discussed with background on the problem. Proposals for solutions discussed. Ted Wells moved, seconded by Paul Festersen that the rules for not accepting late applications be followed in the future. Passed.

**JUNIOR BOAT FOR LONG ISLAND SOUND:** Snipe is one of three boats under consideration as the junior boat for Long Island Sound yacht clubs (420 and Laser II are the others). Lamb has sent material to the selection committee of which Tom McLaughlin is a member.

**1982 U.S. NATIONALS:** Gene Tragus presented a verbal bid from Ft. Worth Boat Club to hold this regatta on Eagle Mountain Lake. Swanson moved that dates be no earlier than the last week in July, preferably in August. Thompson moved the bid be accepted, seconded and passed.

Meeting adjourned.

## Impeach . . .

*(Continued from page 5)*

trants, including some top Snipe sailors or otherwise prominent members of the class.

A transcontinental telephone marathon began on July 6th, less than a week before the first Crosby race, some four days before the beginning of senior measurement, and with no time remaining before certain of the lobbyists had to begin traveling. The pleas for dispensation were directed to certain individual officers, although it does not lie in their power to override firm policies established by action of the Board of Governors as a whole.

Thus the classic dilemma: the officers in question and (if it were possible to reach them on a timely basis) the Board of Governors as a whole were to be damned if they did and damned if they did not abrogate a long standing requirement. Those who ran afoul of the rule offered to be alienated from the class if relief were not provided from such an apparently technical requirement. On the other hand, those to whom the rule had been consistently applied in the past would be justifiably outraged if the requirements were waived in 1981 to accommodate those having in 1981 no better claim or justification for such dispensation than those who were denied entry in previous years. To make it worse, many of the late registrants, previously advised of their ineligibility, were likely to have changed their plans and to have been unable to take advantage of the opportunity to compete afforded by a last minute suspension of the registration requirements. The ultimate consequence of a dispensation would be, in future years, a precedent belying any expectation that the rule could be enforced.

The long-standing rule was nevertheless waived to the relief of all concerned but with the most serious misgivings on the part of those charged with its enforcement now and in the future.

Why do so few make so much trouble for so many?

*Paul F. Festersen*

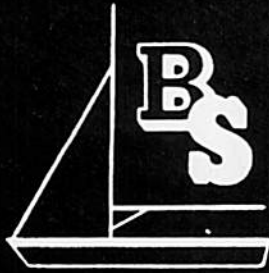
*Ed. Note: The confessions of those responsible were duly received at the US Board meeting at Annapolis on July 12th. Absolution was granted on the condition that those in charge from time to time go and sin no more. Registration deadlines will hereafter be enforced without mercy.*



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In the fall of 1978 we decided to take on our largest challenge and start a Snipe spar from scratch. We looked at many Snipe spars on the market. With all the information we accumulated, the Bryant Spars staff discussed what to do. The results of those conversations is the CAB No. 1. This spar is a combination with a section of 2.49" x 1.94", a constant wall thickness of 0.96 with a side to side taper of 81" from the top.

We gathered together an assortment of mainsails and looked at how they fit our spar. What a surprise we had, that little or no adjustments had to be made to the sail. To you that means your sail should easily adapt to the CAB No. 1. The Bryant Spars staff has available upon request deflections of the CAB No. 1 compared to two spars currently on the market. We've also taken the courtesy of having these deflections available to a variety of Snipe sailmakers for your convenience.

If you have any questions, please call or write Mark Bryant or Andy Fox for more information about the CAB No. 1.

LOOK IN THE BULLETIN FOR MORE INFORMATION TO COME  
"THINK SPEED"

Sincerely yours,

Mark Bryant



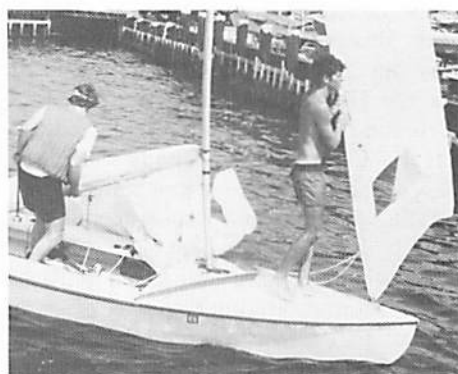
# At The U.S. Nationals . . .



