

# ***SNIPE*** ***BULLETIN***



SEPTEMBER 1977





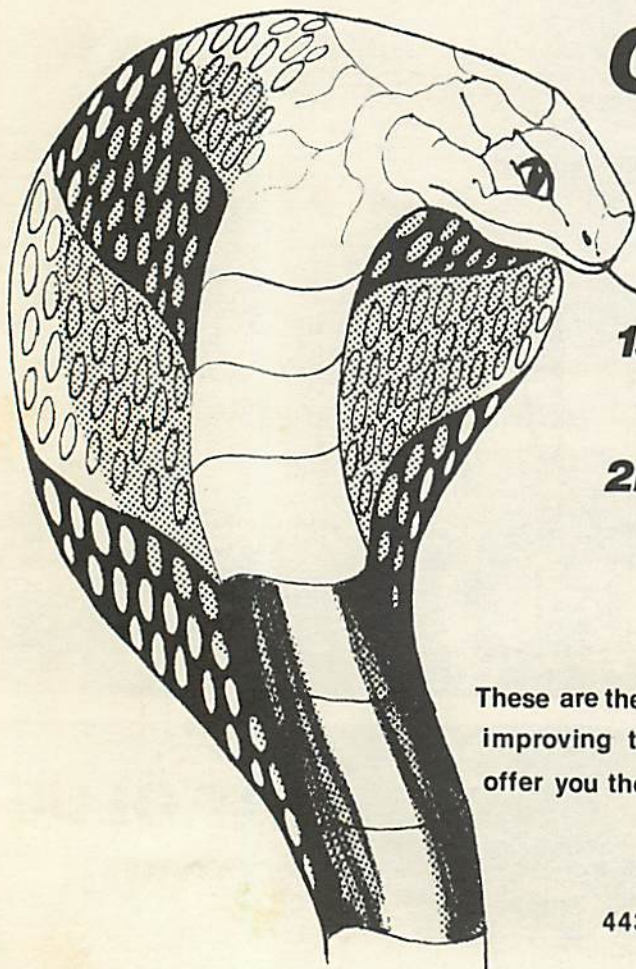
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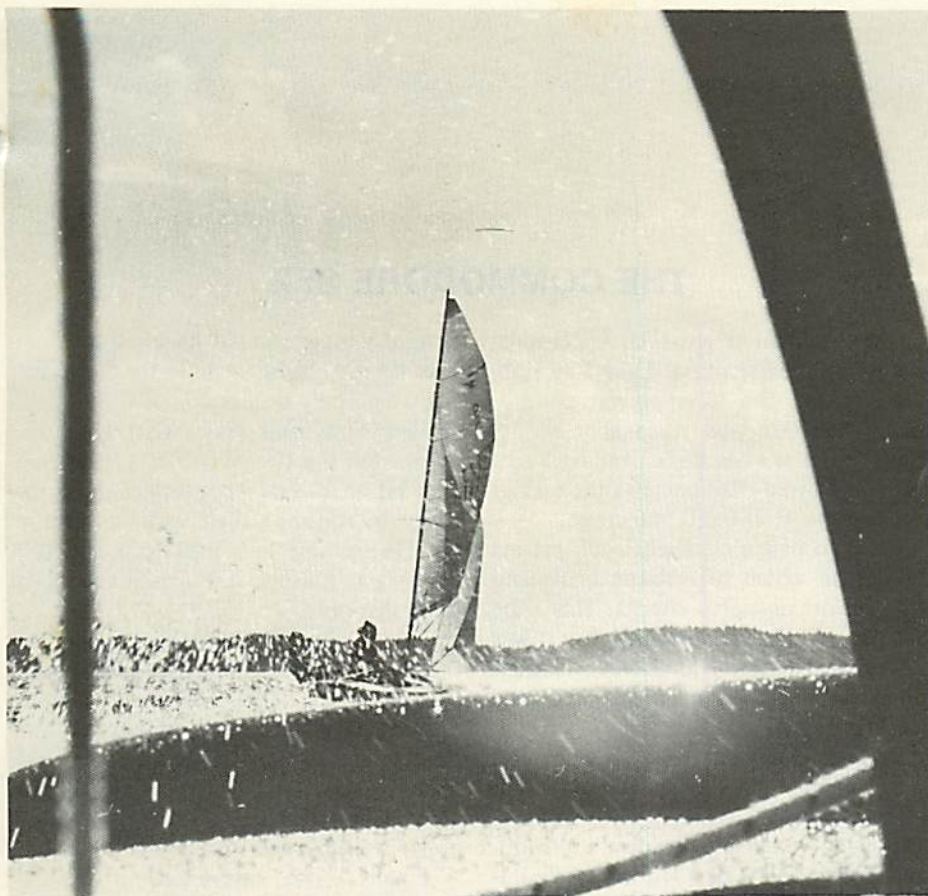
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# SNIPER BULLETIN

SNIPER CLASS  
INTERNATIONAL RACING  
ASSOCIATION

SEPTEMBER 1977  
Vol. XXVI No. 9

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**PUBLICATION INFORMATION**  
Published monthly by Snipe Class  
International Racing Association, In-  
corporated, (not for profit).  
Forms close on the 1st of the month  
preceding publication. Material re-  
ceived after that date will not appear  
until later month.

Printed in the U.S.A. at Chattanooga,  
Tennessee. Second-class postage paid  
at Hixson, Tennessee and at addi-  
tional mailing offices.

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## THE COMMODORE SEZ

Hey, we had a great U.S. National Championship Regatta at Lake Ray Hubbard, Texas. The weather was good — mostly very hot and reasonably windy. The facilities at Chandler's Landing Yacht Club were more than equal to the task of handling the 91 entrants and crews.

We even had a relatively cool, marina building in which to measure boats and run moment of inertia checks. That's the first time that's ever happened, but it was a necessity in the 100 degree weather. Otherwise, instant sunstroke for the measuring crew.

Regatta chairman, Leif Zars, parked his motor home in the marina, so he and assistant regatta chairman, Gene Tragus, were readily available to solve any problems. Steve Taylor handled the race committee job very well, as he has so many times in the past. I think this was Steve's 13th time as the R.C. Chairman of the Nationals — that takes real dedication to the Class.

In all, it was a very well run regatta, and all of the workers are to be congratulated on a job well done.

Some highlights of the regatta:

After trying for so many years, Tom and Carolyn Nute finally took home the BIG one, the Heinzerling Trophy. There was a standing ovation as they came forward to receive their trophies. Carolyn also won the Eleanor Williams Memorial Trophy for the highest placing woman in the Heinzerling Series.

Keith Zars and Toby Ricks won the Wells Series in a very convincing manner, using a wooden mast that had been broken, scarfed, and reglued. It stood up to the sudden 35 mph blowdown that the Wells contestants enjoyed Thursday afternoon while the Heinzerling contingent was ashore. (Waiting on the wind to come up.) Several people were asking Keith at the awards banquet where they could buy a good wooden mast.

Ye Commodore enlivened the Thursday afternoon blowdown by losing the tiller while on a screaming plane; executing an all-hands-standing jibe thanks to ever-alert crew, Brainard Cooper; rounding up; regaining the tiller; tacking; and resuming the screaming plane. It has to be the fastest 360 degree turn on record.

Several people wanted us to do it again because they hadn't seen us the first time, but we politely declined.

