



— SNIPE
BULLETIN
—



SEPTEMBER 1981



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Crosby – 1, 2 Wells – 1, 2, 3

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Snipes And Stars Share Regatta At Lake Ontario Regionals

Keuka Yacht Club held the 1981 Lake Ontario Regional Open Championship on Saturday and Sunday, June 13th and 14th.

Seventeen Snipes from six clubs and two countries registered. Saturday we were greeted with a stalled front with record temperatures and absolutely no wind. The highlights of the day were the skipper's meeting, Bocce Ball tournament, free beer, wine tours, cocktail party and sit-down dinner Saturday evening.

Sunday started the same way, only hotter. About 10:30 a slight southerly breeze came up and the sober Stars (Rock Bottom Regatta) and Snipes started sailing.

The first light air Snipe race was shortened and won easily by Mark and Pat Bryant of Bryant Spars. Guy Lovejoy with natural wood No. 16333 nipped Ted Hains at the finish for second. Hains, from Oakville, thus garnered third and Fritz Gram of Cuba nailed down fourth.

The second race got everyone scattered except Guy Lovejoy, who did a horizon job on the fleet. Hains recovered after a dastardly first leg and finished second in the race and third overall. Gram

ONTARIO REGIONALS - BRIDY TROPHY (Top 10 of 17 entries)				
Boat	Skipper/Crew	Club	Places	Points Finish
16333	Guy Lovejoy/Chuck Bastian	Keuka	2-1	3 1
23987	Mark Bryant/Patricia Bryant	Cuba	1-4	8 2
20689	Ted Hains/David Belford	Oakville	3-2	8.7 3
16699	Fritz Gram/Jane Bradshaw	Cuba	4-3	13.7 4
22284	Jack Pierotti/Mary Pierotti	Cuba	7-5	23 5
20444	Bob Wightman/Steve Wightman	Keuka	8-7	27 6
20231	Dick Edwards/Katie Forrester	Cuba	6-10	27.7 7
21716	Graham Hoffman/Mary Hoffman	Keuka	5-dnf	29 8
23276	George Hock/Andrea Hock	Newport	12-6	29.7 9
20585	James Pierotti/Eric Knight	Cuba	10-8	30 10

got a steady third and finished fourth overall. Bryant had a bad first leg, but recovered for a fourth and squeezed Hains out for a second overall.

Guy Lovejoy, who won District V Juniors, an unprecedented three times, has proven he is ready for the Senior Circuit. Congratulations to Keuka's Guy Lovejoy and able crew Chuck Bastian for bringing the Big Silver to KYC.

The beautiful Star Boats raced three long, long races, back to back to back to provide more sailing excitement, while Snipes were packing up for home.

The turn-out for the Regatta was disappointingly light, but doing the regatta in cooperation with another fleet (Stars, in this case) kept losses to a minimum.

This reporter is at a loss as to how to stimulate better attendance from all and better yet, from your own fleet.

Hope to see you all in September.

Graham Hoffman
Keuka Fleet 382

Letter to the Editor

Dear Buzz,

I was delighted and flattered to receive your invitation to help celebrate the "Great Snipe Class" 50th Anniversary. There is nothing I'd rather do at that time, and if possible I plan to attend. There are a few problems and the first one is being alone, as I have no close friends or relatives in the area, and it is awfully far to go for one night. I'm writing to Akron to see if there will be anyone going from there. In the meantime will you send me the chairman's name and other info I might need if I do attend.

I've often thought of writing you and congratulating you on the job you are doing. No one knows better than I the problems you inherited - no fault of Birney's - he was sick for 2 months, and you know how quickly the work piles up. The BULLETIN looks so professional and full of International news which I'm sure is appreciated.

Hope to see you both in September.

Sincerely,
Beryl

Official Pocket Patch



(1/2 actual size)

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3/4"

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SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

SEPTEMBER 1981
Vol. XXX 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.

ADVERTISING

Contract rates furnished upon appli-
cation.

SUBSCRIPTION

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

CHANGE OF ADDRESS

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

Thoughts While Sailing

Happy Birthday!!! We are now fifty years old. And look at us; we now have nearly 4,000 in the immediate family spread all over the world. And there are untold "cousins" who have owned and sailed Snipes over the past half century. We are the class which proved that towing a boat behind a car to a regatta at another club was not only possible, but the coming thing. (I'll bet the first car to tow a Snipe was a Model A Ford.)

Snipe is one of the most active racing classes in the world. What is more important is that we have a close-knit group which considers Snipe as a way of life. Frequently the SCIRA office receives a request from a Sniper for names of fellow members in other cities and countries so that he can visit them on his travels.

