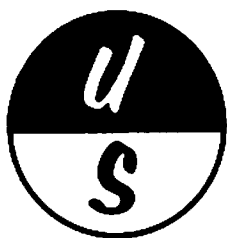


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(USPS 611-500)

**SNIPES CLASS
INTERNATIONAL RACING
ASSOCIATION**

OCTOBER 1984

Volume XXXIII No. 10

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CHANGE OF ADDRESS

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

IN THIS ISSUE

Winning in One-Designs

Dave Perry, owner of Snipe 24695, and internationally known sailor, has just published his first book: *Winning in One Designs*. Dave agreed to our reprinting portions of this excellent book on sailing in the *Bulletin*. The first installment is included in this issue. This material first appeared in Dave's column in *Yacht Racing/Cruising* magazine. We highly recommend the book.

The first column used will be "Are we all playing the same game?" in which Dave goes into some of the problems with our sport which are of concern to us all.

Other articles will follow.

1984 U.S. Nationals

In this month's feature, our report of the U.S. Nationals for 1984, indicates that in spite of our concern about the family sailor, he is still alive and well in the Snipe Class. Husband and wife teams were first and fourth, a brother and sister finished sixth, and a father and daughter were seventh. At least six father/son and four father/daughter teams competed along with sisters Susan and Jan Tabor, and two sets of brothers. Of the many husband and wife teams, a few chose the option of separate boats.

It was a good regatta.

New National Secretary for Norway

The new national secretary for Norway is:

Birger Jansen
Skoveien 51 C
Stabekk, Norway

Our appreciation to outgoing secretary Gunnar Kjendlie who served in the position for over five years.

LETTERS TO THE EDITOR

Crashed and Burned —

On August 12 a truck bound from the Nashville postal distribution center to Chattanooga crashed and burned on Mont-eagle Mountain. We have received two pieces of badly singed mail from that delivery; one from Dave Schiebler, mailed from California, and one from Guillermo Camargo, mailed from Colombia, South America. If you mailed anything to the SCIRA office in the early part of August and have not received a reply, a follow-up letter would be advisable.

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THE COVER

Gonzo Diaz, the man who ultimately determined the 1984 U.S. Champion, and Susan Dierdorff, the only woman skipper in the Heinzerling Series race each other to the dock with Lake Pontchartrain in the background. Buzz Lamb photo.

THE SCORE

Twelve numbers were issued during the month with seven going to U.S.A. and five to Paraguay. Fleet Charter 795 was issued to Club Lago Azul in Paraguay. The new fleet is located on Lake Ypacarai, the site of this year's Western Hemisphere Championship.

**Numbered SNIPES — 25994
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Suddaths of District IV Win Nationals on Last Tack

Mission Bay team second in seesaw series

Steve and Connie Suddath, Lake Lanier, Georgia, 1984 U.S. National Champions, won out over Jeff Lenhart and Carol McBride of Mission Bay, California, on the last tack of the last beat of the last race of the championship held on Lake Pontchartrain, New Orleans, Louisiana, July 16 through 20. Dave Chapin and Tom Kinney, Springfield, Illinois, were third; Ed and Meredith Adams, Narragansett Bay, Rhode Island, fourth; and Greg Gust with crew Shawn Burke, Lake Ray Hubbard, Texas, fifth. The top five places represented five different U.S. Districts.

Marc and Anne Duvoisin, representing the host fleet, were sixth; The Old Man and Ana Diaz, Miami, were seventh; Robin Gales and Scott Lindley, Mission Bay, California, eighth; and Bob Hodges and Tom Harris, New Orleans, ninth. For the tenth spot, Greg Fisher and Barb Evans, Hoover Lake, Ohio, won a tie breaker with District VII Champions Warren and Mary Lynn Wheaton of San Francisco.

This was the first U.S. Nationals to use the new low-point scoring system. Steve, with finishes of 1-9-9-1-2, had 21½ points; Jeff, with 9-3-3-3-4, had 22.

Steve and Connie, originally from Jacksonville, Florida, currently live in Atlanta, where they sail with the Lake Lanier fleet. They have won the District IV Championship for the last three years, and have been making a charge at the U.S. Nationals during those years, having a first in the Crosby series and seventh in the finals in 1982, and finishing fifth in the 1983 finals. Ironically, Steve first got involved in Snipe sailing as a pick-up crew for Jeff Lenhart at the 1969 Nationals at Florida Yacht Club in Jacksonville. They finished in tenth place.

PERPETUAL TROPHIES

In addition to the Heinzerling Trophy, Steve won the Crosby Trophy for the qualifying series, and the Harold Griffith Trophy for best total score overall. Connie received the Portage Lakes Trophy for first place crew, the Eleanor Williams Trophy for first place woman finisher, and together they won the Carolyn Nute Trophy for top place married couple in the championship.

Jeff Lenhart and Carol McBride won the



Part of the fleet entering the harbor with Lake Pontchartrain in the background.

Buzz Lamb Photo

Slauson Bowls for second place skipper and crew, Jeff for the 8th time since 1971. Ralph Swanson, Winchester, Massachusetts, repeated as winner of the Jane Schenck Masters Endurance Trophy. Race Committee Chairman Larry Taggart of Southern Yacht Club was presented the Macklinburg-Duncan Trophy.