A bird's eye view of the action. (Don White photo)



Above: 1981 U.S. National Champions Tim Dixon and Dave Chapin. Top right: Jeff Lenhart and Pat Muglia with the mast bent permanently in the last Crosby race. (Buzz Lamb photos)



Above: Computerized scoring, a feature of the '81 U.S. Nationals. (Buzz Lamb photo)



Measuring: Chuck Loomis and Sam Butler. John Holland with the clip board. (Buzz Lamb photo)



Charlie Webster's 3518 — oldest boat in the series, has up-to-date rigging. Note bendy mast. (Don White photo)



Babs White, left, and her registration committee were in charge of tickets, messages and souvenirs. (Buzz Lamb photo)



Dan Williams, left, and Bob Blomquist were overseers of the measuring. (Buzz Lamb photo)



Ralph Swanson telling stories to Molly Hearn at the awards banquet. (Buzz Lamb photo)

# Irvine Earns Another Howell Memorial First

The Second Annual George E. Howell Memorial Regatta was held on Middle Fork Reservoir, Richmond, Indiana on May the 2nd and 3rd. As usual, many of the top District III Snipe skippers chose Richmond to open their racing season. Regatta Chairman Don Rhoda welcomed skippers and crews from four states.

The weather was spring-like, and Ray Schmit of the Windy City said, "This is the first time I have ever sailed at Richmond without wearing foul weather gear at least part of the weekend." The moderate winds were of the predictably unpredictable variety, coming from all directions except the prevailing south-westerlies.

The first three races in A fleet placed three different winners on the leader board. Race one was taken by John Walton and Patti Fisher as crew. Race two went to defending champ John Irvine and crew Ted Horst. Dick Mitchell and crew Ami Palmer got their ship together and took the gun in the third race on Saturday. Buzz Levinson and Phil St. John, crew, sailed consistently enough to finish the day in third overall, 1.3 points ahead of Mitchell.

Saturday night found all the skippers, crews, families, and friends enjoying the now-famous Super Soup Supper, Treasure Chest drawing, and draft beer. No one seemed to want to leave and call it a day.

Sunday was sunny and the breeze a touch lighter. Bob and Sandy Rowland had the light touch and took race four. Race five earned Mitchell another zero, coupled with two earlier fourth place finishes for third overall. John Irvine had a fifth and second in the last two races, with Walton taking two thirds.

Race one for the B Fleet was taken by



Tran Alfrey leads "B" Fleet in the shifty winds on Middlefork Reservoir. Others in picture are Dave Maupin 20626, Steve Congdon 15509, and Earl Purtee 17238. (Palladium-Item photo)

Earl Purtee and his ten-year-old daughter, Mary Alice, crewing for the first time in a regatta. From race two on it was all Tran and Nancy Alfrey in first place. Throwing out a fourth in race one the Alfreys carded a bullet for the series. The Alfreys lead in the C-MOM chase, an award given for the best B Fleet performances at Middle Fork, Cowan and Oxford. The 1980 C-

MOM winners Jim and Carolyn Hater finished fourth at the Richmond Regatta.

The top Junior was Erik Witt and the Vintage Award went to Earl Purtee in 17238. We look forward to seeing you all in the District and in Richmond on May 1-2, 1982.