Earl Elms and crew, Carl Hultgren, dominated the Crosby Series with a 2nd, 1st, 1st, and 1st. They appeared to be ready to continue their winning ways in the Heinzerling, but Tom Nute and second place finisher Jeff Lenhart stopped them this time.

The Junior Nationals were won, for the second time, by Dave Chapin and brother, Mark. They went on to take a 3rd in the Crosby and a 10th in the Heinzerling. They started the year by winning the 80-boat Southern Regatta here in Chattanooga, so they've done pretty well this year.

Finally, Friday afternoon, just as some of us were beginning to think that an old tradition was dying, the Great Snipe Nationals Water Fight got underway. Very few escaped the bucket baths and a good, wet time was had by all. It was a great finish to a great regatta.

DNW

## THE COVER

This Texas sunset makes a dramatic backdrop for a forest of masts on the shores of Lake Ray Hubbard, Dallas, site of the 1977 U.S. Nationals. Photo by Jeannie Bronaugh.

## THE SCORE

We have now gone past 23000 and this was done by Japan which came through last month with a request for 100 numbers. Argentina got 20 numbers followed by Belgium with 5, England with 4 and the U.S. with 2. A new fleet was chartered, Club Marina de Guatavita in Bogota, Columbia and we welcome this fleet and wish them tremendous success.

**Numbered SNIPES — 23004**  
**Chartered Fleets — 753**



## Thanks Dad —

Although Ralph Swanson didn't win the U.S. Championship this year, his boat is going to Denmark. Ralph, as U. S. National Secretary, is not only responsible for seeing that the world's largest Snipe Country is in accordance with SCIRA rules, but he is also called on to make some personal sacrifices as well. Tom Nute is borrowing Ralph's newer self-rescuing boat for the series, and Ralph will be without a boat most of the rest of the season.

## Love at First Snipe

Sue Mitchell 20387 and Ed Coulter 20020 were married in late June in Clearwater, Florida, the bride's hometown. Sue, daughter of Clearwater Fleet Captain Stan and Helen Mitchell, and Ed, a graduate of the Mueller/Eichenlaub factory team, had their first date at the Snipe Nationals in Jacksonville.

Good luck and congratulations to both Sue and Ed who are living in New Hampshire now, and looking for a new fleet home to sail 20020.

SCIRA Official Score Card 19 \_\_\_\_\_ Boat No. \_\_\_\_\_

Owner \_\_\_\_\_ Fleet No. \_\_\_\_\_

City \_\_\_\_\_

Total races \_\_\_\_\_ Score \_\_\_\_\_

For all scores over 1650: List races by finish on the back of this card.

Signed \_\_\_\_\_  
(Fleet Captain)

Return to SCIRA for all boats with 5 or more races only.

### SCORE CARD FOR SCIRA POINT SCORE RESULTS

## Point Score Reminder

Forms for reporting point score results for the 1977 racing season will be sent to fleet captains in the US on about September 15th. The forms are the same as the one shown here — PLEASE DON'T SEND LISTS!

The results will be printed in the first available spring issue, and are due in the office by February 1, 1978.

All fleet captains and national secretaries in all countries are urged to send their point scores. If you don't have a supply of score forms, copy the example shown here.

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## '78 Nationals set for Alamitos Bay

# U.S. Board Meeting Held

The U. S. Board of SCIRA met July 17, 1977 at Chandler's Landing, Dallas, TX. Those present: National Secretary Ralph Swanson, presiding; Commodore Dan Williams; Vice Commodore Bruce Colyer; Rules Committee Chairman Ted Wells; SCIRA Board members Gonzalo Diaz, Paul Festersen, and Doug DeSouza; District Governors or representatives Randy Nord, Leif Zars (part of the time), Gene Tragus, Fritz Gram, and Executive Secretary Buzz Lamb.

**MINUTES:** It was moved, seconded, and passed that the minutes of the previous meeting be accepted as published in the October 1976 BULLETIN.

**TREASURER'S REPORT:** The Treasurer's report was presented by Buzz Lamb. The U. S. fund and the International fund are both still solvent, but increases in postage, printing costs, and costs of transportation for both boats and contestants to championships along with general inflation will necessitate a dues increase, if not immediately, at least in the near future.

**Discussion:** The U. S. members get and pay for BULLETINS and Rule Books as part of their dues payment. The International (except for Canada, Bermuda and the Bahamas) dues do not cover Rule Books and BULLETINS which may be ordered separately. The International does not pay sail royalties because of policing problems, but does pay numbers fee.

Ted Wells moved that the dues be set at \$15.00 for U. S., Bahamas, Canada, and Bermuda, to take effect in 1978. Dan Williams seconded and the measure was passed.

**REDISTRICTING:** John Rose, District 7, has submitted a redistricting plan which was sent to District Governors for discussion in their districts. Most Districts reported that any potential gains offered by the plan, such as shorter travel to district championships, would be outweighed by other problems, such as smaller and less challenging fleets at district championships. District II, with two large Nebraska fleets far removed from other district fleets, was interested in some change, but those fleets are not near any other district to which they might be joined. District 6 would be happy to accept Northern California from District 7, but that would only remove support

from an already small district which reported the problem. Bruce Colyer moved that the Districting proposal be tabled for further study. Williams seconded. Carried.

Secretary Swanson will write John Rose that the Board will continue to study the problem of districting, and will welcome further proposals of solutions from District 7.

**REGISTRATION FEE:** The registration fee for the U. S. Nationals which has been set at \$30.00 (\$20.00 for the host District, and \$10.00 contestants' travel fund) has also been attacked by inflation. Leif Zars, Regatta Chairman, has asked for an extra \$5.00 of the registration fee for this regatta. Moved, seconded and passed.

Doug DeSouza moved that the entry fee for future National championships be raised to \$35.00, with \$25.00 to go to the hosts and \$10.00 to go to the contestants' travel fund. Colyer seconded, motion passed.

**U. S. SKIPPERS AND CREWS:** Bruce Colyer brought up the question of whether winning skippers should be obligated to take the same crews to international championships, having won the right to represent the U. S. at the Nationals. General agreement that this is neither practical nor desirable, since the presumption is that the skipper should be encouraged to get the best possible crews for the presumed conditions of the next championship, which could be very different from conditions at the present regatta.

**MEMBERSHIP CARDS:** Boats having current racing decals are presumed to have legal skippers. Since this isn't always true, there was a discussion of membership cards as a method of membership proof. Some expense of printing and handling cards would be involved. Bruce Colyer is to make a study and further recommendations.

**JUNIORS:** Leif Zars presented a proposal from District II which would allow junior skippers to sail any boat on which dues have been paid without the Junior having to pay dues. Pros and cons were discussed including the fact that those juniors who sail regularly in Snipes which they own, and on which they pay dues, might feel penalized by allowing non boat owning juniors to sail on an equal basis. The feeling was that they should not be



allowed on either the Junior National or district level. The question of Sanctioned regattas was discussed. Point was brought up that many sanctioned regattas now have separate junior races in which participation is open. The decision was to table the matter for later discussion.

**JUNIOR WORLD CHAMPIONSHIP:** Financial aid and qualification for the U. S. participants in future Junior World Championships was discussed. In 1976 the decision was to allow \$1,000 transportation money for the first team only, with two teams authorized to go. (Later an extra \$500 was provided for the second team.) The two teams authorized to go were to be chosen in the following order: Winner of the U. S. Juniors for the current year of the championship, 2nd place in the current year, 3rd place in the current year, or winner in the previous year.

Paul Festersen moved that the amount authorized for future championships be \$750 per team, with two teams authorized to go in the same order of qualification as before. Seconded and passed.