Our boat is the same as when it was designed, but it has adapted with the times. It is a boat that we like, and see no

happy birthday
congratulations are
certainly in order
it is a great
testimonial to your
little snipe
that it has
thrived these fifty
years evolving while
remaining quite the
same no diplomatic
purpose would be
served by noting
nor naming upstart
hot rod classes which
evolve into
overnight obscurity
such as the banshee or
parochial competitors
like the sweet sixteen
for which the crossing
of a state line is
a major accomplishment

dear boss i
duly note our
editors renewed
requests for some
orthodox laudatory
piece appropriate
to the special fiftieth
anniversary issue by
now they must
know as well
as anyone that you
are in the fashion
of most lawyers essentially
illiterate and wholly
dependent on what
i please to give you
panegyric to follow
we will not
be discussing the
commercial phenomena of
proprietary classes which
have swelled corporate
coffers or made
wealthy an occasional
genius like mr alter
nor will i

embarrass a man
of your paltry
means by speaking
of the throwaway
boats or so called
development classes
a modest beginning
that article
in rudder magazine
but here you
are active in
some forty
countries around
the world commissioning
nearly five
hundred boats
in each of
your fifty years
constantly producing
and attracting world
class competitors
what is the mystique
which has allowed snipe to
weather depression and
prosperity to
master international time
and technology
to ride out an
occasional natural
calamity such
as yourself
is it that
the boat can
be campaigned by
crews of every
size shape and
flavor is it
that the boat
is seaworthy built
to last and
forgiving of most
errors of judgment
parenthesis
even if the
scoring is not
parenthesis
is it that your
little boat sparks
romance in

the souls of those
who yearn for
a sleek racing
yacht and are
put off by these
plastic water
toys which
so much abound

there is
a walter
mitty in all
of us don t
you think
in a world in
which nothing
except change
is constant how
does your little
boat survive and
why is it not
just a yacht but
a long term
sociological phenomenon

boss i am
not sure what
the reasons are any
more than i
know why
we cockroaches
were already highly
advanced life
forms when man
was just a
burbling whatisit
whatever the
answer may be
remember the
maxim by
which the cockroach
has outlasted
all colon
if it works
don t fix it
carry on
as i believe the
expression to be
troilus
the cockroach

reason to change. Yes, we have come a long way.

What about the future? Although we have survived the proliferation of classes, bureaucratic emphasis on the Olympics, professionalism, wars, depressions, etc., our membership now is not really growing. This is not bad, since quantity is not quality. However, we must not rest on our laurels. It will be fatal to become smug and self-satisfied. We must look towards the future and discover the steps to preserve our class. This is something which we must all think about seriously. And our leaders must give us a sense of direction.

There is always something we can do to improve. Take it upon yourself to come up with some ideas and pass them along to your fleet captains, national secretaries, governors and officers. By a little thought and lots of work we can, and will, remain an outstanding class for which we can all be proud.

And on to the next fifty years.

THE COMMODORE SAYS

THE COVER

Bill Crosby, designer of the Snipe, Executive Secretary of SCIRA, and Editor of the Snipe BULLETIN, was also a Snipe sailor. This Morris Rosenfeld photo shows Bill in his Dunphy built Snipe, No. 4000, delivered September 1, 1939, and is our special Birthday issue photo.

In a recent letter to the SCIRA office Mrs. Crosby wrote:

"Your invitation to the celebration of the Snipe's 50th Anniversary is heart warming and deeply appreciated. I would like to be able to attend, but must decline as I have just recently suffered a fractured ankle which will prevent my leaving home for several months.

I do send my best regards to all members of SCIRA on this occasion and assure you of my sincere interest in the affairs of the association. Those of you who still remember my husband will recall that his participation in SCIRA was his greatest pleasure, and the many, many friends he met during his years as Executive Secretary made him a truly happy man.

Bill would be delighted to know that his favorite organization is carrying on so successfully after fifty years. Your thinking of me at this time is a touching tribute to his memory and I thank you for it most sincerely.

Best wishes and happy sailing to all of you for many years to come."

*Sincerely,
Edna Crosby (Mrs. William F.)*

Argentina Names New Secretary

Julio Labandeira has completed his two-year term as Argentine National Secretary and Pedro Sisti has been elected to fill the office.

Pedro was 1979 South American Snipe champion, and was the coach for the winning team which represented Argentina at the 1980 Junior World Championship in Spain. His address is: Pedro Sisti, Tucuman No. 1452 3^o Piso Of. 7, (1050) Capital Federal, Argentina. Pedro will attend the World Championship in September.

Julio's work for the class in Argentina included increasing the numbers, helping to push the successful junior program, and representing the country in international regattas. Thanks to Julio for a job well done.

SCORE CARD FOR SCIRA POINT SCORE RESULTS

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.

Point Score Forms To Be Mailed

U.S. Fleet Captains will receive point score forms from the office sometime in September. All National Secretaries and Fleet Captains are urged to send their fleet results to the SCIRA office for the

Reichner and Minneford Championships. Use blanks from the office, copy the form above, or use a 3 X 5 inch file card. We can't accept lists, but we do want to include all fleet scores.

Results will be printed in the April BULLETIN, and must be received in the office by February 1, 1982.

Anniversary Congratulations From U.S. Secretary

On the fiftieth anniversary of Snipes, the stories have been lived and told many times, but now is the time to congratulate and praise the people of the Snipe world.

Crewing on a Snipe for the first time forty-four years ago, it never occurred to me that I would be involved as long and as closely in this thrilling, international adventure of sailing and friendship.

The Snipe people, led by Bill Crosby and Ted Wells, "Mr. Snipe" himself, are the phenomenal story of SCIRA. The thousands of people that have participated in or supported the great little boat have been outstanding. Whether it's running the races, cooking the Saturday night supper, housing the contestants, loaning boats or parts, or repairing damage, there is always someone with a willing hand and a word of encouragement. This list is legendary and world-wide. If an attempt were made to name them, someone would be left out because everyone who has been a Snipe sailor or friend should be included.

"One Boat For All" has turned into a fantastic long-running success. Through its people, combined with a strong class organization, Snipe has realized a steady growth of five hundred plus boats year after year, and it still goes on. The "hot"

sailors from many other classes come to compete in the Snipe class because they know that is where the action is. It has recently been chosen inter-collegiate class in Japan, is in the running for Junior Boat of Long Island Sound, and on it goes.