RACE SETTING

Southern Yacht Club, New Orleans, Louisiana, located on Lake Pontchartrain, was the setting for the 1984 Nationals. The club is spacious, gracious, and well known for its welcome to sailors in either large or small boats. SYC Commodore William Gambel was instrumental in helping revive Snipe Fleet 116, which is now a powerhouse of District Four.

Lake Pontchartrain is wide and shallow, and noted for chop, thunderstorms, and winds which are light to non-existent in July and August of any year. 1984 turned out to be typical for regatta weather — that is different from that expected. The winds came, more than needed at times, and all races were completed well within schedule. The fleet luckily managed to avoid the thunderstorms, most of which veered south into the city to visit the other attraction — the 1984 World's Fair being held downtown on the river.

SOCIAL

Could anybody be bored for long in New Orleans? Not if they attended the 1984 U.S. Nationals. District IV Governor Jerry Blouin, general chairman for the regatta, teamed with Commodore Gambel, and the staff of Southern Yacht Club to make sure that all who attended received a gracious welcome.

The club was open daily, including the regular staff day off, and doughnuts and coffee were available every morning to get the day's activities off to a good start. Later, thirsty sailors were met with cold beer at dockside as they put their boats away after racing.

The Junior awards on the lawn were followed by the skippers' meeting for the seniors. Later, a gala Commodore's Cocktail Party, upstairs in the clubhouse, officially opened the regatta.

A highlight of the week was Monday night's red beans and rice dinner, followed by an enthusiastic Cajun band. Despite the loud volume, the authentic music went right along with the typical New Orleans food.

The Louisiana Exposition and 1984 World's Fair drew its share of the crowd. A particular favorite, especially noted by California's Robin Gales, was the music in the Gospel tent.

And The Winners Are . . .



Connie Suddath, holding the Portage Lakes Trophy, and Steve, holding the Heinzerling Trophy, accept congratulations from SYC Commodore William Gambel.



Jeff Lenhart and Carol McBride, second place, pose with Commodore Gene Tragus.



Charlie Bustamante accepts the Wells Trophy from Ralph Swanson as his crew, Joe Logan, looks on.



New U.S. Junior Champions are Shawn Burke and Beth Poort.



Doug Snyder (left), crew, and Nicky Adamson, skipper, finished second in the U.S. Juniors.



Martin Keene and Jeff Peterson won the tie-breaker for third place in the Juniors.

Photos by Buzz Lamb.

All scores count for Crosby Trophy — drop one for qualifying.

Downtown New Orleans' attractions, including music and other delights of the French Quarter, kept many of the younger sailors out past bedtime on nights when no special activity was planned at the club.

Governor Blouin, Commodore Gambel of SYC and Tragus of SCIRA, and U.S. National Secretary Swanson presided over the traditional awards dinner held at the club. The stars of the show were not only the new champions Connie and Steve Suddath, but all the Snipe sailors who had fought the good fight, and who didn't say goodbye, but "Wait till next year!"

Suddath Dominates Crosby Qualifying

The weather is always news for a regatta, and as in most regattas, the weather didn't do what it was supposed to for this championship. Instead of the light-to-nothing winds expected, the Crosby series started out with a big blow. The series only included one drifter which was called after one and a half legs, and one start was aborted by a thunderstorm.

MONDAY: Race one

The wind for the first race of qualifying was much different from the light-to-medium winds encountered by the Juniors. In fact, the breeze was blowing smartly before the start and continued to build from 18 to 20 with gusts, to near maximum for racing. The wide open expanse and shallow depth — nowhere over 15 feet — made for steep, choppy waves, and surfing conditions on the off-wind legs. The water was strewn with casualties before the end of the race, both from capsize and from breakdowns. Some new sails bore brown tops for the rest of the regatta. "Down here we call it drilling for oil," said a local