**MEASUREMENT:** U. S. Chief Measurer Chuck Loomis presented a mast weight problem to the board. Masts are required to weigh 20 lbs. rigged. Earl Elms has challenged the weight of some masts, and

has said that he intends to protest masts which he believes to be deficient in weight. Chuck stated that the local measurement committee, which is under his direction at this regatta, does not have the proper equipment to make a mast weight check at this time, nor is there time to weigh masts with the tune-up race scheduled in only a few hours, and racing to start tomorrow.

General discussion followed about the seriousness of the problem which had not previously been presented to either the rules committee, the measurers, or the Board, but which was said to have existed for some time, with some masts being over two pounds light.

Ted Wells moved that because the weighing of masts as a measurement required for this regatta is a practical impossibility at this point, mast weighing should not be required for this championship. Seconded and passed.

Masts will be weighed at the 1978 U. S. Championship.

**1978 U. S. NATIONALS:** Doug DeSouza, Co-Governor with Tom Nute of District 6, announced that there are two bids for the championship from the West Coast whose turn it is to be host. Both Seattle from District 7, and Alamitos Bay from District 6, have submitted bids.

Alamitos Bay's bid was presented by Ron Fox and Eric Conn who had charts for the area where the regatta would be held, along with temperature, and wind velocity information, as well as information about launching and storage facilities, etc. The regatta would be scheduled for early August 1978.

Ralph Swanson read the proposal sent by Seattle which offered to hold the regatta on selected dates between mid-July and mid-August. There are 3 places which could be considered as the regatta site within the Seattle area.

Doug DeSouza volunteered that District 6 will assist the Alamitos Bay Fleet should that bid be accepted.

After general discussion of the merits of the bids, Bruce Colyer moved that the bid from Alamitos Bay be accepted. Doug DeSouza seconded, motion passed.

**NORTH AMERICAN CHAMPIONSHIP 1978:** Two fleets from District I, Massachusetts Bay and Annapolis, have submitted bids to hold the 78 North Americans, preferably sometime in June. Both will lend boats to non U. S. skippers (other than Canada). After discussion, Dan Williams moved that Annapolis' bid be presented to the North American Secretaries as the site for the 1978

*(Continued on page 8)*

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## U.S. Board Meets

(Continued from page 7)

regatta. Seconded and passed.

**1979 WORLD CHAMPIONSHIP:** Cleveland has submitted a tentative bid to Ralph Swanson to hold the 1979 World Championship. Discussion of the conditions for sailing, launching, housing of contestants, and shipment of boats followed.

Buzz Lamb reported that Alex Winstanley, Canadian National Secretary, has expressed strong interest in holding the Worlds at North Sydney, Nova Scotia, site of last year's successful Western Hemisphere Championship. The Canadian Government will help sponsor the event. Since this year's championship is in Europe, the usual rotation of the championship would be to the western hemisphere with preference given to North America.

Buzz Lamb was requested to call Alex Winstanley and confirm the bid from North Sydney. If the Canadians strongly want to hold the championship, the U.S. will back the bid they present at the World Board Meeting in Denmark.

**PROTESTS:** Question from Bruce Colyer of requiring the person protested to sign the protest. (Prompted by some instances in which a protested boat, not properly notified, has failed to defend himself, and been disqualified.) Since proper notification is already required in the racing rules, no class action was taken.

**NOMINATIONS FROM DISTRICTS FOR BOARD POSITIONS:** Nominations

are now received from District Governors, and are submitted to the nominating committee who nominates the slate.

**TROPHIES:** Winners of U. S. National Perpetual trophies are required to sign for them and return them to the authorized chairman at the next regatta. Question raised of having other important trophies signed for. The SCIRA office keeps up with the Minneford and Richner Trophies; but the Worlds, European, Western Hemisphere, and other international trophies are currently not signed for, although deeds of gift state that their winners are responsible for their safekeeping and return at the proper time. No action taken.

**ONE-OF-A-KIND — CHAMPIONSHIP OF CHAMPIONS:** Bruce Colyer represented the class in both championships and reported to the meeting. None of his expenses were reimbursed.

**RULE BOOK/YEAR BOOK:** Discussion of the format of the Rule Book produced a suggestion the Rule Book be a Rule Book only, and since changes in rules are made only every 4 years, that it be printed only every 4 years. It was further suggested that a year book with championships and officers would be far more up to date than the current situation, in which the rule book is published every other year, and remains out of date for much of its duration. The suggestion was that the easiest way to do this would be to designate the January issue of the BULLETIN as the year book issue. It would contain lists of officers, National secretaries, District Governors, winners, etc. Ted Wells will assist Buzz Lamb in working this out.

**PAN AM GAMES:** Snipe will be included in the Pan-American Games to be held in Puerto Rico in 1979. Boats will be furnished for those who want to charter them, as was done in Mexico in 1975. 2 boats per country will be allowed. Details must be worked out for obtaining and transporting boats to Puerto Rico.

**SINGLEHANDED CHAMPIONSHIP:** Since the rules require the Snipe to have 2 crews, Dan Williams moved that the class not sanction further singlehanded championships. Seconded and passed.

**RUDDER MEASUREMENT:** Ted Wells reported that one builder's misinterpretation of the rudder measurement rule has been corrected. (See Circular Letter No. 1, June 1977, BULLETIN.)

**SAIL MEASUREMENT:** 8 pounds pull for jib measurement is correct. Par. 66 needs to be slightly reworded to avoid ambiguity, and to conform exactly to Par. 72.

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has measurement procedures which govern in the absence of contrary class requirements for international classes. One problem has been created by this fact, and Buzz has drafted a proposal to be submitted through the USYRU to solve it. Since, as a practical matter, class rules apply, no action was taken by the meeting.

**SUBSIDIZED SNIPES:** Buzz Levinson has recommended the subsidization of Snipes, to be made available through fleets or Districts, for immediate delivery to prospective buyers. (See Commodore Sez, August BULLETIN.) His plan was discussed at length with its many ramifications. After discussion, Bruce Colyer moved that the proposal not be undertaken. Motion seconded and passed with Paul Festersen voting no.

**DROP RACE:** Ralph Swanson introduced a suggestion from Earl Elms about how a drop race can be used in the U. S. Nationals without lengthening the series. As Earl explained it, this system which is used successfully in the Lido Class, allows the boat to take its position in the qualifying series as a potential drop race in the final series. That or any other finish may be used as a drop race. In the Wells, the last non-qualifier would take 1st place and so on down the line. There would still be a throw-out only if 5 races are completed. Discussion brought out some problems in the system and Bruce Colyer expressed reservations. Gonzalo Diaz moved that it be tried once for 1978 to see if it would work. Seconded and passed.

#### NEW BUSINESS:

The attachment of jib tack which became a question in 1976 Nationals was mentioned. The Rules Committee will close this loophole in the 1980 rules.

**CHANGES IN RULES FOR NATIONAL AND INTERNATIONAL REGATTAS:** These proposed changes prepared by Flavio Caiuby, were published

in the May BULLETIN. The Rules Committee's suggested revisions in the changes were published in the same issue.

Stu Griffing has submitted a proposed paragraph for inclusion in Rules for Conducting Sanctioned Regattas that decisions of protest committees are final as far as awarding of trophies and determination of winners are concerned. Appeals may be made for future guidance.

Bruce Colyer moved that these submissions be recommended to the SCIRA

Board. Seconded and passed.

