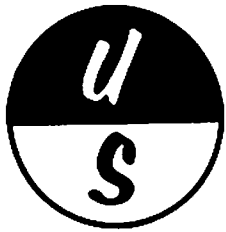


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(USPS 611-500)

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INTERNATIONAL RACING
ASSOCIATION

OCTOBER 1982
Vol. XXXI No. 10

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From the Rear Commodore **Discipline In Training**

During childhood, children whose parents have them do their homework when they come home from school recognize that it is better for a child to begin and complete an unpleasant task immediately and thereby have four or five hours of pleasure afterwards rather than procrastinate for four or five hours during which time the child does not have the joy, tranquillity and freedom because there is continually lurking in the back of his mind the realization that he must eventually do his homework. This discipline established by the parents helps prepare the child for adulthood. This discipline is why sports is one of the finest ways of accomplishing the same goals.

One of the difficulties that the athlete faces is the recognition of time and its importance to the entire program. Practice begins at a specified time. Repetitive drills are carried out, numerous conferences are held at specified times and contests begin at definite times. If the athlete is astute he recognizes the rationale for this discipline and he carries it with him into other fields.

All that I have said is applicable to sailing. Regattas start at a determined time and follow specified rules. The junior (or senior) can choose to carry out the perhaps unpleasant task of completing his application upon his receiving it, and thereby having an untroubled period of time or he can choose to delay, using all sorts of rationale as to why he can do it tomorrow. The result being a childish reason as to why his or her application must be accepted after the deadline. If the junior is aware of the guide lines that were developed to help make life bearable, acceptable and even pleasant, then life is less difficult. However, if he chooses not to follow those guidelines then a penalty is imposed. Because without discipline, LIFE IS DIFFICULT.

*Gene Tragus,
Rear-Commodore SCIRA*

U.S. Board Meets At Fort Worth

**MINUTES U.S. BOARD OF S.C.I.R.A.,
Ft. Worth Boat Club, Ft. Worth, TX,
August 1, 1982**

PRESENT: Ralph Swanson, U.S. National Secretary, presiding; Doug DeSouza, S.C.I.R.A. Vice Commodore; Gene Tragus, Rear Commodore; Ted Wells, Rules Committee Chairman; Past Commodores Paul Festersen and Dan Williams (Vice Chairman of the Rules Com-

mittee); Members at Large Jerry Thompson, Randy Nord, and John Muhlhausen; District Governors Jeff Lenhart and Dick Goppert; and Executive Secretary and Treasurer Buzz Lamb.

Secretary Swanson extended greetings to all present and expressed appreciation for the turnout.

MINUTES: Secretary Lamb presented the minutes as published in the October 1981 issue of the Snipe BULLETIN. Thompson moved and Wells seconded that the minutes be accepted as published. Motion passed.

FINANCIAL STATEMENTS: Lamb gave the financial report for the first six months of 1982. A dues increase for the year has resulted in a better financial position. The World Championship at Alamitos Bay was less expensive than anticipated, due to the members of the yacht club providing housing for the contestants.

Discussion followed of various aspects of SCIRA financing, including the build up of the SCIRA World Funds. A committee was appointed at the last meeting of the entire Board of Governors which is studying the world funds. Gene Tragus, a member of the committee has consulted with Horacio Garcia Pastori, but no concrete proposals are ready at this time.

Secretary Lamb reported that there is a small decrease in membership — about 7% from 1981. The financial statements were accepted as submitted.

OLD BUSINESS. (1) **Redistricting:** A request by some members of the Annapolis Fleet to have their fleet (and perhaps some others from the southern part of District 1) moved from District I to District V, was presented at the 1981

THE COVER

Snipe juniors round a mark in the last race of the 1982 Junior championship on Eagle Mountain Lake, Fort Worth, Texas. A small fleet, heavy with talent, made for some of the most exciting competition for the Nationals week. Buzz Lamb photo.

THE SCORE

This was a good month for numbers. Japan got their year's supply of 100, Korea took 20 and 7 went to the U.S.A. for a total of 127. No new fleets were chartered this month.

Numbered SNIPES — 25368
Chartered Fleets — 787

meeting. This proposal was presented to fleets in both districts. Consensus of fleets in both districts is that they want district boundaries to stay as they are.

The Southern Yacht Club Fleet in New Orleans has requested that they be included in District IV since there is a strong tie between their club and others in the Gulf Yachting Association. Since the geographical boundary for District IV is already the Mississippi River (New Orleans is on the East side) there is no change necessary in assigning New Orleans to District IV.

A third proposal to study redistricting of the country as a whole was discussed. In the absence of any concrete proposals for changes Wells moved that no action be taken. Motion seconded and passed.

(2) Mylar Sails: Jeff Lenhart reported on use of mylar fabrics in sails. He feels that the fabric may be used as "a sort of gimmick", and that sails may not be good after they have been in use for a while. Classes which have approved use of Mylar (such as Stars) have had problems. Lenhart said unless the fabric can be proved better it would be better to forget it, partly because of the outrageous cost — more than \$10 per yard for some of the exotic materials. Moved and seconded that use of mylar fabrics be tabled, motion passed.