Boat	Skipper/Crew	Fleet	Races	Points	Finish
24807**	Steve Suddath/Connie Suddath	Lake Lanier	1-1-2-1	4 1/4	1
23619	Greg Fisher/Barb Evans	Hoover	5-7-3-2	17	2
20560	Jeff Lenhart/Carol McBride	Mission Bay	8-2-6-3	19	3
25223	Robin Gales/Scott Lindley	Mission Bay	8-2-8-3	21	4
19555	Jim Warfield/John Kelly	San Francisco	2-5-10-9	26	5
24804**	Warren Wheaton/Mary Lynn Wheaton	San Francisco	3-5-6-13	27	6 T
25764	Susan Dierdorff/Scott Taylor	Annapolis	7-3-10-7	27	6 T
24677	Grant Hill/Jenny Dyer	Alamitos Bay	11-15-4-2	32	8
23713	Gonzalo Diaz/Ana Diaz	Miami	20-3-1-10	33 1/4	9
25045	Buzz Heausler/Gail Heausler	New Orleans	6-9-9-12	36	10
25429	Bob Hodges/Tom Harris	New Orleans	1-PMS-2-4	36 1/4	11
25233	Gonzo Diaz/Eric Carlson	Miami	10-7-12-8	37	12
25864	Bill Buckles/Tom Gonzalez	Lorain	3-12-14-9	39	13
25047	John Lovell/Sid Charbonnet	New Orleans	2-PMS-5-6	43	14
23624	Sam Mollet/Brian Mollet	Portage Lakes	6-16-11-12	45	15
24702	Dave Chapin/Tom Kinney	Springfield	NF-4-13-1	45 1/4	16
25430	Chris Friend/Pam Pimental	Narragansett Bay	12-10-17-8	47	17
24686	Marc Duvoisin/Anne Duvoisin	New Orleans	4-18-20-6	18 T	
24679	Greg Gust/Shawn Burke	Lake Ray Hubbard	4-PMS-9-5	48	18 T
25840	Brent McKenzie/Jeanne Duvoisin	Lake Lanier	7-8-PMS-4	49	20 T
25514	Steve Sherman/Cheri Clark	Dallas	24-6-5-14	49	20 T
25071	Guy Brierre/Liz Merrifield	New Orleans	11-12-11-17	51	22
20369	Jerry Thompson/Brad Thompson	Alamitos Bay	17-14-7-14	52	23 T
24995	Tom Bremen/Arron Haller	Miami	15-14-12-11	52	23 T
25067	Jim Robinson/Leslie Samuels	New Orleans	16-23-1-15	54 1/4	25
25006	Steve Salzer/Cam Mitchell	New Orleans	14-10-16-16	56	26
26099**	Ed Adams/Meredith Adams	Narragansett Bay	NF-1-4-NF	58 1/4	27
25848	Craig Leweck/Marg. Richardson	Hoover	5-PMS-16-10	61	28 T
25172	Charlie Bustamante/M. Richards	Miami	NF-6-14-13	61	28 T
24272*	Bob Rowland/Scott Rowland	Cowan Lake	14-9-19-19	61	28 T
23662*	Jim Bookhout/Beth Poort	Dallas	9-17-18-18	62	31
23277*	William Jackson/Paige Jackson	Dallas	15-16-15-17	63	32 T
25975	Ron Fox/Russ Fox	Alamitos Bay	22-21-13-7	63	32 T
25533*	Keith Zars/Brian Zars	Lake Canyon	20-20-3-21	64	34
26026	Matt Gregory/Holly Gregory	Privateer	9-8-23-25	65	35
24114**	Paul Levinson/Linda Duvoisin	Indianapolis			

*Did not qualify

**District Champion

Skipper.

Steve and Connie Suddath, pre-qualified as District IV Champions, began right by winning their section of the split fleets. Bob Hodges and Tom Harris won the other division.

As the wind had increased all through the race, the committee postponed the second start while conditions became more manageable, and the wreckage could be

sorted out for those who had lost or broken equipment.

As it turned out, that was the only race finished on the first day, and three races were sailed back-to-back for the final day of qualifying on Tuesday.

TUESDAY: Races two, three, and four

The wind was still up, but the waves were more manageable than the day

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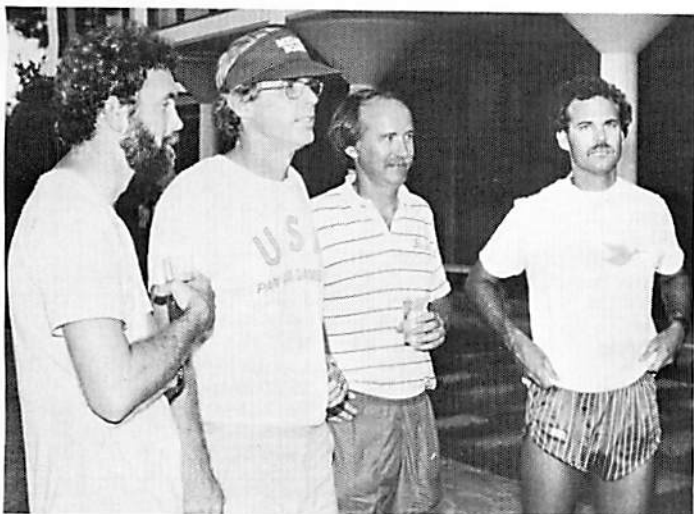
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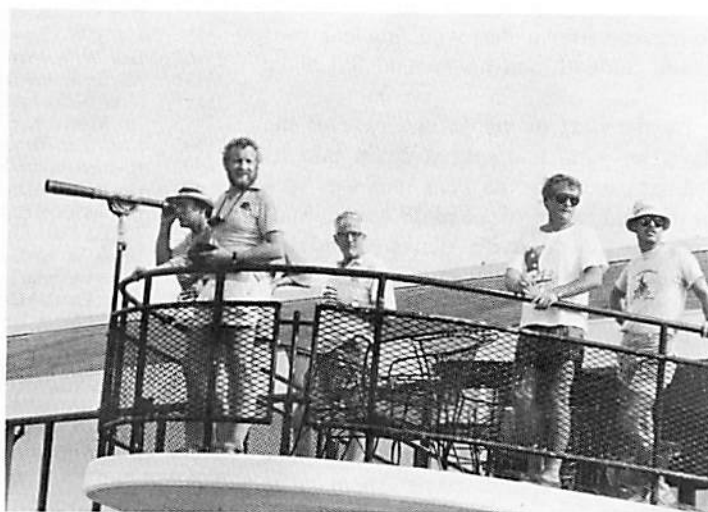


Scene at the '84 U.S. Nationals



The brain trust discusses strategy.

Buzz Lamb Photo



"The fathers" watch the action during the Junior Championship.

Buzz Lamb Photo



Don't worry, Mom. They were chaperoned by Sherman, Lenhart, and Buckles.



Junior champions Shawn Burke and Beth Poort in 24569.

Buzz Lamb photo

before, and all races were completed in good order.