Everyone throughout the world that has had a part in SCIRA and Snipes should stand up and take a bow for a job WELL DONE. I salute and applaud all you great people. I know that with the same dedication, Snipes will have an equally successful second half century.

*Ralph Swanson
U.S. National Secretary*

50th Anniversary Issue

This issue contains a special brochure designed to celebrate our 50th anniversary. It is made so that it can be separated from the regular monthly issue, if you so wish. Thanks should go to Ralph and Berta Swanson for their help and especially to Berta who designed the cover. Many thanks also, to the many who submitted photographs and ideas.

It has been a year in the making and it should be as much fun to read as it was to make.

SAILS THAT PERFORM

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



So far this year . . .

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

Call or write Greg or Patti Fisher, Dick Mitchell or Joni Palmer so we can tell you more about 1981 Shore Sails!

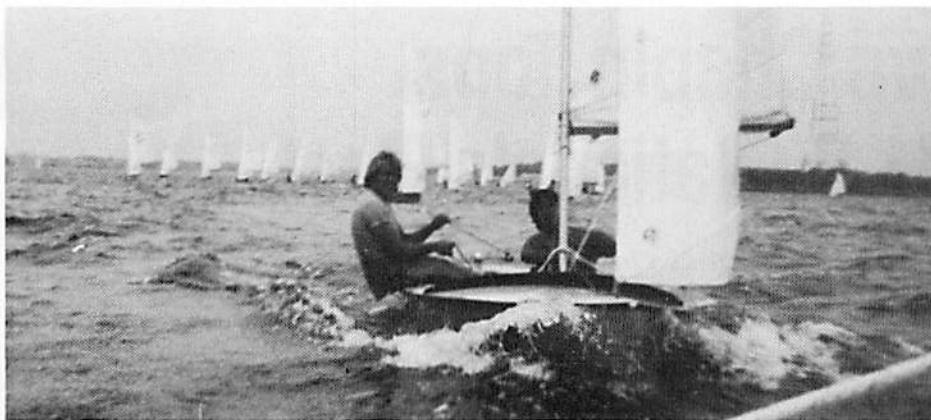
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A winner's smile: Griff Hall and Alex Stout won the Colonial Cup in spite of losing the rudder in the last race when a gudgeon broke.

Griff Hall Captures Colonial Cup

Seyvern Sailing Association was host to the Colonial Cup Regatta sailed June 6 & 7 on the Chesapeake Bay. Two local skipper, Griff Hall and Jonathan Bartlett, placed first and second respectively in the competitive 34-boat fleet. Crewing for Griff was Alex Stout, while Bill Lawson sailed with Jonathan. Sailors came from all over the region hoping to get in some practice before the 1981 Nationals, which S.S.A. is also holding. Sam and Brian Mollett from Ohio placed 3rd overall, followed by John Johns and Heidi Bachus from Michigan. Fifth place went to Rob Gorman and crew Wayne Huntley, both from Massachusetts.

The winds were shifty, about 10-15 mph from the west. Griff's first four fin-

ishes were consistently first and second, but in the last race the gudgeon from his rudder broke and he had to finish without a rudder thus finishing twenty-first. He still had enough good races to win overall, however.

The "B" fleet trophy awarded to the first S.S.A. "B" fleet boat, went to Fred Betz with his wife Marty as crew. John and Pat Gudas placed second in the "B" fleet.

On Saturday night Eric and June Purdon held a great dinner and cocktail party. Lots of cocktails and an excellent dinner. It was a superb regatta in all respects.

Susan Dierdorff

Annapolis Fleet 532

COLONIAL CUP (Top 10 of 34 entries)

Boat	Skipper	Club	Places	Points	Finish
23749	Griff Hall	SSA	2-1-1-1-21	30	1
18100	Jonathan Bartlett	SSA	6-4-4-2-2	33.7	2
23624	Sam Mollett	PLYC	9-2-3-5-6	45.4	3
23297	John Johns	Barton Boat	8-6-13-4-1	52.7	4
24110	Rob Gorman	QYC	7-8-2-12-3	53.7	5
23978	Mark Bryant	Cuba Lake	3-3-10-9-7	55.4	6
24615	Eric Purdon	SSA	13-5-6-3-9	61.4	7
23619	Greg Fisher	HYC	1-14-15-17-10	62.0	8
23620	Fred Abels	Sea Cliff	4-9-5-7-16	68.0	9
14002	Keith Donald	SSA	15-10-7-18-4	82.0	10

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Snipe Building Plans

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SCIRA

Privateer Road, Hixson, TN 37343



Greg Fisher and Fred "Thirsty" Thurston exchanging weekend capsizing stories.

Basic Snipe Sailing Manual

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

Dave Chapin Tops Tough U.S. Nationals Fleet

Lenhart takes close second in tricky Chesapeake Bay conditions

The Severn Sailing Association and District I were hosts for the 1981 U.S. National Championship sailed on Chesapeake Bay July 13 through 17.

World Champion/Western Hemisphere Champion Dave Chapin of the Island Bay, Illinois fleet, regained the top U.S. title by finishing 3.8 points ahead of Jeff Lenhart, Mission Bay, California, who was second in the U.S. Nationals for the 7th time in his illustrious career. Roger Stewart, also of Mission Bay, who won the Championship 10 years ago in Annapolis, finished third, 4.9 points behind Jeff. John Shadden, Alamitos Bay, California, won the last race, and finished 4th. Defending champion Augie Diaz, Miami, finished 5th in spite of poor finishes in the last two races.