(3) Deed-of-Gift, Masters: Discussion of age requirement for Masters Championship (changed from 40 to 45 at the 1981 board meeting). Jerry Thompson favored a change back to 40. After discussion Thompson moved and DeSouza seconded that the change be made back to 40. Tie vote of 4 to 4 resulted. Buzz Lamb is to write to Dan Blodgett that as donor of the Masters Trophy he should decide which age requirement will prevail.

(4) Deed-of-Gift, Carolyn Nute: Doug DeSouza reported that the new trophy is ready for presentation at this championship. The Deed-of-Gift was read by DeSouza, and accepted as submitted. The trophy is presented to the highest finishing married couple at the U.S. National Championship.

NEW BUSINESS: (1) Location of Championships: a) 1983 Masters: A bid has been entered by the Iowa-Nebraska fleet to hold the championship in October in Omaha. Acceptance voted. b) U.S. Nationals: Jerry Thompson reported that Dan Blodgett was unable to get reservations to be at this meeting, to present the bid to hold the 1983 Nationals in Seattle. Jerry presented the bid for the Championship to be held at approximately the same dates next year. (July 30 through August 5). Racing will be on Puget Sound, out of Corinthian Yacht Club, which has

conducted numerous championships including the International 14 Nationals. After discussion, Doug DeSouza moved acceptance of the bid from Seattle, Jerry Thompson seconded, motion passed.

Discussion followed of shipping winners' boats to the world championship in Portugal. Inquiries will be made by Swanson, Lenhart, and Lamb about shipping boats most economically. c) North American Championship: No bids have been entered for the 1983 championship. New Orleans is a possible site for the championship. Lamb will approach that fleet about a bid for 1983.

(2) Liability Insurance: The question of liability insurance was discussed. The current USYRU insurance for personal injury covers SCIRA regattas. Property damage is not covered. Festersen, as a lawyer, questioned the necessity for such coverage, which is usually provided by the person who owns the property. The question of advisability of a liability rider will be explored by Lamb.

(3) Qualification for U.S. Nationals: Doug DeSouza presented a proposal for qualification for the U.S. Nationals other than through the fleets and districts. He proposed that the top five U.S. finishers in the North American championship be automatically eligible for the Crosby series, both as another method of qualification, and as a way to make the N.A.s a more important regatta.

Various members discussed qualification for the U.S. Nationals in particular, and fleet participation in general. A general feeling was expressed that any action which tended to weaken the fleet, or participation in fleet sailing, would be undesirable.

DeSouza moved that the top five U.S. finishers in the North Americans qualify for the Crosby. Motion seconded. Motion defeated.

Qualification for the U.S. Junior Nationals was discussed. A smaller than usual turnout for this regatta was of concern to those present. Much discussion of reasons, including lack of local juniors in District II, followed. There was some discussion as to any ambiguity of wording of requirements for entry. The same wording should apply to junior entries as to Crosby entries. Some blurb should be inserted in the BULLETIN in the months prior to the championship urging that entry forms be submitted in time.

(4) Racing Rule 60.2 — Kinetics: Discussion of how kinetics may be controlled. Gene Tragus, S.C.I.R.A. representative for the series, reported that yesterday a contestant "compalined" to the committee about another contestant's actions, but did not protest. The decision

was reached that there will be no special action taken at this meeting for this regatta.

(5) Junior team coach. Gene Tragus moved that Jerry Thompson be appointed as team coach for the junior team going to the 1982 Junior World Championship in Nova Scotia. His air fare will be paid. Motion seconded, passed. A discussion of his duties followed. His responsibilities will be more as manager, than as coach.


Some discussion of transportation of boats to the championship to be held in North Sydney, Nova Scotia followed. No decisions made. There is some U.S.Y.R.U. money available to defray a part of the costs. No decision reached as to logistics of boat transportation.

Sail Royalties: Doug DeSouza raised the question of sail royalties world wide. Currently sail royalties apply only in the U.S. No motion made, and no decision reached. This question may be posed at the next meeting of the S.C.I.R.A. Board.

(7) Measurement Rules: (a) Jib hanks — this was discussed at the last world board meeting, and will be addressed again in time to meet the four-year rules change requirement. **Daggerboard holder** — This requirement (to keep enough of the board restrained in the trunk to have 12 inches available for righting a capsized boat) was also discussed at the world meeting. A stripe at the top of the board — to protrude no higher from the trunk than a line in line with the deck level was proposed. No action taken. This item will be discussed at the next world board meeting.

(b) Deck Stiffness: Reference to paragraph 76 of the rules. One particular boat built with a relatively light deck construction was found by the owner to be impractical, and stiffness was added. This is regarded as self limiting. No action taken.

Secretary Swanson asked about further new business. After general discussion of various items on which no proposals or motions were made, and no action taken, the meeting was adjourned.



