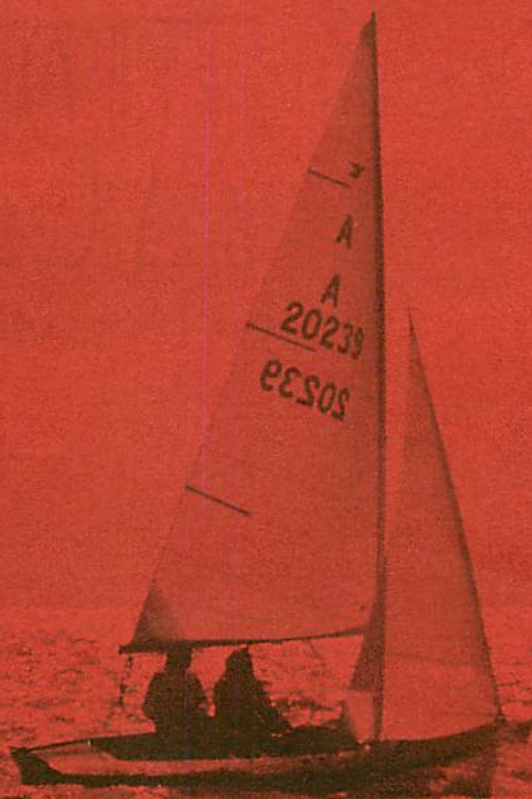
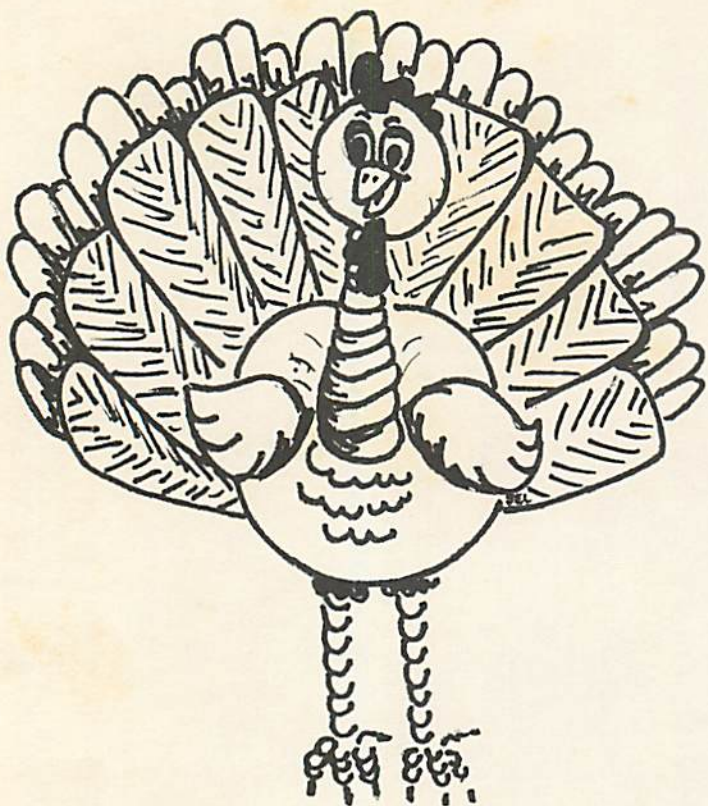


AUGUST 1975



SNIPE
BULLETIN





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Letters to the Editor

This letter is in response to Ted Wells' article in the Snipe Bulletin, April 1975.

I, for one, definitely feel that there should be a separation of our "Two categories of Snipe class competitors". Like any sport, there should be a professional side, as well as a strictly amateur class. Anyone who derives part or all of his livelihood from Snipe class sails, or boat manufacturing, should be in the professional category.

We could still compete, as golfers do, in Pro-Am events, but with separate recognition. It has become very obvious that a pure amateur has very little chance against the present "Professional" Snipe skippers.

We amateurs would like to have the feeling that we can still have a chance with our "week-end" sailing skills. The so-called professional sailors, who sail, live, and eat their profession, are not in the same category as sailors like myself, who spend 90% of our time in our own professional fields.

I would leave the classifying up to you, the Board of Directors, and the Officers.

The issue has been talked about ever

since I've been in the Snipe organization, which dates back about 47 years, and to date, nothing more than talk has been done. I could name for you, without any hesitation, 10 or 15 good amateur Snipe sailors that have just given up the ghost trying to compete against so-called professional competition. I would have given up long ago, if I hadn't been so hard-headed.