Earl Purtee  
Whitewater Valley Fleet 653

## GEORGE E. HOWELL MEMORIAL REGATTA A Fleet (Top 7 of 14 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
24271	John Irvine/Ted Horst	Cowan	2-1-4-5-2	14	1
24688	John Walton/Patti Fisher	Detroit	1-5-2-3-3	14.4	2
24307	Dick Mitchell/Ami Palmer	Detroit	4-9-1-4-1	16	3
24272	Bob Rowland/Sandy Rowland	Cowan	6-3-3-1-4	19.4	4
24114	Buzz Levinson/Phil St. John-Winne	Indianapolis	3-2-7-6-7	33.4	5
23288	James Hill/Robin Risch	Houston Woods	5-4-5-9-13	43	6
20659	Ray Schmit/Peter Schmit	Chicago	11-7-8-2-8	44	7

## B Fleet (Top 5 of 11 entries)

23595	Tran Alfrey/Nancy Alfrey	Houston Woods	4-1-1-1-1	0	1
17238	Earl Purtee/Mary Alice Purtee	Richmond	1-6-2-2-8	14.7	2
19432	J. Antenen/K. Petrie		5-2-3-6-3	24.4	3
22562	Jim Hater/Carolyn Hater	Houston Woods	2-3-6-3-6	26.1	4
22821	Addis Katterheinrich/Bill Pence	Houston Woods	7-4-4-11-5	39	5

## HALLOWEEN REGATTA REGISTRATION OCT. 31st & Nov. 1st.

Skipper \_\_\_\_\_ Crew \_\_\_\_\_

Address \_\_\_\_\_

Boat Number \_\_\_\_\_ Hull Color \_\_\_\_\_

Fleet Participation: Spooks/A Fleet ( ) Goblins ( )

Cabin Accommodations ( ) Day of arrival \_\_\_\_\_

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

REGISTRATION \$15.00 — INCLUDES TWO COMMEMORATIVE MUGS, FRI. NIGHT CHILI, SAT. & SUN. BREAKFAST, AND SUN. HOT BUTTERED RUM. EXTRA MUGS MAY BE PURCHASED AT \$3.50 ea. MAIL REGISTRATION FORM TO HERB WEST, 13250 BIRMINGHAM HWY, ALPHARETTA, GA. 30201



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# Weather Triumphs At District VII

Seattle Snipe Fleet 444 hosted the District VII Championship on June 20th and 21st, 1981. Eighteen boats from California and Washington participated. Saturday morning heavy winds brought equipment failure and crew refusal and only fifteen of the eighteen starters finishing the Olympic-course first race. On the second reach Dan Blodgett, Seattle, took the lead from Russ Williams, San Francisco, and held on to win with Russ second and Bill Leffler, Seattle, third.

The back-to-back second race was more of the same with the course shortened to a triangle. Blodgett led all the way to take first with Russ Williams again second and Andy Wedaman, Seattle, taking third. After lunch an attempt was made to sail the third race, but the wind had increased to the point that the crews demanded out.

Sunday the winds were still heavy, but two races were completed just as a squall line had boats struggling to make it back to the dock. Spencer Allen, San Francisco, won the Olympic-course third race,

with Dan Blodgett flat in the bottom of his boat repairing his traveler, while Susanne Blodgett skippered them in for a second. Bill Leffler went for the favored buoy-end of the finish line to take District VII Governor, Larry Murphy, San Francisco, and Russ Williams for a third place finish.

The fourth race, a shorter triangle, had Blodgett again in victory lane with Andy Wedaman sailing a good race for second and Russ Williams back in the top three.

The Snipers enjoyed dinner Saturday evening at the Canal Restaurant overlooking the waterways of Seattle. The Trophy Luncheon was on Sunday at the Corinthian Yacht Club Facility on Lake Washington. Dan Blodgett was presented with the District VII Perpetual Trophy for the fourth time in as many tries. Russ Williams finished a strong second. Andy Wedaman was third, Spencer Allen fourth and Larry Murphy fifth. Places three through five were within 1.9 points of each other, showing the tight competi-

tion that existed throughout the Championship Regatta.