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District 5	1, 3	U.S. Nationals Heinzerling	5, 6, 9
District 3	2, 4	Nationals Heinzerling-Crosby Combination	1
District 4	1	Colonial Cup	1, 2, 3, 4
Southern Championships	1, 3, 5	Board of Governors	1, 2, 4
Northeastern Championships	2, 4, 5	Richmond	1, 2, 3, 4
New England Championships	1, 3, 4	Northcape	1, 2
Atlantic Coast Championships	1, 3, 4	Wolverine	1, 2
Canadian National Championships	2, 3, 4, 5	Riff-Raff	2
Bermuda Race Week	2	1981 Halloween	1, 3, 4, 5
Ontario Championships	1, 2	SCIRA Midwinters	3
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'83 Championships Discussed At General Membership Meeting

GENERAL MEMBERSHIP MEETING — U.S. Nationals, Fort Worth, Texas, August 3, 1982.

The general meeting of those attending the U.S. Nationals was called to order by U.S. National Secretary Ralph Swanson who presided.

REPORT FROM THE MEETING OF THE U.S. BOARD:

Redistricting — Proposed redistricting of some fleets in Districts I and V has been turned down on the basis that most fleets in both districts were opposed to the change.

Mylar Sails — Use of this material has been tabled pending development and testing of the material on the advice of sailmakers and other classes with experience with the material.

Deed of Gift — Masters Deed of gifts is being finalized as to age requirements. Carolyn Nute Deed of gift was accepted as presented.

1983 Championships — U.S. Nationals — Seattle, WA, first week in August, 1983. Masters Championship — will be at Iowa-Nebraska YC, Omaha. Dates to be set. The age limit will be 40 for that championship. North Americans — no bids yet, but there is a strong possibility that New Orleans will bid for the championship.

Qualifications for U.S. Nationals — For the 1983 championship entry blanks postmarked by the closing date will be accepted.

Junior Team Manager — Jerry Thompson will accompany the U.S. team to the Junior Worlds as team manager.

Sail Royalty — Currently such royalties are collected only in the U.S. World-wide royalties will be discussed.

Measurement Rules — No measurement rules will be changed before the next World Meeting in 1983. Those changes discussed were changes in jib hanks and a method for determining that the board is kept in the water the required 12" minimum.

COMMENTS FROM THE MEMBERSHIP
At this point in the meeting Swanson called for questions, comments, and discussion from the members.

Roger Stewart asked about testing of mylar sails for their future use, as to how it would be done, and whether such testing could be done in regattas. (Also status reports.)

Means Davis made the comment that such testing should not be done in regattas.

Eric Conn made a comment on the

necessity for a board restraint, and for other safety measures being stressed and enforced, citing his experience in helping right a turtled boat in the Pacific Ocean in the 1981 World Championship Regatta.

Augie Diaz suggested that rather than having a time limit on entries for the championship that a late entry fee be charged, and anyone willing to pay the price would then be allowed to enter late.

There was a long discussion of the pros and cons of this suggestion, with no resolution.

A long discussion on the small turnout for the 1982 Junior Championship followed with possible reasons and remedies. Jim Menzies who works with the Junior Program at Cowan Lake, and Bob Ewoldt contributed opinions on whether to allow any Junior who is present, and who can find a boat to sail to enter the competition without having submitted an entry by mail. Most who commented felt that the other requirements should be adhered to as far as Class membership was concerned. There was a show of hands of those present as to whether the requirements should be strictly adhered to for Juniors.

No actual count of numbers was taken, and no exact consensus was reached as to how best to encourage a larger turnout of juniors.

Roger Stewart asked about scheduling the U.S. Board meeting to be held after the general membership meeting. Swanson explained that difficulties of scheduling, particularly for members who attend the meeting but who do not sail in the regatta, make such changes difficult.

The meeting was adjourned.

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Dave Chapin Takes U.S. Nationals Again

Tight competition on tap at Fort Worth

1981 U.S. Champion Dave Chapin of Island Bay Yacht Club, Springfield, IL, successfully defended his crown at the 1982 championship on Eagle Mountain Lake, Fort Worth, Texas, August 2nd through 6th. Dave and his crew, fellow Island Bay member Todd Gay, held a better than 30-point lead over second place finishers Craig and Kenyon Martin of Mission Bay, CA. Craig and Kenyon came back from a disastrous 21st place in the first race to finish with two bullets in the final day's racing, scoring two points ahead of Jeff Lenhart and Pat Muglia, Mission Bay, in third place for the series. All three will represent the U.S. at the Western Hemisphere Championship in Nassau in November.

Augie Diaz and Shawl Lobree, Miami, were 4th and Greg Fisher, Columbus, OH, finished fifth. Greg's crew Susan Dierdorf received the Eleanor Williams Trophy as first finishing woman in the series.

The depth, as well as the quality of competition, is obvious from the spread of finishes of even the top positions. Ed and Meredith Adams, Narragansett Bay, who finished 6th over all, had a second and a first in the first two races, but finished a disappointing 29th in the last race. They received the Carolyn Nute Memorial Trophy as the highest finishing married couple. Mark and DeAnn Reynolds, Mission Bay, were 7th; Grant Hill and Anne Bloemeke, Alamos Bay, 8th; Steve and Connie Suddath, Pensacola, FL, 9th; and Mike Segerblom and Ron Rosenberg, Alamos Bay, 10th.