**SCIRA REPRESENTATIVE:** Dan Williams will be SCIRA Representative at the World Championship.

**MOMENT-OF-INERTIA:** This measurement is not retroactive, and does not apply to boats built before January 1, 1976.

There being no further business, Secretary Swanson announced that he would entertain a motion for adjournment. Moved, seconded and passed.

## U.S. General Meeting Held at Dallas

The General Meeting for the U. S. was held on the grounds of Chandler's Landing, July 21, 1977. National Secretary Ralph Swanson called the meeting to order and introduced Commodore Dan Williams.

**ANNOUNCEMENTS:** Secretary Swanson gave both the "good news" and the "bad news", with the bad news being a dues increase for the U. S. The dues were announced as \$15.00 beginning in 1978. There will also be an increase in the entry fee for the U. S. Nationals, which will be increased to \$35.00. The extra \$5.00 will go to help the host club since the cost of conducting a championship has increased drastically. This makes a total of \$25.00 to the host club and \$10.00 to the contestants' travel fund.

**1978 U. S. NATIONALS:** Alamitos Bay will be the site for the 1978 U. S. Nationals. Secretary Swanson announced that a provision will be made for the 1978 regatta in which the position in the Crosby series is taken as a potential drop race for either final series, with that or any other race to be used as a drop, if at least 5 races are completed.

**JUNIORS:** Dr. Gene Tragus presented a proposal to allow junior sailors to sail in paid-up boats at regattas below the district and national level without having to

pay dues. Much discussion followed. A show of hands and an expression of opinions showed a preponderance of sentiment in favor of more junior participation, with this as a possible way of encouraging juniors from other classes to participate. Jeff Lenhart proposed a method used by a class in California in which a person is allowed to participate in one regatta per year as non-dues paid, and after that is required to pay dues.

**JUNIOR WORLDS:** \$750 will be given as travel allowance to each of two teams to attend the next Junior World Championship. The order of qualification is: 1st place in the current year of the championship, 2nd place current year, 3rd place current year, and first place from the previous year. Two teams may go in that order of preference.

**NORTH AMERICANS:** Doug DeSouza, Chairman for the North Americans to be held at Mission Bay in October invited those present to attend. Tom Nute is in charge of boats to charter or borrow.

**1979 WORLD CHAMPIONSHIP:** The U.S. delegation to Denmark will support the bid of Northern Yacht Club, North Sydney, NS, Canada to hold the 1979 World Championship.

Meeting adjourned.





# 1977 NATIONAL TITLE FALLS TO TOM AND CAROLYN NUTE

*Mission Bay teams pace Heinzerling series at Dallas; Dave Chapin wins Juniors.*

## HEINZERLING SERIES

Boat	Skipper/Crew	City	Places	Points	Finish
18327	Tom Nute/Carolyn Nute	San Diego, Ca.	2-1-1	3	1
20560	Jeff Lenhart/Eric Krebs	San Diego, Ca.	1-4-3	13.7	2
21643	Earl Elms/Carl Hultgren	San Diego, Ca.	3-3-2	14.4	3
21700	Henry Davis/Leslie Tucker	Omaha, Neb.	5-20-5	46	4
18321	Doug DeSouza/J. Blankenship	San Diego, Ca.	10-10-8	46	5
18926	Lou Dixon/Tim Dixon	Springfield, Ill.	11-11-7	47	6
19267	Don Hite/Kathy Hite	W. Bloomfield, Mich.	13-15-4	48	7
19799	Gary Boswell/Margaret Boswell	Dallax, Texas	8-14-10	50	8
20818	Pete Fenner/Susan Riddle	Richardson, Texas	4-16-15	51	9
19432	Dave Chapin/Mark Chapin	Springfield, Ill.	9-12-13	52	10
20561	Lew Bedford/Robert Hutsel	San Diego, Ca.	22-9-6	54.7	11
20707	Terry Timm/Craig Wertz	Ypsilanti, Mich.	6-25-9	57.7	12
20002	Bruce Colyer/Jeanne Bronough	Ft. Lauderdale, Fl.	15-2-30	60	13
12192	Harry Levinson/Alinda Levinson	Indianapolis, Ind.	21-6-17	61.7	14
19390	Randy Smith/Todd Bowers	LaJolla, Ca.	24-8-16	66	15
22212	Jim Lippincott/Sonja Swanson	Trappe, Md.	26-5-19	67	16
16699	Fritz Gram/Karen Weidner	Olean, N.Y.	14-13-24	69	17
21713	Gonzalo Diaz/Mark Williams	Miami, Fl.	20-7-26	71	18
22350	Paul Levinson/Harry Levinson	Indianapolis, Ind.	16-17-22	73	19
22326	Craig Martin/Jordy Murphy	San Diego, Ca.	18-26-11	73	20
22699	Bob Blomquist/Gina Blomquist	Towson, Md.	27-18-14	77	21
14789	Stephen Suddath/Connie Ewin	Jacksonville, Fl.	12-19-29	78	22
19724	Scott Cline/Skip Webb	Hixson, Tenn.	19-23-20	80	23
21021	Van Wesley/Jim Bronough	Chattanooga, Tenn.	17-22-25	82	24
21606	Dick Schmidt/Gwen Gordon	Los Angeles, Ca.	28-24-12	82	25
19091	Pete Duvoisin/Ann Duvoisin	Chattanooga, Tenn.	23-21-21	83	26
20261	Eric Conn/Linda Fox	Long Beach, Ca.	7-31-32	88	27
17769	Ken Weiss/Grant Hill	Long Beach, Ca.	25-27-27	97	28
21116	John McAllister/Stasia Orr	Grosse Pointe, Mich.	31-30-18	97	29
6995	Francis Seavy/Kevin Guido	Clearwater, Fl.	29-28-23	98	30
22823	Sam Mollett/Brian Mollett	Canton, Ohio	30-29-28	105	31
20817	Gene Soltero/Jack McGrael	Dallas, Tx.	32-32-31	113	32

## JUNIOR NATIONAL CHAMPIONSHIP

Boat	Skipper/Crew	City	Places	Points	Finish
19432	Dave Chapin/Mark Chapin	Springfield, Ill.	1-2-1-6-1	14.7	1
22285	Harry Levinson/Paul Levinson	Indianapolis, Ind.	8-5-2-1-3	32.7	2
19390	Randy Smith/Todd Bowers	LaJolla, Calif.	4-4-3-9-2	39.7	3
20561	Don Bedford/Robert Hutsel	San Diego	6-3-4-2-6	40.1	4
21643	Carl Hultgren/Maude Boswell	San Diego	2-1-5-7-dsq	57	5
21116	John McAllister II/Stasia Orr	Grosse Pointe, Mich.	16-6-7-4-5	64.7	6
21120	James Hill/L. Davis	Cincinnati	7-14-6-8-7	71.7	7
14007	Jeff Case/Susan McCarthy	Fountain Valley, Ca.	10-11-15-3-9	74.7	8
20953	Marc Duvoisin/Anne Duvoisin	Bal Harbor Cir., Tn.	9-13-12-5-11	79	9
21021	Jim Bronough/Lisa Nord	Hixson, Tn.	3-8-13-14-16	80.7	10
21548	Stephen Guebert/Janice Guebert	Atlanta	5-12-10-13-15	84	11
19712	Steve Callison	Annapolis	14-9-nf-11-4	88	12
22418	Dean Palmer	San Diego	11-10-14-10-dsq	100	13
21604	Jon Skoog/Jeff Toohey	Omaha	12-15-16-16-14	103	14
22323	Toby Ricks/Robert Cummings	San Antonio	21-18-11-12-12	104	15
19177	Bob Tan	Annapolis	15-19-8-dsq-8	105	16
21549	Lerinda Saint/Randy Saint	Normal, Ill.	17-7-19-17-19	109	17
17151	Mike Axton/Frank Bray	Tulsa	nf-21-9-18-10	110	18
15673	Jim Bookhout/Beverly Bookhout	Dallas	18-17-20-15-13	113	19
19585	James Rix/DeAnn Pierce	Wichita, Kansas	13-20-18-19-18	118	20
20197	Lane Griffing/Stephanie Schroeder	Cincinnati	19-16-21-18-17	121	21
19718	Skip Webb/Linda Duvoisin	Hixson, Tenn.	20-22-17-20-ns	131	22