Greg Morton, Mission Bay Junior sailor, finished 6th in the seniors. Greg Fisher, Columbus, Ohio, was 7th, and his crew, Joni Palmer, received the Elinor Williams Trophy for the highest placing

woman in the series. As highest finishing married couple, Mark and Patty Bryant, Cuba Lake, in 8th were first winners of the Carolyn Nute Trophy. Gonzalo and Ana Diaz, Miami, were 9th, and Mark and DeAnn Reynolds, Mission Bay, finished in 10th in spite of a disqualification in the 4th race.

John Walton, Detroit River Fleet, with crew Patti Fisher, won the Wells Series; the first two-time winner in the history of the trophy. John Irvine and Ted Horst, Cowan Lake, Ohio, are the new junior champions. Bud Booth of Onondaga won the Jane Schenck Masters Endurance Trophy.

Chesapeake Bay sailing is always

tricky, presenting problems of chop, tide, river currents, harbor traffic, and shifting summer winds. This year's contestants were surprised by fresh to heavy winds for three of the four qualifying races. Over the week of sailing, winds varied from the barest zephyr to Tuesday's beast which bowed masts, folded whisker poles, and snapped rudders in two. This performance was prefaced by the junior series which was shortened to four races for the first time in years, from lack of wind.

Annapolis is one of the sailing capitals of the world, and the Severn Sailing Association is the most prestigious one-design racing club on Chesapeake Bay. The local

Right: Dave Chapin and Tim Dixon, 1981 U.S. National Champions, left; Commodore Paul Festersen, right. Below: Jeff Lenhart and his crew Pat Muglia won the Crosby, Griffith, and Portage Lakes trophies for 1981. They pose here with Commodore Paul Festersen and some of their trophies. Below, right: 1981 U.S. Junior National Champions: Ted Horst, left, crew, and John Irvine, skipper, receive congratulations from Ike Lawton. (All photos by Buzz Lamb)



fleet, Club, and district combined to make the best of their ample facilities available to the visiting Snipe sailors.

Taylor Brown and Mark Hasslinger were the two race committee chairmen. Homer Hagerdorn of Winchester, Massachusetts, and Sam Butler of Mission Bay, California were SCIRA representatives on the two committee boats.

Crosby Series

As the Crosby qualifying series began two things became obvious, the first being that there would be lots of shifts in the wind, giving the race committee and the contestants fits in turn. The second, no more surprising than the first, was that Jeff Lenhart was going to be hard to beat. Only two boats did beat him during the whole Crosby series. Jeff qualified with a perfect score, dropping a 3rd place finish in the 3rd race. Augie Diaz, Mark Reynolds, Dave Perry, and Ed Adams finished in that order for the Crosby competition.

In the first race, the first division started in the predicted winds of 10 to 15 from the south west. The second division countdown was well underway when a large windshift caused a recall, and restart of the whole thing. The second try wasn't much better, but everyone was away and racing, and the course wasn't changed again. Boats which chose the right side of the course for this race saw their mistake much too late, as they overstood and watched from far astern as those from the left and center rounded and were gone. Nevertheless, Jeff won his flight, and Ed Adams won in the other division.

Between the races, the wind which had turned fitful toward the end of the first race, picked up, and the second race got off in fresh breezes of 15 to 18. The beats were much better, and the reaches provided some exciting planing for lighter crews. Finishes were surprisingly haphazard, as lots of experts were having problems in gauging the shifts and tricks in the bay breezes and currents. Jeff Lenhart and Mark Reynolds both had first places in their flights, giving Jeff a perfect score for the day. Ed Adams and Mark were tied in second place, with a 1-3 each.

"Something else" is the way to describe Tuesday. Winds were predicted to be westerly at 15 to 25, and they lived up to their prediction, leaving light crews with the problem of survival, and even heavy crews suffering such casualties as bent and broken equipment. Planing conditions prevailed on all the off-wind legs,

(Continued on page 10)

CROSBY SERIES (All races count for the trophy - 1 drop for qualifying) (Top 34 of 50 entries)

Boat	Skipper	Places	Points	Finish
20560	Jeff Lenhart	1-1-3-1	5.7	1
23712	Augie Diaz	3-4-1-1	13.7	2
24815	Mark Reynolds	3-1-4-3	19.4	3
24695	Dave Perry	1-3-6-2	20.4	4
24684	Ed Adams	14-2-2-3	31.7	5
24702	Dave Chapin	13-3-4-2	35.7	6
23822	Roger Stewart	4-6-5-4	37.7	7
23941	John Shadden	5-17-2-5	46	8
24307	Dick Mitchell	2-8-13-8	50	9
24110	Rob Gorman	15-7-1-10	50	10
23713	Gonzalo Diaz	4-5-19-6	54.7	11
24682	Jeff Evans	16-4-12-8	62	12
23749	Griff Hall	DNS-2-3-4	63.7	13
23711	Gonzo Diaz	2-23-10-11	65	14
14002	Keith Donald	6-18-10-9	66.7	15
24800	Bill Buckles	7-6-21-9	66.7	16
22729	Greg Morton	13-20-5-7	68	17
24242	Bruce Colyer	9-14-9-13	69	18
21643	Mark Butler	19-9-6-12	69.7	19
24615	Eric Purdon	5-9-14-20	71	20
24679	Greg Gust	10-15-16-7	72	21
23624	Sam Mollet	26-12-7-6	74.7	22
18100	Jonathan Bartlett	15-7-11-18	75	23
24101	Henry Davis	22-12-7-14	79	24
24094	Mark Hallman	8-5-DNF-5	80	25
23620	Fred Abels	12-14-18-13	81	26
24271*	John Irvine	14-21-16-12	87	27
23978	Mark Bryant	8-11-26-21	90	28
24608	Steve Callison	30-10-8-19	91	29
23619	Greg Fisher	11-8-8-DNS	92	30
24633*	John McIntosh	18-13-15-22	92	31
24688*	John Walton	7-22-14-28	95	32
21630	Dave Rogers	34-16-9-14	97	33
24775	Susan Dierdorff	34-17-12-10	97	34