Fort Worth Boat Club was host, along with Dallas Fleet 1, and District II, for the 1982 championship. The Club has a history closely tied to the Snipe Class, having had three commodores over the years who were also Snipe Class commodores. Both the Fort Worth Club and the Dallas fleet claim Dr. Hub Isaacks, SCIRA's first commodore, who was present for this regatta, and to whom the 1982 championship was dedicated.

O.L. Pitts of Fort Worth was regatta chairman. Glenn Lattimore of the host



Champion Dave Chapin and Race Chairman Glenn Lattimore congratulate each other on a job well done. Glenn is holding the Macklenburg-Duncan Race Committee Bowl.

club was principal race officer for the regatta, assisted by Ricki Treacy and Ed Hiebert as regatta managers and Richard Edgecomb as assistant race officer. Pete Fenner and Steve Sherman handled pre-regatta, post-regatta, and mid-regatta duties for the Dallas fleet, assisted all the way by District Governor Dick Goppert. Gene Tragus and Sam Butler were SCIRA representatives.

Hot weather had been expected, but the real surprise for the championship was the presence of good wind in Texas in the middle of the summer. With the exception of the shortened Junior series

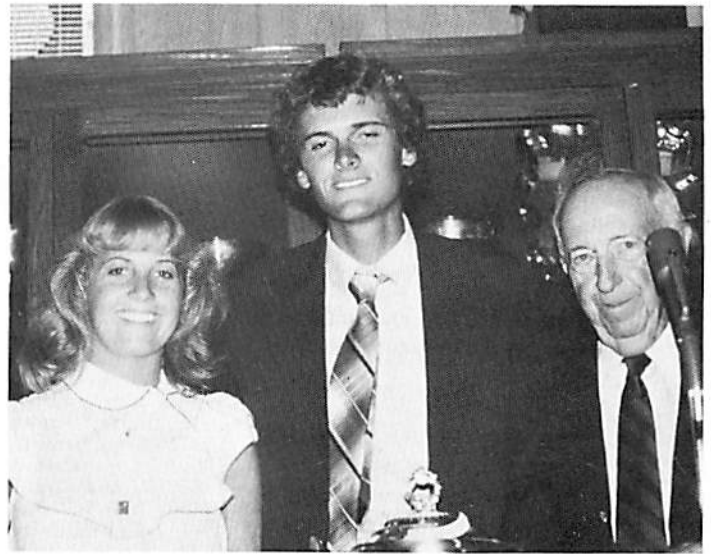
the wind came every day, and few starts were delayed by its absence. Although the hot breeze showed the usual reluctance to settle down, Glenn Lattimore's committee was quick to shift marks as necessary to correct the course, and all races in the senior championships were completed as scheduled.

Crosby Series

District IV champions Steve and Connie Suddath dominated the Crosby qualifying series (although already qualified



Steve and Connie Suddath receive the Crosby Trophy for top score in the qualifying series. They also won the Griffith Trophy for best overall score in the combined Crosby and Heinzerling scoring.



Carol McBride and Steve Bloemke Wells Trophy winners pose with Ted Wells, donor of the trophy. Carol and Steve were also winners of the Duffy and Gilreath Trophies for the Junior Championship. Ted received the Jane Schenck Masters Endurance Trophy.

themselves) with three firsts and a second, for a total of three points. Second place went to Jeff Lenhart and Pat Muglia; third to Craig and Kenyon Martin; fourth to Roger Stewart and Doug Sharp; and fifth to Augie Diaz and Shawl Lobree.

MONDAY: A good brisk wind was stirring up some white caps on Eagle Mountain Lake as the 78 contestants sailed out for their first trial on Monday morning. The southerly wind direction made it necessary to place the windward mark near the hill, a Comanche Indian landmark, from which the lake got its name.

After a short delay waiting for the wind to steady enough for a start, both divisions got off without a general recall. Continuing shifts forced a course change to a new windward mark later in the race. Steve Suddath and Craig Martin were first in the two fleets.

In the second race the first fleet had a general recall, partly because of a late wind shift. This continuing shift of the wind made a course correction necessary again in this race. Winners again were Suddath and Martin; leading to some excited speculation on the next day's confrontation, since they would sail against each other for the first time in Tuesday's first race.

TUESDAY: The good wind out of the south, and small white caps on the water, made most of the sailors happy, as the first of Tuesday's two races got under way. Enough shifts and twists coming off the hill near the windward mark made some big changes in fortune, and eventually the wind shifted westerly, causing the