Pat Leffler

Seattle Snipe Sailors Fleet 444

District Governor Larry Murphy adds the following post script to the championship:

While the venue was Lake Washington home of the Seattle Snipe Sailors, the winds were definitely the San Francisco variety of 15 to 25 mph on Saturday. The two afternoon races were cancelled due to increasing velocity and frequent shifts from a rainy cold front coming in from the south.

After a delightful dinner at one of Seattle's newest restaurants on Saturday evening, the dawn saw somewhat milder weather, but threatening skies. The final races Sunday morning were sailed in winds building in intensity, but no one was able to stop Dan and Susanne Blodgett from successfully defending as District Champions.

## Mark Townsend Wins Stone International

The Stone International Open drew competitors to one of the finest week-ends of racing, to date, in our celebration year.

From the first race 13.00 hours on the Saturday to the final race 14.00 hours on Sunday the sun shone and a steady force four blew. Under the control of past UK National Secretary, Horace Crispin, Olympic courses were set and the race committee disciplined to military precision.

The return of Peter Harris to the racing scene was a welcome sight; as was David Mason of Blue Circle S.C. Both registered good overall results following their long lay-offs from the Snipe scene.

Prominent names: Martin, Stratham, Farrands, Humphrey, Lewis, Townsend were on the entry list and sailed hard for the overall trophy. The Junior Cup created interest and competition for the younger sailors, whilst the Ladies Trophy made for keenness in the "gentler" sex.

Overall result went to: 1st, Mark Townsend; 2nd, Tony Stratham; 3rd, Gary Lewis.

The Ladies Trophy went to the host club helmswoman Margaret Butterfield.

Tough competition in the junior entry was encouraging to see, with Charles Frost crewed by Richard Chandler taking the 1981 overall Junior Trophy.

C.M. Frost

Stone fleet captain

### DISTRICT VII CHAMPIONSHIP (Top 9 of 18 entries)

Boat	Skipper	Club	Places	Points	Finish
23400	Dan Blodgett	Seattle	1-1-2-1	3	1
23598	Russ Williams	San Francisco	2-2-5-3	21.7	2
23162	Andy Wedaman	Seattle	6-3-6-2	32.1	3
23599	Spencer Allen	San Francisco	7-6-1-4	32.7	4
23650	Larry Murphy	San Francisco	4-4-4-5	34	5
21918	Bill Leffler	Seattle	3-7-3-6	36.1	6
16791	Jim Baltar	Seattle	8-5-7-7	50	7
17767	Ken Remine	Seattle	5-8-WD-8	62	8
22416	John Rose	Tacoma	9-11-10-12	66	9

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Top District IV finishers L to R: Tarasa Davis, Gonao Diaz, Gonzalo Diaz, Augie Diaz, Steve Suddath and Pete Duvoisin. Front: Nancy Snipes, Adam Kellerman, Anni Diaz, Linda Duvoisin, Connie Suddath and Jean Duvoisin. (Sylvia Griffith photo)

## Augie Diaz Shuts Out District IV Competition

The 1981 District IV Championship Regatta was held by Charleston Fleet 52 on June 6 and 7. Forty boats participated in the two-day, three-race event.

The first race was started on an outgoing tide with winds from the south at around 18-20 knots. This set up a slight chop of about two feet, which was an added challenge to those Snipers who had never sailed in Charleston before. The race was won by Augie Diaz, followed by Steve Suddath, Gonzalo Diaz, Sr., and Pete Duvoisin.

Between races the sky grew cloudy and a thunder storm threatened from the west, causing some sailors to choose to sit out the second race. Fortunately, the storm passed with only a spattering of rain and a few rumbles of thunder.

The second race was similar to the first except that the wind shifted more towards the southeast and held steady at around 18 knots. This caused the chop to diminish and made for somewhat smoother sailing. Augie Diaz was first

again, followed by Abraham McIntosh, Steve Suddath, Bill Spencer, and Matt Gregory.

Saturday night's party was a big success with food and beverages provided by Fleet 52 and music by Mayberry Systems of Charleston. Later in the evening, the Atlanta crowd broke out the guitars and played the night away.