*Did not qualify

HEINZERLING SERIES (Top 20 of 32 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24702	Dave Chapin/Tim Dixon	Island Bay	2-1-1-16-2	28	1
20560	Jeff Lenhart/Pat Muglia	Mission Bay	3-2-3-3-6	31.8	2
23822	Roger Stewart/Doug Sharp	Mission Bay	1-3-11-1-8	36.7	3
24678	John Shadden/Steve Rosenberg	Alamitos Bay	22-6-16-4-1	69.7	4
23712	Augie Diaz/Steve Benjamin	Miami	5-5-2-18-18	71	5
22729	Greg Morton/Rob Lindley	Mission Bay	14-10-6-12-5	75.7	6
23619	Greg Fisher/Joni Palmer	Columbus	18-25-4-9-3	83.7	7
23978	Mark Bryant/Patty Bryant	Cuba Lake	9-11-7-6-11	84.7	8
23713	Gonzalo Diaz/Ana Diaz	Miami	25-16-9-5-9	93	9
24815	Mark Reynolds/DeAnn Reynolds	Mission Bay	4-17-8-DSQ-4	94	10
24695	Dave Perry/Carolyn Brodsky	Quassapaug	15-26-10-11-7	99	11
24682	Jeff Evans/Troy Tolan	Island Bay	7-12-DSQ-8-13	106	12
23624	Sam Mollet/Brian Mollet	Portage Lakes	21-14-19-2-25	106	13
24608	Steve Callison/	Annapolis	27-18-5-17-14	110	14
16699	Fritz Gram/Jane Bradshaw	Cuba Lake	8-15-18-22-17	110	15
24684	Ed Adams/Meredith O'Dowd	Narragansett	19-27-15-7-15	113	16
24101	Henry Davis/Jeff Toohy	Iowa-Nebraska	24-4-17-15-32	120	17
24775	Susan Dierdorff/John Holland	Annapolis	10-29-14-19-19	121	18
14002	Keith Donald/	Annapolis	28-22-21-13-12	126	19
24242	Bruce Colyer/Micling Hagan	Miami	17-24-26-20-10	127	20

JUNIOR SERIES (Top 10 of 22 entries)

Boat	Skipper	Fleet	Places	Points	Finish
24271	John Irvine	Cowan Lake	2-2-1-1	6	1
23941	John Shadden	Alamitos Bay	1-3-2-6	20.4	2
23749	Jonathan Phillips	Annapolis	3-5-5-2	28.7	3
16381	Andrew Donald	Annapolis	6-6-3-3	34.8	4
22729	Greg Morton	Mission Bay	5-1-4-DNS	46	5
24791	Linda Fox	Alamitos Bay	7-7-6-5	47.7	6
24615	Doug Hagan	Annapolis	4-8-8-9	51	7
23664	Michael Coleman	Annapolis	9-9-12-7	61	8
24599	Andrew White	Annapolis	12-10-10-8	64	9
18100	John Stanaford	Annapolis	8-4-9-DNS	65	10

Nationals

(Continued from page 9)

and heavy waves and chop complicated the up-wind work.

Augie Diaz and Rob Gorman were winners in the first race, with Jeff in third place in his flight; his worst race of the series.

In the last race, with many boats out of contention both because of breakage and drop outs, there were fewer finishers. Jeff was so far ahead in his division, that in spite of permanently bending his mast, to the point that it had to be replaced before the next race, he still managed to win. Augie won his second race of the day, and finished the qualifying series in second place.

Heinzerling Series

Jeff Lenhart was Dave Chapin's big challenge in recapturing the Heinzerling title he lost to Augie Diaz on the last tack of the final race in last year's championship at Lake Carlyle. Roger Stewart also had two firsts in the series, but Jeff was the only one with no bad races; his worst was his last race, with a 6th place finish.

Dave was leading after Wednesday's racing with a 2-1 record for the day. Roger Stewart had a first and a third, and Jeff had a third and a second.

Dave won the first race on Thursday, and Jeff again finished third, this time behind Augie Diaz, while Roger dropped to 11th place.

A lot of time was spent getting two races in on Thursday, and in the second race of the day Dave had a dismal 16th place, putting him out of the lead. Jeff was third, and leading for the first time in the final series, after dominating the preliminaries. Roger Stewart won that race, and was in second place with a 1.3 point advantage over Dave. As usual it was who beats who in the last race, this time among the top three. Other such contenders as Diaz, Reynolds, Shadden, and Fisher had had one too many disasters in preceding races to be a real threat in the final outcome.