		CROSBY SERIES			
Boat	Skipper/Crew	Club	Places	Points	Finish
24807*	Steve Suddath/Connie Suddath	Pensacola	1-1-2-1	3	1
20560	Jeff Lenhart/Pat Muglia	Mission Bay	14-2-1-2	26	2
25080	Craig Martin/Kenyon Martin	Mission Bay	1-1-19-5	35	3
25415	Roger Stewart/Doug Sharp	Mission Bay	10-6-2-3	36.4	4
24776	Augie Diaz/Shawl Lobree	Miami	8-5-10-1	40	5
24815	Mark Reynolds/DeAnn Reynolds	Mission Bay	16-10-1-2	41	6
24271	John Irvine/Ted Horst	Cowan Lake	5-3-4-12	41.7	7
23619	Greg Fisher/Susan Dierdorff	Columbus	3-8-3-12	43.4	8
23280	Tom Nute/Joe Parker	Mission Bay	4-12-3-8	45.7	9
24679	Greg Gust/Shawn Burke	Atlanta	2-11-8-7	47	10
25048	Joe Blouin/Tommy Harris	Southern	4-6-15-6	52.4	11
20369	Jerry Thompson/Kim Thompson	Alamitos Bay	5-22-10-3	59.7	12
23277	Bill Jackson/Homer Jones	Dallas	7-24-5-4	61	13
24702*	Dave Chapin/Todd Gay	Springfield	2-2-6-DNS	63.7	14
24684*	Ed Adams/Meredith Adams	Narragansett Bay	22-8-4-8	64	15
22729	Gregg Morton/Robert Lindley	Mission Bay	9-9-9-14	65	16
24606	Argyle Campbell/Penny Campbell	Newport Beach	6-21-6-11	67.4	17
18321	Doug DeSouza/Phil Smerdon	Mission Bay	13-14-11-7	69	18
24272	Rob Rowland/Sandy Rowland	Cowan Lake	9-10-12-15	70	19
25197*	Mike Segerblom/Ron Rosenberg	Alamitos Bay	6-3-DNS-4	71.4	20
19091	Peter Duvoisin/Jean Duvoisin	Privateer	7-15-7-21	74	21
24688	John Walton/Mike McLaughlin	Detroit	24-7-9-10	74	21
16699*	Fritz Gram/Jane Gram	Cuba Lake	12-7-13-20	76	23
24101*	Henry Davis/Jeff Toohey	Iowa-Nebraska	15-20-12-6	76.7	24
24686	Marc Duvoisin/Ann Duvoisin	Privateer	11-4-25-17	79	25
20934	Steve Sherman/David Sherman	Dallas	13-5-26-14	81	26
24307	Dick Mitchell/Patti Fisher	Columbus	3-17-22-19	81.7	27
24638	Gary Zars/Paula Evans	Lake Canyon	24-9-18-9	84	28
24677	Grant Hill/Anne Bloemke	Alamitos Bay	19-4-30-21	87	29
23713	Gonzalo Diaz/Anne Diaz	Miami	25-18-16-5	87	29
23662	Pete Fenner/Suzan Fenner	Dallas	28-13-5-19	88	31
25000	Eric Conn/Lance Seaman	Alamitos Bay	23-16-14-13	90	32

* Indicates already qualified

committee to change the windward mark. The promised confrontation between Martin and Suddath fizzled however, as Martin faded to a nineteenth place finish, while Suddath held onto a second, almost guaranteeing a win for the series. Jeff Lenhart won in one division and Mark Reynolds in the other.

The last race, scheduled back-to-back was a reflection of the first, with winds of 12 to 15, and gusts up to 18. Suddath

again won his division; Augie Diaz was victorious in the other.

Wells Series

One advantage of sailing in the Wells series is that the course is almost always the one closest to the dock. This was true of the Wells course on Eagle Mountain Lake. The bad news was that the course

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Nationals . . .

(Continued from page 9)

had to be crowded, because the area was smaller than the Crosby/Heinzerling course. The windward mark had a way of becoming most elusive when the wind direction required its being placed in the lee of the highest point on the shoreline. Since fewer than 50 starters competed this year, it was not necessary to divide into fleets for the series.

Junior Champions Steve Bloemeke and Carol McBride were blown out of the Crosby series due to their light weight but managed to put together a winning combination in the Wells, beating veteran Sam Mollet and his son Brian, Portage Lakes, by .7 points in the wildly erratic finishes. Jay Butler and Robert Hutsel, Mission Bay, in third place, had the most consistent scores of the series: 9-3-8-8-9.

Gonzo Diaz and Adam Killerman of Miami were 4th; Troy Tolan and Linda Duvoisin, Alamitos Bay, 5th; Fred Abels and Chris Varley, Sea Cliff, 6th; Sean Biehl and Jerelyn Wright, Mission Bay, 7th; Means and Peggy Davis, Atlanta, 8th; Francis Seavy and Jane Duvoisin, Clearwater, 9th; and Bob and Liane Dean, Clearwater, 10th. Nobody won more than one race, and almost every boat in the top finishers had at least one really rotten race. The mix-up meant that any strategy of covering the competition had to be abandoned. It was every man for himself.

Wednesday's first race started in good wind, much like the day before, but shifter. A delay in setting the course was followed by a start with a general recall, but the second start was good. Sean Biehl's yellow boat was first at the first mark, and he led all the way, to win the race, with Gonzo Diaz 2nd and Ken Rix 3rd. The windward mark was in a "hole" under the hill, and the left side of the course was better on every beat.