After the passage of a weak front during the night, the wind came up from the west at about 10 knots for Sunday's race. After two general recalls the race was finally started. The race was close until the end of the first triangle. At the leeward mark the leaders split tacks with Augie Diaz choosing the right center of the course going into the Cooper River tide. Pete Duvoisin and Gonzalo Diaz, Jr. chose to go left into the Ashley River tide. As it turned out, the wind was more favorable to the right and getting lighter by the minute. Augie made it a clean sweep, followed by Gonzalo Sr., Steve Suddath, and Pete Duvoisin.

### DISTRICT IV CHAMPIONSHIP (Top 15 of 40 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
23712	Augie Diaz/Linda Duvoisin	Miami	1-1-1	0	1
24142	Steve Suddath/Connie	St. Johns	2-3-3	14.4	2
23713	Gonzalo Diaz/Ana	Miami	3-9-2	23.7	3
19091	Pete Duvoisin/Jean	Privateer	4-7-4	29	4
23711	Gonzalo Diaz, Jr./Adam Killerman	Miami	5-6-5	31.7	5
24122	Bill Snowden/Holly Hazel	Atlanta	6-10-9	42.7	6
21021	Matt Gregory/Karen	Privateer	13-5-11	46	7
24632	Abraham McIntosh/Dauphin Roux	Savannah	10-2-23	48	8
21711	Bill Spencer/Billy		11-4-20	51	9
24093	Scott Cline/Allan Carscaddon	Privateer	19-8-8	53	10
24686	Marc Duvoisin/Jane	Privateer	16-13-10	57	11
24633	John McIntosh/Johnny Krawcheck	Savannah	12-16-12	58	12
22851	Tom Smith/Brent McKenzie	Atlanta	21-15-7	61	13
23600	Woody Norwood/Mark Hodgedon	Atlanta	7-DNF-15	70	14
23456	Means Davis/Peggy	Atlanta	15-DSQ-6	71.7	15

Skipper and crew trophies were awarded to the top five finishers. Augie also got the District IV perpetual trophy and Tarasa Davis of Atlanta was awarded the Junior trophy.

Special recognition and thanks should be given to the Charleston Lightning Fleet which provided the race and protest committees.

Lewis Seabrook  
Charleston Fleet 52

## Melia, Campos Take European Cup

The Spanish team of Melia and Campos from the Cidudela Fleet won the 2nd European Cup Championship sailed at Lorient, France, May 27th through 31st. Durand and Faux of the Andernos Fleet, as the first place French team, are the 1981 champions for France in the combined regattas.

Spain also took the second spot with Borrás and Vidal of Mahon. Graux and Debontridder of Belgium were third. The Christensen/Jensen and Rasmussen/Anderson teams, both from Denmark, rounded out the top five in the 43-boat European Cup Fleet.

Of the 21 entries from France, Brosard and Brossard finished second, and Etcheber and Bonnin were third. Lamarque and Morin were fourth, and Brosard and Frebault were fifth.

### Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. \$2.00 per copy — \$15.00 for 10. From SCIRA only.



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**EMMONS 7377, Wood Snipe** - listed yearly in point scores, pivot centerboard, Cobra mast, two rudders, two booms, sails, stored indoors, dry sailed, hull sound, canvas deck needs some work. Asking \$400. Delivery negotiable (616) 623-2672. Bill Wiersma, Wall Lake, Delton, MI 49046.

**MUELLER-EICHENLAUB 20372, Brown/white hull, white deck, all go-fasts, full cover, one suit Vectors, Proctor spars, trailer. Like-new foam. Excellent condition, and super fast. Larry Colter, 1203 N. Fell, Bloomington, IL 61701. 309-828-8150 evenings, 309-556-3179 days.**

**CHUBASCO 22422** - Excellent condition, blue hull with white deck and blue accent, two Cobra masts, two Cobra booms, two whisker poles, two suits of Ullman sails, trailer, top cover, rudder cover, minimum weight. \$2,500. Contact Gregg Mays, 23521 Florence St, Elkhart, IN 46516. (219) 875-7239.