In the finale Dave crossed the line second, Jeff 6th, and Roger 8th to seal the finish in that order for the regatta.

Susan Dierdorff of the host Annapolis fleet, skipper of 24775, and the only woman contestant in the 1981 Heinzerling series - she finished 18th in the 32 boat fleet - reports her impression of the regatta as follows:

In spite of the hot and humid weather,

WELLS SERIES (Top 25 of 50 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24688	John Walton/Patti Fisher	Detroit River	1-18-2-1-7	40	1
24271	John Irvine/Ted Horst	Cowan Lake	7-12-1-2-10	50	2
23967	Jack Willy/Fred Byers	Lake Mohawk	6-16-13-3-1	58.4	3
24093	Scott Cline/Alan Carscaddon	Privateer	17-8-11-4-2	65	4
24708	Joe Petrucci/	Spofford Lake	18-3-6-6-8	67.1	5
19020	Bill Simons/Sherry Simons	Privateer	3-1-41-5-4	70.7	6
20369	Jerry Thompson/Kim Thompson	Lake Angelus	4-19-3-24-3	74.4	7
24950	Mike McLaughlin/Kitty Coddington	Privateer	2-17-9-14-14	81	8
24791	Ron Fox/Linda Fox	Alamitos Bay	32-6-4-10-5	83.7	9
19177	Fred Thurston/Taz Phillips	Annapolis	8-22-14-7-19	100	10
23328	Dave Lence/Warren Kirby	Winchester	22-4-15-9-32	110	11
24442	Buzz Lamb/Marge Lamb	Privateer	5-23-26-15-12	110	12
19702	Bill McInnis/Jim McInnis	Narragansett Bay	35-2-16-19-13	110	13
24266	Randy Nord/Lisa Nord	Pine Beach	14-7-21-20-22	114	14
24999	Ralph Swanson/Leslie Levaggie	Winchester	42-11-18-8-6	114.7	15
24633	John McIntosh/Sally McIntosh	Savannah	11-26-8-22-18	115	16
20313	Jay Butler/Kathy Black	Mission Bay	9-36-10-16-23	124	17
21917	John Lally/Kirby Warren	Mass Bay	36-13-7-13-28	127	18
19257	Sue Tabor/Jean Tabor	Mass Bay	25-33-24-11-9	132	19
23182	Robert Blomquist/Peggy Bradford	Annapolis	19-14-19-25-36	143	20
24111	Doug Goppert/Rita Goppert	Lake Lottawana	23-10-DSQ-12-17144	21	
23625	Dick Hand/Jim Hendon	Portage Lakes	15-25-20-29-25	144	22
24742	Ken Simons/Kathy Bronaugh	Privateer	30-15-29-28-15	147	23
23391	Charles Hagedorn/Jimmy Bowers	Winchester	33-29-12-23-21	148	24
11900	Larry White/Andrew White	Annapolis	13-28-23-21-35	150	25

the breeze held up fairly well for the regatta - a surprise to most competitors who had heard nasty rumors of the generally glasslike conditions in mid-summer.

The first race was sailed in a 10-knot breeze from the north. After some delay while the wind became a little less shifty, we sailed the second race in almost no breeze by the time most of us crossed the finish line. Dave Chapin had a first and a second.

The second day the wind blew from the west about 10-12 m.p.h., making the races more interesting. The windward mark was just offshore, and conditions there were very shifty. Left was the key word, because of the breeze on that side. I went right. . . but kept good company around the course with Chapin and Diaz finishing just ahead of me. It was their worst race. . .

Going into the final race, the regatta became a contest between Lenhart, Stewart and Chapin. Chapin sailed to second place in the race making him the overall winner.

All in all, the regatta was a great success! At least from my viewpoint it was, however biased that may be. We thank all of you who came and hope to see you next year in Texas.

Wells Series

John Walton did a rare thing in winning the Wells trophy twice in a row. In fact he is the only one ever to win twice. He announced at the awards banquet that he hopes not to be eligible next year. Along with other light-weight crews, he and Patti Fisher were blown out of con-

tention for the Heinzerling division in this regatta. Junior champions John Irvine and Ted Horst, the first ones out of the qualifying, finished second to John in the series. Jack Willy and Fred Byers of Lake Mohawk, NJ were third; Scott Cline and Alan Carscaddon, Privateer, TN, fourth; and Joey Petrucci, sailing this year for Spofford Lake, NH, was fifth.

Bill and Sherry Simons, Privateer; Jerry and Kim Thompson, Lake Angelus, MI; Mike McLaughlin and Kitty Coddington, Privateer; Ron and Linda Fox, Alamitos Bay; and Fred Thurston and Taz Phillips, Annapolis, rounded out the top ten, in that order.

WEDNESDAY

The sunshine and fresh breeze after the passage of Tuesday's front, gave a good chance for two good races for the first day of the series.

The first race set the pace for the next two days of sailing, with wind shift after wind shift, leading to shifting of the course and the line, until the perfect course was finally set. Unfortunately, there was a tanker anchored in the middle of the windward leg. This gave a definite advantage to lake sailors who are accustomed to choosing which side of an island to sail. If the competitors chose the right side two of the three legs, it paid off. John Walton took an early lead, and in spite of going on the wrong side once too often, was able to finish ahead of Mike McLaughlin in second place, and Bill Simons in third.