The second race was started after a long delay. The wind kept swinging to the left, resulting finally in a line that couldn't be crossed on starboard. Many boats were caught at the pin end, with no place to go. The wind again favored those who

Boat	Skipper/Crew	Club	Places	Points	Finish
24702	Dave Chapin/Todd Gay	Island Bay	1-3-4-3-5	29.4	1
25080	Craig Martin/Kenyon Martin	Mission Bay	21-12-10-1-1	61	2
20560	Jeff Lenhart/Pat Muglia	Mission Bay	5-7-1-11-17	63	3
24776	Augie Diaz/Shawl Lobrec	Miami	9-18-11-5-3	71.7	4
23619	Greg Fisher/Susan Dierdorff	Columbus	6-16-2-8-16	72.7	5
24684	Ed Adams/Meredith Adams	Narragansett Bay	2-1-17-10-29	77	6
24815	Mark Reynolds/De Ann Reynolds	Mission Bay	8-6-21-16-4	82.7	7
24677	Grant Hill/Anne Bloemeke	Alamitos Bay	11-8-9-2-28	83	8
24807	Steve Suddath/Connie Suddath	Pensacola	3-4-24-21-9	85.7	9
25197	Mike Segerblom/Ron Rosenberg	Alamitos Bay	12-25-13-9-2	86	10
24271	John Irvine/Ted Horst	Cowan Lake	17-2-3-20-26	89.7	11
24679	Greg Gust/Shawn Burke	Atlanta	13-14-15-18-10	100	12
16699	Fritz Gram/Jane Gram	Cuba Lake	19-9-16-6-22	101.7	13
25048	Joe Blouin/Tommy Harris	Southern	7-10-22-15-18	102	14
19091	Peter Duvoisin/Jean Duvoisin	Privateer	14-11-26-13-12	106	15
24272	Rob Rowland/Sandy Rowland	Cowan Lake	18-19-5-19-20	110	16
20369	Jerry Thompson/Kim Thompson	Alamitos Bay	24-31-6-14-6	110.4	17
18321	Doug Desouza/Phil Smerdon	Mission Bay	22-28-20-4-13	115	18
24606	Argyle Campbell/Penny Campbell	Newport Harbor	10-13-27-DNS-7	119	19
23713	Gonzalo Diaz/Anne Diaz	Miami	29-21-23-7-11	120	20
24688	John Walton/Mike McLaughlin	Detroit	26-5-12-26-23	121	21
25415	Roger Stewart/Doug Sharp	Mission Bay	30-24-8-22-8	122	22
22729	Gregg Morton/Robert Lindley	Mission Bay	28-22-14-17-14	125	23
23662	Pete Fenner/Suzan Fenner	Dallas	4-15-19-24-DSQ	126	24
24307	Dick Mitchell/Patti Fisher	Columbus	20-20-25-28-15	138	25
25000	Eric Conn/Russ Fox	Alamitos Bay	31-23-7-23-30	144	26
24101	Henry David/Jeff Toohey	Iowa-Nebraska	16-17-32-30-25	150	27
20934	Steve Sherman/David Sherman	Dallas	15-27-29-25-24	150	27
24686	Marc Duvoisin/Ann Duvoisin	Privateer	27-29-31-12-21	150	27
23280	Tom Nute/Joe Parker	Mission Bay	23-26-18-29-27	153	30
23277	Bill Jackson/Homer Jones	Dallas	25-32-28-27-19	161	31
24638	Gary Zars/Paula Evans	Lake Canyon	32-30-30-31-31	184	32

worked the left side. The windward mark was shifted for the last beat. Means Davis was first to the windward mark, exchanged the lead at one time with Fred Abels, but won the race, with Abels second and Jay Butler 3rd.

Thursday's first race was more or less a copy of the day before, with Sam Mollet taking the honors, followed by Doug Goppert and Troy Tolan. The afternoon race was the lightest for the entire series, with the breeze threatening to desert the fleet entirely in the 100-degree Texas heat. Steve Bloemeke kept momentum going and managed to drift across the line first, followed by Lief Zars and Troy Tolan with the second of a pair of treys for the day's racing.

On Friday morning doldrums had set in on Eagle Mountain Lake, and the possibility of completing a fifth race looked doubtful as boats bobbed up and down on the glassy surface of the lake. Boats returned to the dock, and a great water fight in the harbor was gathering strength when a lucky ripple appeared far out in the lake. The new westerly wind, fitful at first, built and filled in to become a hiking breeze by the time the gun sounded.

Because of the new wind direction, a short beat and first reach were necessary to fit a course into the narrow confines of the lake, and the fleet stayed tightly bunched for the entire race. Boats which went into the far right corner on the second and third beats made spectacular gains, but Fred Abels, who was first to the first mark, led all the way to the

finish. Troy Tolan was second and Sam Mollet third for this last race of the 1982 Wells series.

Junior Championship

The Duffy Memorial Series, the U.S. Snipe Junior National Championship, was held this year at the Fort Worth Boat Club on Eagle Mountain Lake July 31-August 1. In spite of the new higher age limit (not yet twenty), only eleven junior teams participated in the series. The fleet included two female skippers, Tarasa Davis of Atlanta, Ga., and Peggy Menzies of Cincinnati, Oh.

Mother Nature did not cooperate well with the race committee or the sailors. Winds were light and shifty, necessitating a number of postponements and course changes.

With measuring completed on Friday, the first race began Saturday at 10:00 a.m. over an Olympic course. Winds were from the north-northeast at 5-15 m.p.h. Defending national champion, John Irvine of Cowan Lake, OH., was over the starting line early and restarted. He made a quick comeback and finished fourth. First around the windward mark was Steve Bloemeke of Alamitos Bay, CA., followed closely by Mike Segerblom also of Alamitos Bay. Bloemeke and Segerblom battled the entire race, but Segerblom came out on top.