Tom Nute and wife/crew Carolyn, won the U.S. National Championship held on Lake Ray Hubbard, Dallas, Texas. After many years of finishing very close to the top and almost winning on occasion, Tom put it all together and beat out two fellow Mission Bay fleet members, Jeff Lenhart and Earl Elms, for the Heinzerling Trophy. Tom and Carolyn got off to a slow start with a 12th in the Crosby qualifying series, but came back to take the Heinzerling Trophy with a 2-1-1.

Tom is a sailmaker from San Diego and has been sailing Snipes for twelve years and being in the championship division for every one of those years. Tom has won many regattas including the Pacific Coast Championship and the Zimmerman Trophy, representing the over-all winner for the winter circuit. Tom will represent the U.S. at the World Championship in Denmark. Carolyn, as top woman finisher won the Eleanor Williams Trophy for the second time.

Jeff Lenhart, with Crew Eric Krebs finished in second place with finishes of 1-4-3, and will also represent the U.S. at the World Championship. This makes the 5th time in 6 years that Jeff has finished in second place; the record marred only by his win two years ago.

Earl Elms, with Carl Hultgren crewing, sailed an extremely good series, winning the Crosby series with a 2-1-1-1, but was beaten out by Lenhart in the finals by only .7 of a point, with finishes of 3-3-2. This was good enough to give them the Harold Griffith Trophy for the best over all score. Earl, who claims to be a retread, said it was the best finish he has ever had in any nationals. This shows that the competition was extremely tough at the top.

The winds were generally light, ranging from 3 to 12 knots, but mostly 6-8. Only in the fourth race of the Wells Series did the wind diminish to a drifter, just before a storm hit. The storm produced 35+



knots of wind. The temperature hit 100°, and this could be said to be the hottest series in many years.

Lake Ray Hubbard is a very large lake and there was plenty of room for two courses, although there was some complaining that the Wells course was too far away, requiring nearly an hour of sailing to get to the starting line. The terrain is fairly flat with only small hills near the lake. However, there were some very large shifts which were difficult for many sailors to figure out. Most frequently, the port side of the course was favored, with a good header just short of the lay line. Sometimes the starboard side was favored; rarely did it pay to go up the middle, unless you had a good start and plenty of boat speed.

## Crosby Series

Monday: The first day of racing got off to a slow start. The first dozen or so boats heading for the starting line were met by the RC boat flying a postponement flag, as the wind had died. The wind came up just before noon, and built up to the best of the week by the time of the first race. The contestants were split into 4 groups, with each sailing against the other, having to repeat only in one race. The race of the first fleet was won by Steve Suddath and Connie Ewin of Jacksonville, FL. (They also were the winners of the tune-up race on Sunday.) Jeff Lenhart won the second fleet by a wide margin. The second race of the Crosby Series found the wind a bit less, and it continued to drop. Elms and Lenhart each won his fleet race.

Tuesday: On the second day, the

winds were less, with the strongest wind of the day being the first part of the third race. Elms won his fleet, as did Lew Bedford from San Diego. In the final race, Elms again won his fleet, with Dave Chapin from Springfield, IL, taking the other division. The final standings were: Elms first, followed by Lenhart and Chapin. Lou Dixon from Springfield and Paul Levinson from Indianapolis rounded out the top five places.

## Heinzerling Series

The Heinzerling Series started Wednesday morning in a fresh, shifty breeze. However, the wind dropped throughout the race until by the finish it was in the 5 to 8 mph range. Even so, this was the windiest race of the series.

Tom Nute played the shifts correctly on the first tacking leg to take the lead at the first mark. Jeff Lenhart was 2nd, Eric Conn 3rd and Pete Fenner 4th. Lenhart passed Nute, and Fenner passed Conn, on the reach. Thus at the start of the 2nd beat the order was: Lenhart, Nute, Fenner, and Conn. This order held until Elms, moving up from 6th at the first mark, caught Fenner at the finish to nail down 3rd place. Henry Davis showed his speed by moving up to 5th place at the finish.

The second Heinzerling race was sailed Wednesday afternoon in a light, shifty wind. Tom Nute and Bruce Colyer led a parade of boats to the port side of the course and came up winners. Nute held a sizeable lead by the finish, Colyer was 2nd, Elms got 3rd and Lenhart was able to salvage a 4th.

The rest of the fleet was just happy to

get back to the dock and a cool one after the hectic scramble with positions changing dramatically on each and every hot leg.

On Thursday morning it looked as if the weatherman planned a repeat performance. Just as on Wednesday morning, the race began in a fresh breeze. However, by the second beat only the waves remained and by the third beat even they were gone. Again Nute placed his faith in the port side of the course. Elms and Lenhart went to the starboard side. Two-thirds of the way up the beat Lenhart decided to switch sides dropping to 4th in the process. Starting the 1st reach Nute held down 1st, Elms was second, Boswell was third, with Lenhart 4th. Lenhart moved into 3rd shortly after rounding the reaching mark.

Possibly the most interesting encounter of the series occurred at the downwind mark. Lenhart had caught Elms on this leg. Just before reaching the mark Elms luffed Lenhart sharply, then bore off to round. Lenhart claimed room at the mark. Elms was of the opposite opinion. Contact occurred. Elms broke out his protest flag. At this, Lenhart commenced a 720° maneuver; Elms followed suit, "for protection" he was later quoted as saying. Upon completion of his "school figures" Lenhart found himself leebowed by Elms. It was this order that prevailed to the finish. Don Hite sailed well in the dying wind to get 4th.

The afternoon race was delayed for lack of wind. Around 3:30 P.M. a storm moved through the area. The Heinzerling crew watched from the shore sipping frozen Margaritas while the Wells "turkeys" had all the fun. By the time the storm had passed and all the turkeys had returned home a delightful breeze had established itself. However there was less than 3 hours daylight remaining and the support armada was in disarray. The decision was made to postpone the next Heinzerling race until Friday morning.

Friday was a wash-out. Boats remained at the ready all day and sailors sat around until 3:00 p.m. when Steve Taylor officially declared the series complete by firing 3 guns.

Thus, after sweating out a hot July day, Tom Nute became our National Champion. Tom, ably assisted by his crew and wife Carolyn both on and off the boat, will be an excellent representative for the U. S. in the Worlds. Jeff's second and Earl's third gave a clean sweep of win, place, and show for Mission Bay. These boats were clearly faster than the rest of the thundering herd. There was not much to choose from between 4th

(Continued on page 12)



Heinzerling winners Tom and Carolyn Nute. (Buzz Lamb photo)



# NATIONALS...

(Continued from page 11)

and 10th place (6 points for 6 places). Henry Davis' 4th represented the highest finishing lake sailor.