The second race, with the light wind having shifted even more, began in a fair breeze which diminished as the race wore on, ending with one of those shifts which left the former leaders "out in left field"

as the boats behind them were lifted to the finish. Bill Simons led at the finish, with Bill McInnis second and Joey Petrucci third. John Walton who led at the next to last mark finished 18th.

THURSDAY

The day was overcast with some threat of rain. The wind blew all day, but the day's racing was the most frustrating of the entire week for the sailors and committee. The continued shifting of the wind foiled start after start, resulting in the finish of only one race for the day.

The day's only completed race started with an extremely crowded committee boat start, with many who were over early having to circle and restart. Those who were crowded out on the start never recovered. Irvine and Walton were among the early leaders, and finished in that order with Jerry Thompson 3rd and Ron Fox 4th. Ron was the exception to the rule as he circled the committee boat just after the start, found a hole in those already started, and managed to get away

from the glut of boats, and into clear air. Bill Simons who had won the day before dropped to 41st place in the race.

After several attempted starts, postponements, and recalls, a final sequence was begun and a race started late in the day. The wind lightened and the race was aborted on the first leg with further racing postponed to the last day.

FRIDAY

There was little promise of enough wind to complete even one of the two remaining races as the boats were towed to the course for the final day's racing.

The first race was slow going, but boats which went right first managed to get back across and the tide took over from there. It was a game of catch-up, and play the tide rather than the wind, for both of Friday's races. The order of finish for the first race of the day was almost exactly the order of finish for the overall series, as Walton won, followed by Irvine, Willy, Cline, and then Simons and Petrucci out of order in 5th and 6th.

In the final race it was even more important to play the current — this time the left side of the course. Those who went left three times finished well, those who played the middle or the right were nowhere at all. Jack Willy won, followed by Scott Cline, Jerry Thompson and Bill Simons.

Junior Championship

John Irvine, Cowan Lake, Ohio, high school senior, had a six-point total in defeating defending champion John Shadden of Alamitos Bay, California, in the 22 boat 1981 U.S. Junior National Championship for the Owen Duffy Trophy. Jonathan Phillips and Andrew Donald, both from the host Annapolis fleet, finished third and fourth. Fifth place finisher was Greg Morton of Mission Bay, California. Linda Fox, Alamitos Bay, California, and her crew Kim Thompson, the

(Continued on page 13)



John Walton accepts the Wells Trophy from Ike Lawton, Regatta Chairman.




Joni Palmer receives the beautiful Elinor Williams Punch Bowl as highest woman finisher in the regatta.



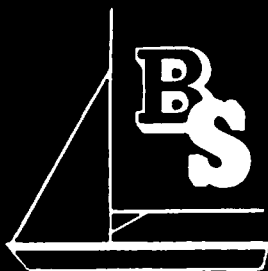
Bud Booth accepts the Jane Schenck Masters Endurance Trophy for 1981.

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Sincerely yours,

Mark Bryant

Nationals

(Continued from page 11)

only girls in the contest, were a respectable sixth overall. Linda was sailing her father's new yellow boat, and both girls crewed for their fathers in the senior competition.

John Shadden took an early lead, winning the first race, with Irvine second and Jon Phillips and Doug Hagan of Annapolis third and fourth, in the 10 m.p.h. northeast winds.

In the second race's diminishing winds, the first finisher, Greg Morton, was only eight minutes away from the time limit at the finish. Irvine was second again, with Shadden third, and the challenge between the junior giants was on, with Shadden in the lead by .3 points.

With the lack of wind, race chairman Taylor Brown elected to postpone a try for the third race until Sunday morning.

An early morning tow line was necessary to get the boats to the race course, but enough wind was available for completing two of the three remaining scheduled races. John Irvine won both these races and the regatta, and Shadden finished second and sixth.

Not enough wind remained to start a fifth race.

In 1980 John Shadden finished first with John Irvine third. Both will still be eligible to compete in the 1982 regatta.

A note of caution to competitors in all SCIRA championships where check-in is a requirement: The unusual number of "did not start" entries in the last race of the series indicates those boats which failed to check in with the committee prior to the start of the race as is required by the rules. This rule is important as a check of bands and measurement stamps, and is also an important safety check on which boats are on the course. Whatever the reasons for the rule, it is a rule, and failure to comply is cause for a recording of did not start for the race.

Social

Just as the weather ran the whole scale for the week, so did the partying; from informal fun to elegant entertainment.

Every day there was free beer and excuse time, as the boats were retrieved from the harbor and stored for the night. Congregating around the tables in the

snack bar area was a daily occurrence made lively by skirmishes with Bert, the proprietor. He usually won.

The Juniors celebrated first as usual, with a Saturday night barbecue and dance at the club.

Tuesday night's party between the qualifying series and the finals, a moonlight cruise on the Chesapeake, featured dancing to live music made even livelier by the participation of our piccolo-playing Commodore Paul Festeren.

The Thursday night crab feast, "all you can eat" at the Annapolis crab house, was a challenge hard to resist even for Tennessee hillbillies. Platters of crabs and pitchers of beer just kept coming. Buzz Lamb and Sam Butler tied for first place, but no one kept score.

S.S.A. Commodore Larry White and Babs selected Bayside Inn, just south of town at Tolley's point, as the perfect setting for the awards banquet. The room was spacious, the food was marvelous, and the atmosphere was mellow. A full moon shone over the Bay, and a good time was had by all, as Commodore Festeren held forth in his usual charming style and set the tone for the next regatta — the U.S.-sponsored World Championship in Alamitos Bay in September.