A second race scheduled for 1:00 p.m. was postponed for lack of wind. The sail-

(Continued on page 12)



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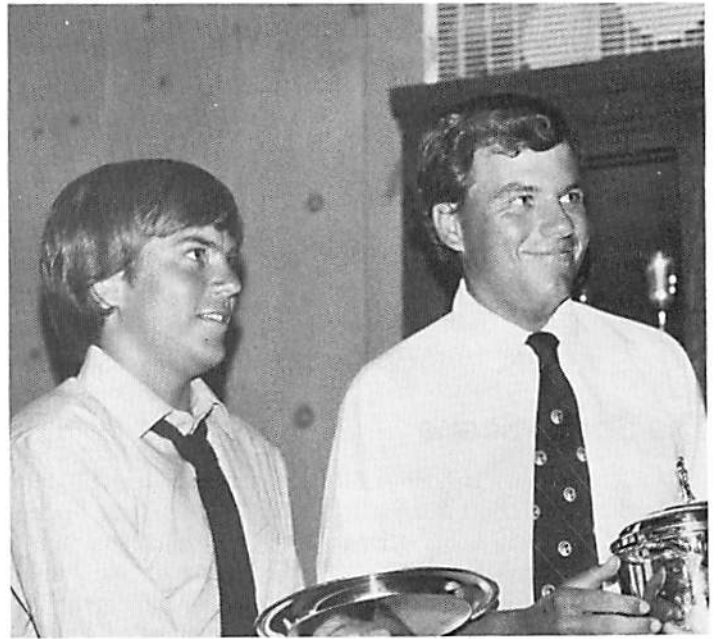
Kenyon and Craig Martin finished second in the Championship.



Pat Muglia and Jeff Lenhart were third in the Heinzerling finishes.



Brian and Sam Mollet finished second in the Wells.



Robert Hutsel and Jay Butler receive their third place Wells trophies.



Ed and Meredith Adams received the Carolyn Nute Trophy for highest finishing married couple in the series.



Skipper Greg Fisher helps crew Susan Dierdorf carry away the Eleanor Williams trophy, presented by donor Eddie Williams. Susan was the highest finishing woman in the championship.

Nationals...

(Continued from page 10)

ors' patience was not rewarded: about 6:00 p.m. another race was attempted but had to be abandoned due to a thunderstorm.

No wind could be found early Sunday morning and things looked grim for completing two races. Then, about 11:00 a.m. a gentle south-southeasterly breeze set in, and everyone hurried out to a port triangle course. First to the windward mark was Means Davis V of Atlanta, Ga. Following him was Martin Keen of Cowan Lake, OH. Both dropped back as Steve Bloemeke won the race and John Irvine finished second.

The light wind held, so a third and final race began at 5:30 p.m. An Olympic course was sailed. Segerblom was first to the windward mark and went on to win the race.

Steve Bloemeke and crew, Carol McBride, won the regatta with a consistent 2-1-2. In second place was Mike Segerblom and crew, Kim Thompson, with a 1-10-1. These two junior teams will represent the U.S. in the Junior Snipe World Championships at the Northern Yacht Club in North Sydney, Nova Scotia, Canada, August 23-29.

*Anneliese Festersen
Iowa-Nebraska Fleet 309*

The Social Scene

Texas hospitality is famous for its size and variety, and Fort Worth Boat Club welcomed the 1982 U.S. Nationals in the best of that cordial tradition, offering their entire facilities for the use of the Snipe sailors for more than a week of almost total occupancy.

Festivities led off with the Junior Awards party on Sunday night, featuring trophies for the winners, hamburgers for all, and a very nice acceptance speech by

Boat	Skipper/Crew	Fleet	Places	Points	Finish
18328	Steve Bloemeke/Carol McBride	Alamitos Bay	5-7-19-1-7	61	1
23624	Sam Mollet/Brian Mollet	Portage Lakes	11-23-1-5-3	61.7	2
20313	Jay Butler/Robert Hutsel	Mission Bay	9-3-8-8-9	63.7	3
23711	Gonzo Diaz/Adam Killeman	Miami	2-6-13-22-4	69.7	4
24106	Troy Tolan/Linda Duvoisin	Alamitos Bay	23-21-3-3-2	70.4	5
23620	Fred Abels/Chris Varley	Sea Cliff	16-2-6-28-1	70.7	6
21801	Sean Biehl/Jerelyn Wright	Mission Bay	1-22-7-25-13	91	7
24264	Means Davis/Peggy Davis	Atlanta	21-1-23-17-8	93	8
6995	Francis Seavy/Jane Duvoisin	Clearwater	6-29-4-7-24	97.7	9
24680	Bob Dean/Liane Dean	Clearwater	20-12-11-10-18	101	10
20561	Don Bedford/Wade Blomgren	Mission Bay	10-13-27-11-11	102	11
24791	Ron Fox/Kristen Fox	Alamitos Bay	29-18-5-4-20	103	12
24442	Buzz Lamb/Marge Lamb	Privateer	22-16-22-6-14	109.7	13
24111	Doug Goppert/Rita Goppert	Lake Lottawana	DQ-9-2-9-16	111	14
18850	Lief Zars/Gail Zars	Lake Canyon	18-20-29-2-19	113	15
24092	Jim Slomski/Diana Schluter	Dallas	14-10-12-37-12	115	16
22323	Keith Zars/Brian Zars	Lake Canyon	7-24-15-15-25	116	17
25285	Ken Rix/Mary Ann Rix	Wichita	3-17-28-30-21	125.7	18
25224	Mark Butler/Karen Butler	Mission Bay	25-15-14-40-6	129.7	19
25239	Andy Fox/Jamie Guerdan	Orlando	12-5-18-20-NS	130	20
24093	Scott Cline/Alan Carscaddon	Privateer	32-8-9-18-35	132	21
20848	Bill Simons/Sherry Simons	Privateer	24-4-32-13-33	134	22
25085	Ed Nelson/Carol Bloomer	Dallas	37-14-25-12-17	135	23
22776	Ed Olson/Pat Melly	Dallas	4-41-16-NS-10	145	24
25071	Guy Brierre/Betsy Williams	Southern	8-25-21-33-34	151	25