In the second race Suddath won again; Ed and Meredith Adams, also pre-qualified as District I champions, won the other division. Ed, troubled by a bad back, had not finished the first race on Monday.

The third race went to The Old Man and Ana Diaz in one half, while Jim Robinson and Leslie Samuelson of New Orleans took the first in the other half. Suddath had a second in his section, and the other second went to Bob Hodges, who paired it with a PMS in the earlier race for the day.

The final qualifying race went to Suddath again, in one start, with Dave Chapin, who broke his tiller and capsized in Monday's blow, taking the other.

The Crosby Trophy is scored without a throwout, however for qualifying, a throwout is allowed. Trophy winners in order were: Steve and Connie Suddath, Greg Fisher and Barb Evans, Jeff Lenhart

and Carol McBride, Robin Gales and Scott Lindley, and Jim Warfield and John Kelly.

U.S. Nationals Heinzerling Series

Steve and Connie Suddath had to push all the way to the finish line to squeeze out a half-point advantage over Jeff Lenhart and Carol McBride. With the lead changing four times in the five-race championship, the 1984 U.S. Nationals proved again the equality of boats, and the heavy level of competition in the Class. Dave Chapin and Tom Kinney sailed a consistent series to finish third. Consistency in all conditions is one of the rewards of the low point system used for the first time this year; and Ed and Meredith Adams' one disastrous race pushed them into fourth place.

WEDNESDAY

The Suddaths were on a roll after their

decisive win in the Crosbys, posting a bullet in the first race. Ed Adams finished in second place with Bob Hodges in third. The wind was 12 to 15 and relatively steady, with a moderate chop on the Lake.

The second race, sailed back-to-back with the first, had relatively the same conditions. Adams took the first place, and moved into the lead for the series. District VII champs Warren and Mary Lynn Wheaton, crossed the line in second place, and Jeff Lenhart got the first of a string of third place finishes. Steve Suddath finished ninth.

THURSDAY

Thursday's first race started out to be much the same as the day before, but the wind lightened and died, making this the only light air race for the entire week. Craig Leweck and Margaret Richardson of Hoover Lake, Ohio, won the race, with Dave Chapin second. Ed Adams, having gone the wrong way on the first beat, never

recovered and finished in 26th. This turned the lead over to Jeff who finished third again. Suddath had his second 9th place finish.

By the start of the second race of the day, the wind had settled again into its regular pattern for the week, and was back in the mid range of 12 to 15 knots. Suddath won this race with Adams second; but Jeff's consistency kept him in the lead as he finished third.

In spite of some agitation to complete the series with a third race back-to-back with the first two, the boats were sent in, and ultimately the decision was made to complete racing on Friday as scheduled, since all races were completed as scheduled to this point.

FRIDAY

On Friday, the wind continued in the 12 to 15-knot range. To win Steve had to beat Jeff in the last race, and have a boat between them. Going to the finish, the championship was still in doubt as Adams "came from nowhere" to take first place. The Suddaths were praying "lift, baby, lift" as they crossed in second. Gonzo Diaz was the determining factor as he crossed Jeff, and took third place, with Jeff in fourth.

POST SCRIPT

On the way in from the course Gonzo was commiserating with Jeff who asked him if he would have borne off for his brother. Gonzo said, "No." For your father? "No. But I might have for my mother!"

Boat	Skipper/Crew	Fleet	Races	Points	Finish
25482	Gaby Bustamante/Joe Logan	Miami, FL	3-3-5-3-3	17	1
24272	Bob Rowland/Scott Rowland	Cowan Lake, OH	8-1-3-5-2	18½	2
25550	Marty Wolfswinkle/Ana Marie W.	Houston, TX	10-13-4-1-7	34½	3
23967	Jack Willy/John Willy	Lake Mohawk, NJ	4-5-15-10-4	38	4
25733	Martin Keene/Jeff Peterson	Cowan Lake, OH	1-15-6-11-8	40½	5
25555	Mike McLaughlin/Marsie McLaughlin	Privateer, TN	11-12-12-6-1	41½	6
22815	Pat Muglia/Kim Thompson	Mission Bay, CA	12-10-8-4-13	47	7
25533	Keith Zars/Brian Zars	Lake Canyon, TX	5-17-2-9-15	48	8
24599	Andrew White/Russell Snyder	Annapolis, MD	2-6-21-18-6	53	9
25950	Doug Day/Alane Day	Lake Lotawana, MO	9-8-10-12-18	57	10
23277	Bill Jackson/Paige Jackson	Dallas, TX	15-NS-9-2-5	58	11
24602	Tarasa Davis/Tony Milligan	Atlanta, GA	18-9-7-7-17	58	12
24332	Leigh Savage/Sally Savage	Detroit River, MI	6-11-13-8-21	59	13
25378	Robert Cummings/Margaret Boswell	Ray Hubbard, TX	7-4-11-14-NS	61	14
24442	Buzz Lamb/Marge Lamb	Privateer, TN	17-19-1-13-12	61½	15
25003	Susan Taber/Janice Tabor	Winthrop, MA	14-16-14-15-9	68	16
25062	Hoagy Herman/Peggy Ripple	New Orleans, LA	NS-2-17-17-14	77	17
23662	Jim Bookhout/Beth Poort	Dallas, TX	13-7-16-23-NS	84	18
25999	Ralph Swanson/Marta Wallace	Winchester, MA	16-22-20-16-10	84	19
24040	Ryan Miller/Michael Miller	Lake Canyon, TX	19-14-18-20-16	87	20
25285	Ken Rix/Gary Pierce	Wichita, KS	22-18-19-19-19	97	21
24747	Dan Williams/Brainard Cooper	Privateer, TN	20-20-24-21-23	108	22