Photographs from *By-Gone Days*. Top left: Eddie Williams, Richard de Silvio Gozzaldi, Ted Wells, John Hayward and Hub Isaacks appear to be looking at the photo on the right which might be a sailing submarine, but is really a demonstration of old-style sail-away. Self-rescuing was much easier in the days of wooden masts as shown by Bob Williams photo of Snipes after a sudden squall.

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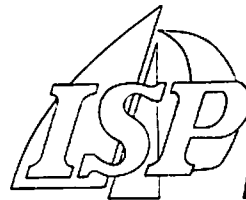
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SEPTEMBER 12-13, NORTHWEST CHAMPIONSHIP, Budworth Fleet 217, Budworth, Cheshire, England. Write: John Broughton.

SEPTEMBER 12-13, INDIANA OPEN, Indianapolis Fleet 409, Jack Samuelson, RR 2 Box 494, Westfield, IN 46074.

SEPTEMBER 18-20, NORTH AMERICAN CHAMPIONSHIP, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

SEPTEMBER 19-20, OHIO OPEN, Chippewa Fleet 621, Howard Wolff, 3516 Hoffman Rd, Medina, OH 44256.

SEPTEMBER 19-20, JOE RAMEL MEMORIAL, Missouri YC Fleet 49, Dick Goppert, K-18 Rt 1, Lake Lotawana, MO 64063.

SEPTEMBER 26-27, CHAMPAGNE REGATTA, Keuka Lake Fleet 382, Graham Hoffman, 5738 C.R. 33 RD 3, Canandaigua, NY 14424.

SEPTEMBER 26-27, OXFORD INCIDENT/ACCIDENT, Acton Lake fleet 515, Tran Alfrey, 2258 Shenandoah Dr, Fairfield, OH 45014.

SEPTEMBER 26-27, SOUTHEAST CHAMPIONSHIP, Maldon Fleet 362, Maldon, Essex, England. Write: John Broughton.

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

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

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

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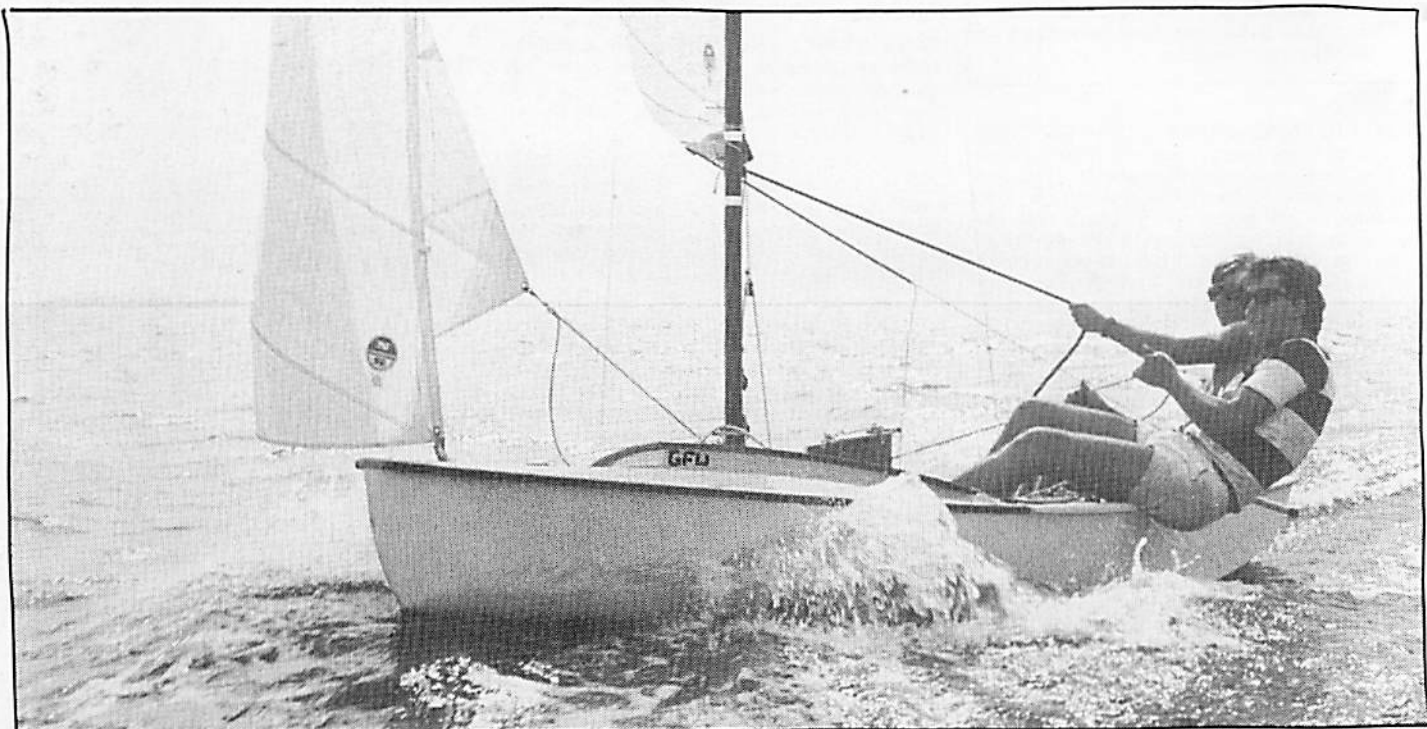
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