Sincerely Yours,
Dr. Don Cochran, Jr.

This letter is in response to the article by Ted Wells appearing in the April issue of the Snipe Bulletin.

It's not the sailmakers that win. It's the best sailors! It's the snipe sailor that takes his sport seriously that comes home with the hardware. This is true in any sport.

Having grown up in San Diego with Earl Elms, Jeff Lenhart, and Tom Nute, I know that they were great sailors before they ever considered becoming sailmakers. I doubt if it would have made any difference if they had chosen another profession.

But then maybe these persons who would like to see sailmakers put in a class of their own have a point. But why stop with the sailmakers? Maybe we need

additional classifications! Perhaps we also need a special class for the wealthy since these people would certainly have an advantage over the rest of us due to the fact that they can afford the finest equipment and the latest suit of sails. Or perhaps a special class for the Californians since obviously 12 months of sailing will give these fellas the edge over those who must wait for the ice to thaw. And we can add to this list as the need arises.

But somehow I don't really think that this is what we want. Aren't we really out there racing because we want to win? And aren't the winners usually the best sailors? So then why create another classification for those who want the trophies but aren't good enough sailors to win them?

Respectfully yours,
Robin Gales

Ed. Note: I surely hope somebody puts me in the "wealthy class."

Attention -- U.S.

Past Commodore Ralph Swanson is also serving as the National Secretary for the U.S. This was announced in the January 1975 issue but, admittedly, not as predominantly as it should have been. Our apologies!

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3-4-5	BACARDI AT NASSAU	1ST	SOUTH AMERICAN CHAMPIONSHIP



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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

AUGUST 1975
Vol. XXIV No. 8

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PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit). Forms close on the 1st of the month preceding publication. Material received 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 additional mailing offices.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$3.00 per year. \$3.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

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

THE COVER

The photograph of Fernando Sanjuro with Raul Turienzo Alsina as crew was taken during the Western Hemisphere Regatta last year. Fernando is one of Argentina's great sailors, having represented Argentina at the Western Hemispheres or Worlds every year for the past 15 years. Photo by Buzz Lamb.

THOUGHTS WHILE SAILING

One item of business that everyone seems interested in lately is the outcome of the proposed rule changes. As stated in the last issue of SNIFE BULLETIN the Rules Committee completed their review and submitted recommendations to the Board of Governors. A ballot was sent to the Board and while all of the ballots have not been returned, we do have a majority in favor of the new rules. As a matter of fact, there has not been one dissenting vote. At this point, we will submit these changes to the International Yacht Racing Union for their approval. This is necessary since Snipe is an international boat, having been approved by the IYRU in 1959. We expect that they will approve these changes right off. The reasoning behind this is the IYRU has always pressed for tighter rules and this is the express purpose of these changes. However, the IYRU does not meet until November so the changes will not be final until then. In any event they will not be effective until Jan. 1, 1976.

The proposal to require the new centerboard shape for all boats at the national championship level failed to pass. Apparently, the Board felt that we should not further modify our rules and have even more varieties of centerboards. What this means is that any legal centerboard will be acceptable for boats built prior to January 1, 1976, unless you attend the Western Hemisphere, European and African or World Championship. The new centerboard shape will be required for these regattas as it will for all boats built after January 1, 1976.

Here is a "way out on the limb" prognostication: Within 3 or 4 years 85% of all the boats at the national level will have the centerboard shape. There are some that say it is faster than any other board and it will not be too difficult to convert a present board to the new shape. (See next month for "How to Do It" article.)

Anyhow, this is our rule change for this year. Our Constitution prohibits rule changes again until January 1, 1980, except in the case of extreme emergency. We have not had any changes since 1970 and I feel we progressed nicely. This certainly is better than having rule changes every year. As a matter of fact, I have heard about all I want of rules changes for now . . .

Sites Selected

Balloting for the location of the Western Hemisphere Championship and North American Championship for 1976 has just been completed.

Canada was chosen for the Western Hemispheres. The previous two regattas were held in South America and this will be the first time Canada has been host for a major Championship since 1964. They held the Western Hemispheres in Oakville in 1964. Northern Yacht Club in North Sydney, Nova Scotia will conduct the regatta on the waters of Sydney Harbour. Since this is quite far north the dates will be the latter part of August or the first part of September. The weather should be delightful with temperatures in the 70s (24 C.) nearly every day. Winds should be brisk with no drifters.

The site for the 1976 North Americans will be Montagu Bay, Nassau, Bahamas. The Royal Nassau Sailing Club will sponsor the event which will be held sometime in May of 1976. This will be the same location as the Bahamas Winter Championships which many Snipe sailors have attended. Make your plans to attend this one.