Wells Series

The last ones out of the Heinzerling qualifications should win the Wells by all rights, and that is just what Gaby Bustamante and his crew, Joe Logan, of the Miami fleet did, never winning a race but having consistent finishes of 3-3-5-3-3. Bob Rowland and his son, Scott, Cowan Lake, Ohio, who were tied with Gaby at 42 points, and also just out of the Heinzerling in the qualifications, were second in the Wells with 8-1-3-5-2. Marty and Ana Marie Van Wolfswinkle, Houston, Texas were third; John and Jack Willy, Lake Mohawk, New Jersey, fourth; and juniors Martin Keene and Jeff Peterson, Cowan Lake, fifth. Mike and Marsie McLaughlin of the Privateer, Tennessee fleet finished sixth; Pat Muglia and Kim Thompson, Mission Bay, seventh; and Keith and Brian

Zars, Lake Canyon, Texas, eighth. Defending Champion Andrew White and Russ Snyder, Annapolis, finished in 9th place; and Doug and Alain Day of the Lake Lotawana, Missouri fleet rounded out the top ten.

Despite problems of deflating marks, and long delays, the first race finally got underway in good wind. Juniors dominated this race, with Martin Keene in the red Snipe finishing ahead of Andrew White in his dark blue boat, Ice. Gaby Bustamante got the first of his string of third place finishes. In the second race, which was more of the same conditions, Bob Rowland led wire-to-wire, with Hoagy Herman of New Orleans in second, and Bustamante again in third.

Two more races were run on Thursday. In the first race of the day the wind lightened, and the seniors took over with Buzz and Marge Lamb in the lead at every mark. Keith Zars and his young son Brian pushed hard all the way, ending in second place, with Bob Rowland in third. Gaby got his worst race of the series, finishing fifth.

In the second start, Mike McLaughlin took an early lead, going right, but lost out on the last beat. Marty Van Wolfswinkle went so far right on the second beat that he was out of sight, came back in good shape, and won the race followed by Bill and Paige Jackson, Dallas, Texas, and Bustamante. Consideration was given to completing the series with a third race, but the decision was made to send the troops in. Since four races had been completed in the scheduled time, further racing was put off until Friday.

On Friday the wind was still with us, and honors went to Mike and Marcie McLaughlin who did a horizon job on the fleet. Bob Rowland was second, but Bustamante's third place finish gave him the regatta with a 1½-point margin.

1984 U.S. NATIONALS — HEINZERLING SERIES

Boat	Skipper/Crew	Fleet	Races	Points	Finish
24807	Steve Suddath/Connie Suddath	Lake Lanier	1-9-9-1-2	21½	1
20560	Jeff Lenhart/Carol McBride	Mission Bay	9-3-3-3-4	22	2
24702	Dave Chapin/Tom Kinney	Springfield	8-6-2-4-5	25	3
26099	Ed Adams/Meredith Adams	Narragansett Bay	2-1-26-2-1	31½	4
24679	Greg Gust/Shawn Burke	Lake Ray Hubbard	6-4-4-11-18	43	5
24686	Marc Duvoisin/Anne Duvoisin	New Orleans	19-15-7-7-6	54	6
23713	Gonzalo Diaz/Ana Diaz	Miami	17-8-15-10-10	60	7
25223	Robin Gales/Scott Lindley	Mission Bay	4-13-8-18-21	64	8
25429	Bob Hodges/Tom Harris	New Orleans	3-10-17-23-12	65	9
23619	Greg Fisher/Barb Evans	Hoover	11-16-11-19-13	70	10
24806	Warren Wheaton/Mary Lynn Wheaton	San Francisco	16-2-20-15-17	70	11
20369	Jerry Thompson/Brad Thompson	Alamitos Bay	NF-18-6-5-11	72	12
25848	Craig Leweck/Marg Richardson	Hoover	26-24-1-6-19	75½	13
23624	Sam Mollett/Brian Mollett	Portage Lakes	5-14-10-27-70	76	14
25047	John Lovell/Sid Charbonnet	New Orleans	12-11-31-8-15	77	15
24677	Grant Hill/Jenny Dyer	Alamitos Bay	20-7-22-20-9	78	16
24114	Paul Levinson/Linda Duvoisin	Indianapolis	24-5-21-12-23	85	17
25045	Buzzy Heausler/Gail Heausler	Clearwater	25-22-23-9-7	86	18
25233	Gonzo Diaz/Eric Carlson	Miami	7-23-27-26-3	86	19
25172	Charlie Bustamante/M. Richards	Miami	15-19-25-14-16	89	20
24995	Tom Bremen/Arron Haller	Miami	13-20-13-22-28	96	21
25764	Susan Dierdorff/Scott Taylor	Annapolis	14-21-18-21-26	100	22
20626	Matt Gregory/Holly Gregory	Privateer	23-25-5-24-24	101	23
25864	Bill Buckles/Tom Gonzalez	Lorain	10-17-12-30-32	101	24
25071	Guy Briere/Liz Merrifield	New Orleans	28-31-16-13-14	102	25
19555	Jim Warfield/John Kelly	San Francisco	21-30-19-32-8	110	26
25840	Brent McKenzie/Jeanne Duvoisin	Lake Lanier	22-12-32-16-31	113	27
25514	Steve Sherman/Cheri Clark	Dallas	29-27-14-28-25	123	28
25067	Jim Robinson/Leslie Samuels	New Orleans	18-32-30-17-29	126	29
25975	Ron Fox/Russ Fox	Alamitos Bay	30-26-24-31-27	138	30
25430	Chris Friend/Pam Pimental	Narragansett Bay	31-28-28-29-22	138	31
25066	Steve Salzer/Cam Mitchell	New Orleans	27-29-29-25-30	140	32