Although it was a short series, 3 races, it was a good series. There were no drifters, and the time limit was never seriously threatened.

Gary Boswell  
Dallas Fleet No. 1

## Wells Series

Keith Zars of San Antonio proved himself master of all conditions, to win the Wells Trophy with more than 30 points to spare over his nearest rival. While everyone else had at least one race that ranked as a disaster, Keith had a first, second, and third, with 9th being his worst race. Martin Bebb of Muskogee was second, and Bill Simons of Chattanooga was third, finishing strong with a win in the last race. Past Commodore, Stu Griffling and Regatta Chairman Leif Zars rounded out the top 5 in the series.

The Wells series won the far course

and got off to a slow start, in spite of the brisk wind all the way to the starting line. The decision announced at the skippers' meeting, was to start all 55 boats together, rather than divide into fleets; and the resulting crowded line required several recalls, restarts, and resetting of the line. The boats finally got away, but the wind was definitely softening, even before the first boats rounded the windward mark. Steve Callison of Annapolis won, with Keith Zars second, and Chuck Loomis 3rd.

With sailing time between the club and the course being an hour each way, the second race began late, with mostly light and shifty wind. Keith Zars took the lead at the end of the triangle, and increased his lead to finish with a "horizon job". Martin Bebb was second, and Steve Tautz, Littleton, Colorado, was third.

Thursday began with the same fresh breeze all the way to the course, and the agreement that the fleet would sail two races back-to-back, rather than spending half the day commuting between the dock and the course. The third race began with a good wind, and the port side of the course slightly favored. The wind slowly decreased to an almost drifting

finish. Leif Zars, who had done an early 720°, won that one, followed by Bob Dean of Fort Myers, and Tommy Binion of Dallas, the early leader.

The fourth race turned into the lollapalooza of the regatta — the one they will talk about for a while. There is "the storm" in just about every Nationals, and this was the one for 1977. From a light wind beat, the wind degenerated to nothing on the two reaches, and the time limit was almost exhausted at the end of the triangle. Buzz Lamb arrived three minutes short of cancellation, and then the fun began. The wind came out of a black cloud and boats began a planing reach toward the former windward mark. As the boats rounded, the wind continued to shift, making what should have been a run, into a one tack beat (or capsize if you happened to be among the unlucky). Some tacked, and some jibed, to round the next mark, and head back to the finish line on a screaming plane. There was a good bit of wreckage, but 39 of the 55 boats completed the race in the high waves, and winds that were clocked at 35+. Bill Simons won, followed by Ralph Swanson, and Keith Zars finished 3rd, to cinch the trophy.

Friday's action consisted of a drift to the course, a tow back to the dock, and a clock watch to the eventual cancellation of racing for lack of wind.

## CROSBY SERIES (Top 37 of 87 Entries)

Boat	Skipper/Crew	City	Places	Points	Finish
21642	Earl Elms/Carl Hultgren	Mission Bay	2-1-1-1	3	1
20560	Jeff Lenhart/Eric Krebs	Mission Bay	1-1-3-6	17.4	2
19432	Dave Chapin/Marc Chapin	Springfield	2-6-4-1	22.7	3
18926	Lou Dixon/Tim Dixon	Springfield	3-2-5-10	34.7	4
22350	Paul Levinson/Harry Levinson	Indianapolis	9-5-2-4	36	5
20818	Peter Fenner/Susan Riddle	Dallas	17-3-8-2	45.7	6
20561	Lewis Bedford/Robert Hutsel	San Diego	8-19-1-3	45.7	7
18321	Doug DeSouza/Jenifer Blankenship	San Diego	6-14-3-5	47.4	8
14789	Steve Suddath/Connie Ewin	Jacksonville	1-9-12-9	48	9
20707	Terry Timm/Craig Wertz	Ann Arbor	5-8-10-5	50	10
20002	Bruce Colyer/Jeanne Bronough	Ft. Lauderdale	17-5-6-3	50.4	11
18327	Tom Nute/Carolyn	San Diego	4-7-11-7	51	12
16699	Fritz Gram/Karen Swanson	Olean	3-3-16-12	51.4	13
19091	Peter Duvoisin/Anne	Chattanooga	4-16-2-14	53	14
20261	Eric Conn/Linda Fox	Alamitos Bay	14-2-5-24	63	15
21713	Gonzalo Diaz/Mark Williams	Miami	11-9-12-10	65	16
22326	Craig Martin/Jordy Murphy	San Diego	7-4-13-20	66	17
21021	Van Wesley/Jim Bronaugh	Chattanooga	12-17-7-7	67	18
12192	Harry N. Levinson/A. Levinson	Indianapolis	10-22-6-8	69.7	19
22212	Jim Lippincott/Sonja Swanson	Annapolis	15-6-9-19	72.7	20
21700	Henry Davis/Leslie Tucker	Omaha	26-4-8-13	73	21
21606	Dick Schmidt/Gwen Gordon	Alamitos Bay	18-25-7-4	76	22
19799	Gary Boswell/Margaret	Dallas	14-12-24-6	79.7	23
21116	John McAllister/Stacia Orr	Grosse Pointe	24-15-20-2	80	24
22699	Bob Blomquist/Gina Blomquist	Annapolis	16-20-10-13	82	25
17769	Ken Weiss/Grant Hill	Alamitos Bay	6-13-29-17	88.7	26
6995	Francis Seavy/Kevin Guido	Clearwater	7-21-14-23	89	27
19724	Scott Cline/Skip Webb	Chattanooga	9-10-22-24	89	28
22823	Sam Mollet/Brian Mollet	Canton	5-35-19-8	90	29
19267	Don Hite/Kathy Hite	Detroit	11-21-18-17	90	30
19390	Randy Smith/Todd Bowers	Mission Bay	31-22-15-9	91	31
20999	Ralph Swanson/Marta	Winchester	26-10-19-20	99	32*
17152	Jack Zink/Kathy Terrell	Tulsa	8-23-26-18	99	33*
19020	Bill Simons/Steve Cooper	Chattanooga	29-18-13-16	100	34*
20013	Martin Bebb/Ineta	Muskogee	25-7-24-26	106	35*
18850	Leif Zars/Pat Zars	San Antonio	15-14-37-18	108	36*
20817	Gene Soltero/Jack McGrael	Dallas	44-24-4-14	108	37

\*Did not qualify for Heinzlerling

## Junior Series

Dave Chapin, Springfield, IL, dominated the Snipe Junior Championship with 3 firsts, a second, and a 6th, in the 5 race, no throw-out series. The real contest for 2nd place, was not decided until after a protest meeting decision, with Carl Hultgren thus dropping from second to 5th place in the standings. Harry Levinson, Indianapolis, defending champion, was second, Randy Smith, Mission Bay, third, and Don Bedford, also of San Diego, was fourth.

Light wind which caused a delay of the start of the first race, also contributed to a general recall of the eager juniors, when an attempt was made to get the race underway. The race was eventually completed in light wind which picked up toward the end, as a thunderstorm threatened. Chapin won, with Carl Hultgren 2nd, and Jim Bronaugh, Privateer YC, 3rd.

The fleet was ordered off the water, but told to stand by for a possible second start. After the storm, the wind lightened and continued to shift, making a second start for the day impossible. An early start was ordered for the second day's



racing, since 4 races would be sailed if possible.

And they got 4 races!