JUNIOR CHAMPIONSHIP

Boat	Skipper/Crew	Club	Places	Points	Finish
18328	Steve Bloemeke/Carol McBride	Alamitos Bay	2-1-2	6	1
25197	Mike Segerblom/Kim Thompson	Alamitos Bay	1-10-1	16	2
22729	Gregg Morton/Robert Lindley	Mission Bay	3-3-3	17.7	3
24271	John Irvine/Ted Horst	Cowan Lake	4-2-4	19	4
23333	Martin Keen/Jeff Peterson	Cowan Lake	5-4-6	29.7	5
23456	Means Davis V/Miss Van Hutten	Atlanta	6-6-7	36.4	6
22358	Tarasa Davis/Rhett Turner	Atlanta	7-8-5	37	7
23187	Peggy Menzies/Rich Johansen	Cowan Lake	10-5-8	41	8
24686	Teddy Turner/Linda Duvoisin	Atlanta	8-7-DNS	44	9
24002	Wayne Jeveli/Shannon McGrael	Mass Bay	11-9-9	47	10
20934	David Sherman/Bill Nicholson	Dallas	9-11-10	48	11

champion Steve Bloemeke.

The Commodore's Cocktail party on Tuesday night, after completion of the Crosby Series, was presided over by Chairman O.L. Pitts, and featured typical Texas style barbecued goodies. The fire thus created was soothed by a steady flow of cold drinks from the bar.


After every race the beer keg and lemonade cooler were the gathering places for discussing who did what to whom, as boxes full of Steve Sherman's generous supply of Frito Lay chips and dips disappeared by the handful.

Al fresco entertainment, and sampling

of the local culture, included many trips to Billy Bob's and the Cattleman's, downtown by the stockyards. You could only tell the dudes from the preppies by the deck shoe treads on their cowboy boots. Jerry Thompson was splendid in his cowboy duds, but Ralph Swanson won the black hat award.

The Friday night steak buffet and final cocktail party at the club was the climax for the week of sailing and Snipe Class fun. A warm "Thank you!" goes from all who attended, to Commodore Don Williamson and the entire membership of Fort Worth Boat Club.

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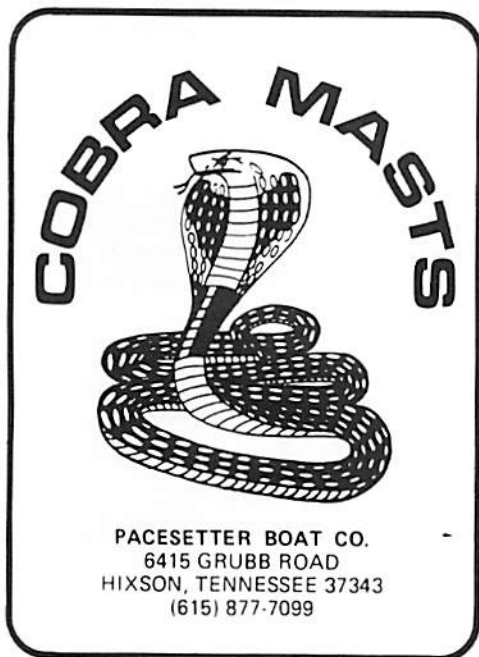
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CHUBASCO 22816. Cobra mast cover, 2 suits sails, trailer, good condition. (714) 222-6052. 471 Rosecrans, San Diego, CA 92106.

CHUBASCO 20197 "WAZOO", blue deck/white hull, Cobra I mast & boom, min. weight, rage-rigged, 2 centerboards, 2 suits Ullmans. \$1,600 w/o trailer. \$2,000 with. Cincinnati, OH, (513) 681-4953 home.

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MUELLER-EICHENLAUB 22357, blue/white. New Shores plus light air jib, 2 suits Ullmans, covers: bottom, top, rudder, board. Sterling trailer. Asking \$2,400. Evenings (201) 445-5931 or 729-2635. Toni Kuolt. Must sell; physical reasons.

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