Burke and Poort Take Junior Trophies

Eighteen junior Snipe sailors, including six from the local fleet, waited out a short delay for the wind to fill in and settle down, as the U.S. Junior National Championship got underway on the morning of July 14th.

The first race was a long one, with the ever-threatening thundercloud build-up showing before the race was finished. Nicky Adamson of the new Harbor Lights Fleet on Lake Ray Hubbard, Texas won, followed by Shawn Burke of Lake Lanier, Georgia, and defending champion Scott Lindley of Mission Bay, California. Tarasa Davis of Atlanta finished in fourth place, ahead of Andrew White of Annapolis in fifth.

The second race was delayed by the threatening storm, and the fleet was towed ashore. The wind died as the storm dissipated, and the start of the second race was postponed.

Late in the afternoon, a little breeze came up as clouds gathered again in the west. The Coast Guard Station, across the harbor from the club, put up storm warnings as the last boats were towed out to the course. That storm shifted to the south, missing the fleet, and leaving wind steady

Boat	Skipper/Crew	Fleet	Races	Points	Finish
24679	Shawn Burke/Beth Poort	Lake Lanier, GA	3-2-1-1-3	9½	1
25517	Nicky Adamson/Doug Snyder	Ray Hubbard, TX	1-3-2-4-4	13½	2
25733	Martin Keene/Jeff Petersen	Cowan Lake, OH	7-6-7-2-9	31	3
24605	Tarasa Davis/Tony Milligan	Atlanta, GA	4-4-8-5-10	31	4
25223	Scott Lindley/Randy Reid	Mission Bay, CA	2-1-3-DQ-11	35½	5
25047	John Lovell/Sid Charbonnet	New Orleans, LA	8-11-PMS-3-1	40½	6
24599	Andrew White/Russ Snyder	Annapolis, MD	5-10-12-8-6	41	7
25840	Steve Burke/Jeanne Duvoisin	Lake Lanier, GA	16-7-11-6-5	45	8
25072	James Dorgan/Peter Merrifield	New Orleans, LA	11-13-4-7-12	47	9
25227	Greg Kelly/Jason McCarroll	Nassau, BA	6-9-9-10-13	47	10
25377	Eldon Harvey/Barton Jancke	New Orleans, LA	14-8-PMS-NF-2	57	11
20369	Kim Thompson/Brad Thompson	Alamitos Bay, CA	10-5-10-NS-16	59	12
23972	Jon Pinckney/John Pernick	Alamitos Bay, CA	13-12-PMS-11-7	61	13
25975	Russ Fox/Scott Ramsey	Alamitos Bay, CA	15-15-14-9-8	61	14
25720	Kam Mitchell/Clark Thompson	New Orleans, LA	9-18-5-13-17	62	15
23967	Jack Willy/Janice Willy	Lake Mohawk, NJ	12-13-14-12-14	65	16
25065	Andy Lovell/Thomas Keaty	New Orleans, LA	18-16-6-NF-NS	74	17
25056	Philip Rawlins/Anton Randall	New Orleans, LA	17-17-15-NS-15	82	18

enough to set a course for the second race. The wind had lessened by the time the race was finished, and a shorter course was set for the third and final race for the day. Finishes were Scott Lindley first, Shawn Burke second, and Nicky Adamson third in the second race. Shawn was first, Nicky second, and Scott third in the third race, making a three-way tie going into Sunday's final day of racing.

Shawn won the next race with Scott and Nicky involved in a protest situation which was resolved in Nicky's favor, leaving him with a fourth place finish, and Scott with a DSQ. The first place in the final race

went to John Lovell of New Orleans, with Eldon Harvey, also of the home fleet, in second. Shawn Burke's third place finish was enough to clinch the title, and the Owen Duffy Trophy for 1984. The Gilreath Trophy went to his crew, Beth Poort. Nicky finished fourth again, assuring him of the runner-up spot. Martin Keene, of Cowan Lake, Ohio, and Tarasa Davis, Atlanta, were tied at 31 points, with the tie-breaker for third place going to Martin. Scott Lindley was fifth over-all.

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Are We All Playing The Same Game?

"You haven't won the race, if in winning the race you've lost the respect of your competition." —Paul Elvstrom

In the previous three chapters I've tried hard to explain the racing rules as they're written in the rule book. Consider for a second what the rules are for: they tell us what we can and can't do. Driving rules tell us we have to come to a complete stop at stop signs, that we can't drive faster than the speed limit, and that we can't drive when we're drunk. Why were these rules written? Because people saw that cars could hurt and kill them and others, and they saw the need to create a system in which people were safe, in which they'd know what to do and expect in every situation. Why don't people always stay within these rules? Because the rules restrict them, they hold them back. People feel in control of themselves — they aren't going to hurt anyone, and they don't need a bunch of rules to tell them what to do. Unfortunately what they don't see or care about is that this attitude is contagious ("Hell, he's going 60, why should I poke along at 35?") and that their peer pressure is pretty strong ("C'mon, we haven't had that much to drink, let's hit the road,").