The morning race was completed in light wind with Hultgren 1, Chapin 2, and Don Bedford 3. The first of three afternoon races was begun in a fresh breeze which lightened as the afternoon wore on. Chapin won the first and third of the afternoon races to ice the regatta (in the 100+ Texas heat). Harry Levinson won the second afternoon race and finished 2nd and 3rd in the other two, in a strong finish.

Five districts were represented in the strong 22 boat fleet. Three skippers and 1 crew from the Junior Championship qualified to skipper in the Heinzerling series of the senior championship.

## Fun and Games

The hospitality of the social scene was as warm and open as the Texas sky. There was a bar-b-que, a cocktail party, a junior party, and a very elegant buffet dinner for the awards banquet. All these events were held in the beautiful air-conditioned luxury of the Chandler's Landing Club House.

The real social scene, however, revolved around the "hanging tree" with its small grass circle, down by the hoist. There, two Zars vans made their camp, complete with lawn chairs, and the friendly shade accommodated gatherings from skippers' meetings, to general meetings, to the crowded beer/watermelon/wine busts after the hard days' racing.

It was under this tree that past Commodore Eddie Williams held court every day, waiting for the wind, and telling "remember when" stories, as his audience ate their peanut butter sandwiches.

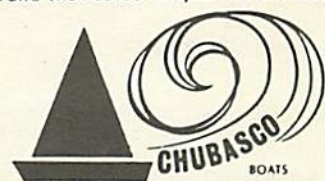
The U.S. Nationals is in some ways like a family reunion, where you greet the cousins from California that you see only once a year, meet all the new in-laws, and see all the new babies.

And this year, as always, a good time was had by all, from Juanita Anderson to Tamara Zars; those two lovely ladies who bracketed the group in both age and alphabet. Juanita is 81, and Tamara is two.

### WELLS SERIES

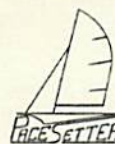
Boat	Skipper/Crew	City	Places	Points	Finish
22323	Keith Zars/Toby Ricks	San Antonio, Tx.	2-1-9-3	23.7	1
20013	Martin Bebb/Ineta Bebb	Muskogee, Ok.	10-2-8-18	57	2
19020	Bill Simons/Steve Cooper	Hixson, Tn.	22-13-6-1	58.7	3
20001	Stu Griffing/Fred Schroeder	Cincinnati, Ohio	25-4-7-5	62	4
18850	Leif Zars/Pat Zars	San Antonio, Tx.	9-28-1-12	67	5
20252	Bob Jackman/Don Bedford	LaJolla, Ca.	26-7-10-4	69	6
21507	Joe Betrucci/Chris Nord	Winthrop, Mass.	4-16-12-15	69	7
21718	Bob Dean/Kathy Dean	Ft. Myers, Fl.	11-8-2-37	77	8
7428	Buzz Lamb/Marge Lamb	Hixson, Tn.	13-12-4-28	79	9
21501	Douglas Day/Alane Day	Kansas City, Mo.	17-6-19-14	79.7	10
21506	Chuck Loomis/Steven Price	Winthrop, Mass.	3-19-20-21	83.7	11
22418	Mike McLaughlin/Dean Palmer	San Diego, Ca.	5-14-37-6	84.7	12
19747	Dan Williams/B. Cooper, Sr.	Signal Mtn., Tn.	19-20-11-11	85	13
19712	Steve Callison/John Clarke	Edgewater, Md.	1-15-21-39	93	14
21548	Steve Guebert/Janice Guebert	Atlanta, Ga.	20-29-14-8	95	15
22543	Ron Fox/Karen Fox	Long Beach, Ca.	30-22-13-7	96	16
18035	Tommy Binion/DeeAnn Binion	Dallas, Tx.	18-5-3-nf	98.7	17
21806	Dick Goppert/Cindy Goppert	Lake Lotowana, Md.	6-26-16-29	100.7	18
19177	Fred Thurston/Bob Tan	Edgewater, Md.	34-27-5-16	105	19
21640	Randell Nord/Lisa Nord	Princeton Jct., N.J.	7-17-34-24	106	20
22872	George Lee/Andy Wedaman	Cordova, Tn.	35-23-15-13	110	21
20812	Steve Tautz/Tom Castle	Littleton, Colo.	40-3-30-17	110.7	22
20660	Terry Croasdale/Mark Hoffman	Kansas, Mo.	14-11-31-32	112	23
19485	Chuck Laird/Jim Harmon	Dallas, Tx.	16-24-23-27	114	24
20999	Ralph Swanson/Marta Swanson	Winchester, Mass.	33-34-29-2	117	25
21212	Eddie Craig/Tom Craig	Chattanooga, Tenn.	46-9-18-20	117	26
17151	Bruce Hurst/Mike Axton	Tulsa, Ok.	24-18-33-22	121	27
22317	Robert Henry/Allison Clayton	Dallas, Tx.	21-31-17-36	129	28
20953	Marc Duvoisin/Jane Duvoisin	Chattanooga, Tn.	31-38-26-10	129	29
22215	John Zipperer/Amy Fountain	Clearwater, Fl.	8-21-28-nf	134	30
18650	Wolfhart Goethert/J. Goethert	Bellevue, Neb.	32-10-24-nf	143	31
20562	Dick Hand/Billy Forsman	Akron, Ohio	15-39-43-26	147	32
19585	Kenneth Rix/Mary Ann Rix	Wichita, Ks.	28-35-32-33	152	33
21120	James Hill/L. Davis	Cincinnati, Ohio	23-30-25-nf	155	34
21554	Bill Jackson/Don Zimmerman	Dallas, Tx.	37-32-39-25	157	35
17233	Gary Zars/Nancy Zars	San Antonio	44-48-22-19	157	36
18025	Ted Wells/Austin Young III	Wichita, Kansas	38-25-27-nf	167	37
15003	Norm Tanner/Janet Tanner	Littleton, Colo.	41-36-35-35	171	38
22327	Doug Goppert/Rita Carroll	Lee's Summit, Md.	52-42-48-9	175	39
21959	John McCarthy/Anne McCarthy	Dallas, Tx.	47-37-51-23	182	40
21719	Gene Tragus/Dianne Cooper	Dallas, Tx.	12-49-46-nf	184	41
22250	Will Ivie/Tom Watson	Arlington, Tx.	36-46-49-30	185	42
20197	Lane Griffing/Stephanie Schroeder	Cincinnati, Oh.	39-44-41-38	186	43
17152	Jack Zink/Kathy Terrell	Tulsa, Okla.	45-33-38-nf	193	44
22814	John Akins/Glenda Akins	Lake Park, Ga.	29-47-42-nf	195	45
16700	Dease Ryan/Bob Hill	Memphis, Tn.	42-51-44-34	195	46
14007	Jeff Case/Susan McCarthy	Fountain Valley, Ca.	50-41-54-31	200	47
17236	Bryson Lesley/Alice Lesley	Chattanooga, Tn.	43-45-36-nf	201	48
16851	Larry Colter/Pat Colter	Bloomington, Ill.	27-50-50-nf	204	49
19393	Leo J. Murphy	Cuba Lake, N.Y.	51-40-40-nf	208	50
22586	Gale Saint/Nancy Saint	Normal, Ill.	49-43-47-nf	216	51
15155	Pete Sylvester/Mike Sylvester	Panama City, Fl.	53-53-45-nf	228	52
21604	Jon Skoog/Jeff Toohy	Omaha, Neb.	48-ns-ns-ns	234	53
21549	Lerinda Saint/Tandy Saint	Normal, Ill.	54-nf-52-nf	236	54
17766	Bill Williams/Freida Williams	Dunedin, Fl.	ns-52-53-nf	236	55

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## On The Lighter Side

*The joys of being a wife-type crew.*

by Beth Norwood Tumlin

*Editor's Note: Beth, daughter of late Commodore Sam Norwood, was brought up as crew on a Snipe, and reached the top as 1st place crew at the U. S. Nationals in 1959. Beth married into the Thistle family, and now she and her husband Bill only sail Snipes at the Hallowe'en Regatta. The following Lighter Side is from AYC's SCUTTLEBUT. The only change was made in deleting the word "spinaker" wherever it appeared.*

Having inherited my father's talent to be of few words, I have been asked to share with the women of AYC some of the joys of being a wife-type crew.