**CHUBASCO 19747, 1972, excellent condition, Cobra mast and boom, green hull and light green deck, 1 suit of sails, no trailer, new boat on the way. \$1,800. Dan Williams, (615) 756-5287 or (615) 886-2062.**

**PHOENIX 24012, White hull and deck, Proctor Alpha+ double X tapered mast, Proctor boom, Ullman sails, deck cover, sailed very little, fast and in excellent condition. \$2,700. or best offer. Must sell. John McShane, 17 Nanset Rd, Weymouth, MA 02191. (617) 337-7730.**

**WANTED - SPRUCE MAST and rigging in good shape for older wooden Snipe - I have sails and boom. Write or call - I will pick up. Tracy Thorpe, 1803 Starlight Dr, Greensboro, NC 27407. 294-0878.**

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## Sanctioned Snipe Regattas

**OCTOBER 1-3, MASTERS CHAMPIONSHIP, Missouri YC Fleet 49, Doug Day, 7111 NW Winter, Kansas City, MO 64152.**

**OCTOBER 3-4, CALL-OF-FALL, Lake Mohawk Fleet 10, William I. Houghton III, 144 Hilltop Trail, Sparta, NJ 07871.**

**OCTOBER 17-18, CRACKER BARREL TEAM RACE REGATTA, Chattahoochee Fleet 452, Ham Clark, Rt 1, Box 79, Hamilton, GA 31811.**

**OCTOBER 24-25, CAROLYN NUTE MEMORIAL REGATTA, Mission Bay Fleet 495, Sean Biehl, 2790 Bayside Walk, San Diego, CA 92109.**

**OCTOBER 25, CROSBY OPEN, Crosby S.C. Liverpool, Lancashire, England. Write: John Broughton.**

**OCTOBER 31-November 1, HALLOWEEN REGATTA, Atlanta Fleet 330, Herb West, 13250 Birmingham Hwy., Alpharetta, GA 30201.**

## Redneck Regatta Honors Go To Steve Suddath

The 1981 Redneck Regatta was held May 2 and 3 at Jackson's Barnett Reservoir. Sandwiched between days of moderate to heavy air, winds were light on Saturday, though sufficient to get off two good afternoon races. The third race Sunday saw 6-8 mph wind and a light chop which had built up early in the morning.

Steve Suddath of Pensacola was the man to watch from the first race, when he came in first, followed by San Antonio's Keith Zars, Russ Prewitt of Memphis, Gary Zars and Jackson's John McGowan.

McGowan led the second race with Keith Zars getting another second, followed by Leif Zars who, with crew Dave Chapin, had taken a tack to the wrong side of the course in the first race. Behind Leif was his son Gary, and Doug Goppert of Kansas City followed in fifth place.

On Sunday, Suddath came back for another first place, with Doug Goppert second, Leif Zars with another third, John David McGowan fourth, and Keith Zars fifth.

Steve Suddath was regatta winner with a low point score of 8.0, followed by Keith Zars with 16.0, John McGowan with 25.0, Doug Goppert with 30.0, and Gary Zars with 31.4.

The Redneck interdistrict trophy, given each year to the district with the lowest point score total for its first five competing boats, went home with Keith Zars to D-2, whose top five skippers had total combined points of 156.8 compared to D-4's 159.7.

Socially, the regatta was successful as usual. Early arrivers Friday feasted on John McGowan's crawfish. On Saturday, there was all you could eat of chicken and ribs cooked on the point by the Club and all the draft beer you could drink.