It's easy to see that this attitude of not caring about the rules is what poisons a system and makes it dangerous and unpleasant for others. To change the situation, the people affected call for enforcement, of which there are two kinds available: external and internal. In driving, the external enforcement is the police, the unmarked cars, the speed traps, and the threat of paying money for tickets or losing our license, etc. Internal enforcement comes from many places. Maybe we've been involved in an accident or seen one where people have been hurt or killed, and our fear or our concern becomes strong enough to make us want to stay within the rules' limits.

In the world of sailing, where we're dealing with many different kinds of people, the stakes of winning are often high: business, money, prestige, our self-image and ego, acceptance, etc. And when we lose (i.e., don't win the regatta) we feel bad or frustrated or angry not simply because we didn't win, but because we won't get all the things that come along with winning. And what's worse, we can't avoid watching as the winners rake it in.

So we have a game going here with winners and losers, and we have a network of

rules that forms the system in which we play. The rules for sailing are the International Racing Rules, the rules of the class being raced, the rules for the regatta (i.e., the sailing instructions), and a fourth set of rules — the "human" rules. The last are the rules that govern our behavior more than anything else, that say when we decide to enter a game we agree to play within the rules and will give our best shot to overcoming the obstacles and challenges to winning; but they also say we'll respect the people we're racing against and won't pull any cheap shots in order to beat them.

While I was watching a post-game show after the Super Bowl, I heard a pro linebacker say, "One thing that the team which won does so beautifully is that their ends run a series of 'picks' on the defensive backs, which is basically illegal, but they're so smooth that they rarely get called for it. That's how they get people open so often." It's easy to see that they'll have more completions, more passing yardage and more points scored, etc., all of which reflect highly on the quarterback and the coach (who obviously know what's going on). But until the issue can be brought out in the open, documented, and proved, hardly anyone seems to notice; and while the quarterback and coach are tanning themselves in the rays of their success, other teams are already plotting similar plays for next season.

To some people who sail, this is the real world. They're in it for themselves, for the attention, the publicity, the limelight, and the business. Of course they're going to do everything possible to try to win. Why not? Isn't that what it's all about? So what if they cut a mark at night, knowingly race a boat that was measured in illegally, or lie in the protest room. "Big deal!" they day. "It's just a race. C'mon, I'll buy you a beer, I just have to talk to these reporters first..."

To others, this attitude seems pretty shallow. Sure, they want to win too, but to them there are some parameters within which the game must be played. They love it when they can tack right in front of someone with only a few feet to spare because they know the other person will hold his course until the tack is completed, and then immediately head up and keep clear; or when they're on port and cross

someone on starboard by inches, and nothing comes out of the starboard boat except "Nice sailing." They'd do the same thing too. They want the other people to be racing at their best, because that's when it's the most challenging to try to win, and the most satisfying when they do. Their question is, "How can it feel good to win when you know you've somehow cheated the people you've beaten?"

It's almost as if the game can be divided into two categories of players. One is the group that, to varying degrees, will intentionally go outside the limits of the rules (including the "human" rules) to try to win, feeling that as long as they don't get caught or get thrown out on a protest, they've done nothing wrong. The other group is the people who see racing as a personal challenge, a series of obstacles including the other competitors, the boat, the physical demands, the organization of a campaign, etc., all of which must be overcome to emerge on top. It would be meaningless to them if it were easy, and it would deflate the whole challenge to go outside the rules to win.

When you stop to think about it, these two groups are, in fact, playing two entirely different kinds of games and this is the bottom line of a lot of the trouble in sailing. How then do we reconcile these two groups on the same race course? One side calls for more enforcement; the other denies the whole problem on the surface, with the attitude. "C'mon, get with it; stop being Joe Righteous. Let's have some fun." I sense that this division in attitude and conscience is the cause of many of the hot issues that we debate in sailing today, such as professionalism, means of propulsion (rule 60), and gross breach of conduct (rule 75).

Let's look at the pumping, rocking, ooching scene (rule 60), and more specifically rocking, which is the most common illegal action. Again, there are two elements: the rule and the enforcement. The rule is clear in that it specifically defines what rocking is, and then prohibits it at all times. It's fair to say that most sailors *know* when they are intentionally rocking their boat or when they are deliberately letting the boat rock even though their bodies aren't moving. In both cases the boat is rocking and the rule prohibits that.

Now for enforcement. The problem begins when someone in your fleet makes the conscious decision that he or she doesn't care what the rule says, and is going to go faster by rocking. Now he's gaining an advantage over you, so you have

From: *Winning In One-Designs*. Reprinted by permission of Dave Perry.

to make a decision; either do nothing, try to stop him, or start rocking yourself. If you're confident that the system of enforcement is there to back you up, you might yell to the guy to stop it, and if he doesn't, then protest. But if you sense that the protest is going to cause a lot of tense feelings (no one likes to be the bad guy) or that it will probably be disallowed anyway, you'll either sit there and get upset, or join in. The upset feeling gets even worse when you feel people are doing it all over the course and that by throwing one guy out, you're not really solving the problem.