We might ponder the point of "Is it really worth it?" A wife's crewing duties start on Monday at the latest — trying to line up a babysitter. (You do and the kids immediately tell you they are going to cry if SHE sits during the races.) By Wednesday you have bought all the groceries to make meals easy (. . . and all the treats to make leaving the kids easier). Thursday is spent packing. Friday is spent loading and getting to the lake early enough so that all is unloaded, put away, dinner started and the drink is fixed awaiting (Ta Da . . .): THE SKIPPER'S ARRIVAL! The evening is spent in psyching up the skipper for tomorrow's races and agreeing with all the game plans.

Race day begins at 6:30 with the first child's awakening. Coffee is first served to the skipper; then the diapers are changed. He goes to check the boat and your morning is spent explaining why Mommy is going to leave them to go sail with Daddy. Just as lunch is ready, it's time for you to back the boat in the water and rig the jib so he can eat lunch. Sure enough, the kids do scream til you are out of hearing range and now . . . finally

. . . and at last . . . it is RACE TIME!

I have found that the crew is quite often responsible for being late to the starting line. Also for bad starts, unanticipated headers, lulls in the wind and all unobserved starboard tack boats. As a wifely crew, you know he doesn't really mean all those things he says (and besides, he's so cute when he's mad!). As the race progresses, it is important to tack and jibe quickly — but not so quickly as to stall the boat — in fact, not even so quickly as to shake the boat. (You must be strong as an ox, but as light-footed as a bunny rabbit!)

Rounding the first mark can be a real test of the wifely crew's Number One Commandment . . . Keep Thy Mouth Shut! Years of experience have taught me that there is NO acceptable reply as to why you can't put on the boom vang, raise the centerboard, play the jib off, light a cigarette and open a beer all at the same time.

Downwind legs are equally challenging. It is assumed that your four sets of hands will have no problem with beer fetching and cigarette lighting while playing the sheet, balancing the boat perfectly, holding the boom out, keeping tell-tales straight and spotting the mark. (Note: there is a certain difficulty in keeping your eyes "glued" on the luff while spotting the mark!) And never yell when he pulls a triple jibe. Quite often he is just trying to keep you in practice.

There are definite rules regarding the finish. Never, never talk . . . to him, to boats slightly ahead or behind, to passing motor-boaters or to the Race Committee. All concentration and sincere tension are appreciated! Also, don't move except on command. The slightest tremor can, in this final hour, completely unnerve the skipper. Realize that all your perfect tacks will be called "sloppy" and accept





Beth Tumlin with her daughter Jennifer. (Weber photo)

the fact that all boats lost will be your fault. If he wins or picks up boats at the finish, be sure to give him his due praise.

Upon docking be sure not to let the boat hit the dock. Ask him if he wants to go to the bathroom while you unrig the boat. Then unhurriedly run up and fix his drink before you back the car in the water. All this is done in much haste so that you can "stop the meter" on the babysitter. Remember, the sooner you get the sails folded and the car packed to go home on Sunday, the more time you will have Monday to start thinking about

babysitters and meals for next weekend.

Now, let's back up to the original question. Book me into the local funny farm, but yes, to me, it is all worth it! I grew up racing, and I love it. I also love my husband and enjoy doing what he enjoys doing. I have found it difficult to sit on shore and "watch the action". This is my time away from the children, doing something I really enjoy, and doing it with Bill. If the role of Wifely Crew seems to require a certain amount of craziness, I guess I qualify 100%. But I wouldn't have it any other way!



## Sanctioned Snipe Regattas

SEPTEMBER 2-4, LABOR DAY REGATTA, Lake Worth Fleet 53, James A. Holcomb, Rt. 2, Box 785, Lake Worth, TX 76135.

SEPTEMBER 10-11, PACIFIC COAST CHAMPIONSHIP, Seattle Snipe Sailors Fleet 44, Ken Remine, 5218 W. Mercer Way, Mercer Island, WA 98040.

SEPTEMBER 10-11, INDIANA OPEN, Indianapolis Fleet 409, Bob Rogers, 722 Tuxedo St, Indianapolis, IN 46240.

SEPTEMBER 10-11, WEATHERBY LAKE ANNUAL HOSPITALITY REGATTA, Weatherby Lake Fleet 698, Virgil Hoffman, 7901 NW Potomac, Kansas City, MO 64152.

SEPTEMBER 17-18, MASS BAY OPEN, Mass Bay Fleet 244, Ginny Turner, 121 Circuit Rd, Winthrop, MA 02152.

SEPTEMBER 17-18, OHIO OPEN, Chippewa Fleet 621, Paul Elsbree, 420 Dorchester Rd, Akron, OH 44320.

SEPTEMBER 17-18, JOE RAMEL MEMORIAL, Lake Totawana Fleet 49, John Murphy, 8728 Meadow Lane, Leawood, KS 66206.

SEPTEMBER 17-18, OHIO OPEN, Chippewa Fleet No. 621, Paul Elsbree, 420 Dorchester Road, Akron, OH 44320.

SEPTEMBER 24-25, KEUKA CHAMPAGNE REGATTA, Keuka Fleet No. 382, Bill Hamilton, 141 Ontario Street, Honeoye Falls, NY 14472.

SEPTEMBER 24-25, EVERGREEN REVITALIZER, Evergreen Fleet 740, Larry Colter, 1203 N. Fell St, Bloomington, IL 61701.

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SEPTEMBER 30-OCTOBER 1-2, PHANTOM PHOLLY, West Texas Fleet 454, Frank Clevenger, 502 N. Willis, Abilene, TX 79603.

OCTOBER 1-2, OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Robert L. Hill, 11422 Pippin, Cincinnati, OH 45231.

OCTOBER 6, 7, 8, 9, NORTH AMERICAN CHAMPIONSHIP, Mission Bay Fleet 495, S. Harry Smith, 1911 Parkview Terrace, La Jolla, CA 92037.

OCTOBER 8-9, CRACKER BARREL, Chattahoochee Fleet 452, Dick McMichael, 3805 Woodmont Dr., Columbus, GA 31907

OCTOBER 15-16, OKTOBERSCHNIPE, Seattle Snipe Sailors Fleet 444, Dick Buckingham, 12 Eldorado Beach Club Dr., Mercer Island, WA 98040.

OCTOBER 22-23, FRIGID DIGIT, Annapolis Fleet 532, John Gudas, 113 Smith Ave, Annapolis, MD 21401.

OCTOBER 29-30, HALLOWE'EN REGATTA, Atlanta Fleet 330, Bill French, 861 Franklin Rd., Apt. 2-24, Marietta, GA 30067.





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