*Zeke Downey, Magnolia Fleet 604*

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### REDNECK REGATTA (Top 10 of 18 entries)

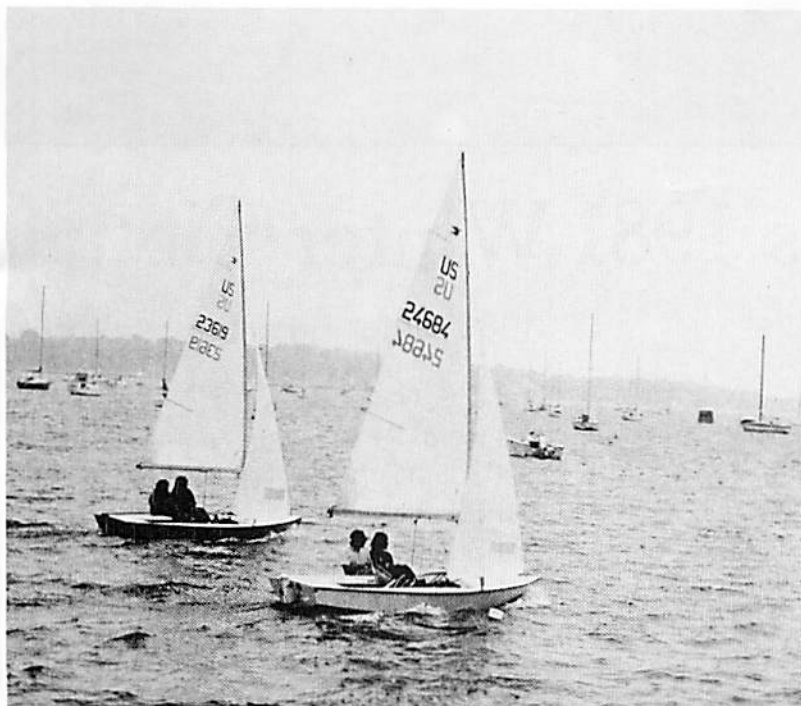
Skipper	Home	Points	Finish
Steve Suddath	Pensacola (Pensacola)	8.0	1
Keith Zars	San Antonio (Lake Canyon)	16.0	2
John McGowan	Jackson (JYC)	25.0	3
Doug Goppert	Kansas City (Lake Lotawana)	30.0	4
Gary Zars	San Antonio (Lake Canyon)	31.4	5
Leif Zars	San Antonio (Lake Canyon)	32.4	6
Harvey Griffith	Atlanta (AYC)	40.0	7
John David McGowan	Jackson (JYC)	43.0	8
Russ Prewitt	Memphis (Delta)	43.7	9
Robert Cummings	Dallas (White Rock)	47.0	10

Send your regatta results to  
SCIRA Headquarters  
for publication in the SNIPE BULLETIN.



# SAILS THAT PERFORM

1981 Shore Sails are designed to perform equally well in a drifter on flat water as in a 20 mph blow in 3-foot seas. Since they've been tested and race-proven, you can be confident that the measurements offered in our latest tuning guide will help you set up your boat just like the winners this past season. Shore Sails are not only fast but also easy to trim. They're not gimmick sails — but they do deliver the performance needed to win races. Ask any Shore customer.



So far this year . . .

- 1 — SCIRA Nationals — Juniors
- 1, 2, 5 — SCIRA Nationals — Wells
- 1 — District III (All firsts!) — 8 of top 10
- 1 — Southern Championship, A and B
- 2 — Pine Beach
- 3, 4 — Bermuda Race Week
- 1 — Wolverine
- 2, 5 — Riff Raff
- 3, 5 — Springfield
- 2, 3 — Richmond
- 1 — New England Champs. (All firsts!)

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## North Dominates 1981 Winter Circuit.

### 1981 Winter Circuit Results

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

### Other 1981 Results

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

### 1980 Major Results

1st U.S. Nationals  
1st North Americans  
1st South Americans  
1st Europeans  
1st Brazilian Nationals  
1st Japanese Nationals  
1st British Nationals  
1st Canadian Nationals  
1st Argentinian Championships  
2nd Western Hemispheres

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