This unsettling atmosphere is leading sailors to call for more judges on the race course to police rule 60 actively (external enforcement). But it's not that they actually want judges on the course; they just want to be confident that everyone is playing the game the same way so that no one has an unfair advantage and the racing remains a good challenge. It would be no fun racing your Pinto against a Ferrari, just as it's no fun sailing by the rule while people rock by.

The truth is that we sailors don't trust each other to enforce the rules internally and it's right here, at this lack of trust for each other, that we have to start to work. For a fleet, or class, or group of us assembled at a regatta, the first thing to see is that we need everyone to want to come out and race; otherwise there'd be no regatta. Also that the racing is the most fun for everyone and the most challenging for the top guys when we all agree to leave the B.S. on short, and go out and race hard within the rules.

This attitude will work only if *everyone* agrees with it, and the best way is to have a meeting of all the sailors and bring it out in the open before the racing begins. A few simple words such as: "Hey, we all know all the sleazy moves and we know what's going on, and it will be a lot more fun if we just leave that stuff ashore," get the message out. Also, there may be specific problems: people not doing 720s, too many general recalls because people just aren't holding back, or rules that people aren't sure of or have different interpretations of, and it's *very important* that these be discussed ahead of time. Even if the group's idea of pumping isn't the same as another group's somewhere else, at least everyone will know how the game's being played in the upcoming racing, including the judges and race committee, who are the external enforcers of our game. This is critical.

Another element that greatly increases internal rule enforcement is rules knowledge. To this end, we should open the doors to our protest hearings. Let the peo-

ple who have never been in the room before see how the rules work. This can also serve to cut down on the bogus protests. Many protests involve at least one person who *knows* he is wrong, but feels that he may be able to win the protest on a technicality, or by his presentation to the committee. This is morally wrong, and it will be a lot tougher to do this with all his peers peering at him. Of course there would be some necessary ground rules such as: 1) total silence; 2) once in the room no one leaves until dismissed; 3) named witnesses remain outside; and 4) disturbance is grounds for some sort of penalty, etc.

To me, the real meat and subtle nuances of the rules are discussed in the "deliberation" segment, and that's the segment in which people would really learn a lot. Also, opening this up would help the committees remain more objective and base their decision solely on the rules in the book and the facts as they came out in the hearing, rather than on suppositions and personal prejudices. Short of this and time permitting, the committee should at least allow the audience back in for the verdict, and explain how and why they made their decision. This is especially important at youth events, but should be applied across the board.

Also, USYRU has a pool of certified judges and has appointed a regional administrative judge in each region of the U.S. These people can be very helpful in locating qualified judges for your regattas, giving rules talks, and helping interested people to become better judges. Simply write USYRU (Box 209, Newport, RI 02840) to find the R.A.J. in your area.

It all boils down to: "What game are we playing out there?" For those who have actively raced for a couple of years, what's really going on around them and what the tricks of the trade are is no mystery. So it's really a matter of making the inner decision of what we are and aren't going

to do. I'd like to propose that though it's tougher to win when we stay within all the rules — including the one that makes us morally responsible to our friends to sail fairly — the best racing is when we can trust each other to play it straight, respect each other when we try our hardest, and see ourselves improving from the challenge. No external system of enforcement will ever be as effective as our own internal agreements to all play the same game. Unfortunately, it takes only one person to burst the bubble.

Talk about this with the people you race with.



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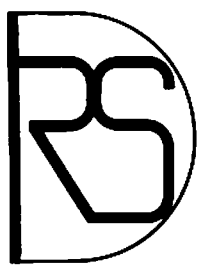
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NORTH SAILS SWEEP WORLDS

1st, 2nd, 3rd*, 5th, 7th*, 8th Overall

... with first place finishes in 5 of 7 races!

... and 1st and 2nd in the U. S. Nationals!

But what is so different about the new North Snipe sails?

Consumer orientation capsule report: The North #1 model main

— In designing the #1 main, we wanted a main that would be:

1. Faster than any other main on the market
2. Durable
3. Easy to trim
4. All-purpose

The #1 main would have to be powerful in light to medium winds, yet blade out nicely in heavy winds with balanced twist characteristics. To this end, we changed fabric toward more balanced stretch characteristics while obtaining more durability than any main we've made in the past. Then we went to work on the critical area where the jib overlaps the main. Incorporated into the #1 is a flatter entry in the jib overlap area. The result is less backwind from the jib or our maximum efficiency slot (M.E.S.).

Complimenting the advantages of our M.E.S. is a lens foot. The lens foot remains folded on the boom upwind, then bags out adding fullness to the lower 33% of the sail when the outhaul is eased. This gives a powerful shape for reaching. With features like M.E.S. and a lens foot, North's new #1 main has proven itself in major competitions. Just look at the following performance grid at this year's World Championships.

Race Finish position	Conditions	
	Sea	Wind Kts.
1st	Smooth	0 - 6
1st	Slight swell	3 - 10
1st	4' swell, chop	7 - 12
1st	12' swell, mixed chop	15 - 25
1st	6' swell, chop	8 - 18

Look for upcoming reports describing our new leechcut jib which won one race at the U.S. Nationals and was used in 50% of the races by the 2nd place boat at the Worlds.

WE'RE NOT STANDING STILL AT NORTH SAILS!

... consider purchasing the fastest sails in the world next time you're in the market!

If you've any questions at all please call or write — ask about our significant discounts too.

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