THE SCORE

Eight countries got a total of 277 numbers during the month. Japan led the list, getting 200 numbers (this appears to be an annual affair). Italy and the U.S. came next with 20 each followed by Spain with 19, 10 for Uruguay, 5 for Belgium, 2 for Sweden and 1 for Denmark. This brings our new number total to 509 for the first six months of the year. We should be able to at least equal last year's total of 654. Not too bad when you consider that the economic conditions in the world are not too good. No new fleets were chartered during the month.

Numbered SNIPES— 22210

Chartered Fleets— 747

Bermuda's Simmons Sweeps International Race Week

Bermuda's champion, Penny Simmons, swept International Race Week (April 28th-May 2nd) with a near perfect score. He sailed his ancient wooden Botved to a smashing victory with four firsts and a second, leaving newer fiberglass Snipes and prior starting Luders, deep in his wake. The victory places the skilled mariner's name on the 350th Anniversary Trophy for the second time in two years. Simmons' assistant on the jib was Larry Lindo, a veteran Race Week victor in the crew division and a talented skipper in his own right.

In second place, Fred Thurston led the Americans at the event. Thurston (who for four years has tried to capture the coveted Bermuda Bowl) was presented with a perpetual trophy for the highest finishing foreigner. Bermudian Wayne Soares sailed consistently well during the six-race series to place third. He sailed under the American flag, skippering the boat for his Yankee Owner-crew, Leo Murphy.

Sailing in some of the best weather conditions Race Week has offered in several years, seven U.S. and ten Bermudian boats experienced stiff competition in hard fought, well maneuvered battles.

The first race Monday was sailed in a steady 14-15 knot southwesterly, in slight swells. Penny Simmons took the lead on the first leg. He maintained his sizeable lead but Dicky Belvin traded places with Herb West for second, Wayne Soares took third, West fourth and Carlos Bosh fifth around the next two marks. On the final leg, Belvin fought it out with W. Soares to finish 1½ minutes behind the victorious

Simmons. Jimmy Amos sailed up to finish fourth while West dropped to sixth behind Fred Thurston.

Due to high winds and turbulent seas, Tuesday's races were cancelled and three races scheduled for the following day. Fifteen knot winds, heaving seas and pouring rain dominated the first race Wednesday. Amos led the fleet around the first triangle. Simmons gained on the second beat and rounded the weather mark first, constantly increasing his lead to the finish. Thurston came from fifth to finish second — three minutes behind Simmons. Belvin took third followed by W. Soares and Amos.

The skies brightened for the third and fourth races. In the third race, Simmons again led at the start, and at the first mark it was Simmons, W. Soares, West, Thurston, Belvin and David Lawson. On the last downwind leg Simmons and Thurston led but positions behind the two lead boats changed again. At the finish, Simmons crossed the line two minutes ahead of Thurston. Belvin was third, W. Soares fourth, while Ray Pitman came up from the middle of the fleet to snatch fifth.

The fourth race was sailed in the same 12-15 northerly. It was Thurston's race from the start as he preceded the fleet around the course. A minor collision with the reef near the islands slowed Simmons down to second, finishing three minutes behind Thurston. He was followed by Todd, W. Soares and Belvin.

The winds whipped to a gusty 18-20 knot north-northwesterly Thursday for the fifth race. It was no contest, as Simmons expertly flew around the course

yards ahead of the fleet, and wrapped up his first place in the series, while the battle raged for the next two places. Simmons sailed across the finish minutes ahead of all the other racing classes, followed by W. Soares, Thurston, West, Todd and Belvin.

In the final and most frustrating race, the fleet drifted around in a light spotty 4-6 north-northeasterly, barely finishing within the time limit. Simmons who had wrapped up the series, retired from the competition, and was an interested spectator. Conrad Soares finally finished first, but between start and finish occurred some of the most fantastic shuffling of the entire series. Amos took the lead at the first mark, 23 seconds ahead of Ralph Swanson, and led the fleet around the first triangle and halfway through the next windward leg, but then the wind began to shift incredibly. Amos lost his magnificent lead and Swanson rounded the fourth mark first followed by Dana Schnipper who came from the back of the fleet. It was a rough final beat as boats slowly slipped to the finish line. From out of the pack, Conrad Soares sailed on his own private wind to victory, with brother Wayne in his wake. Belvin came from the misty far shore to nip in third ahead of Swanson, while West drifted in fifth and Pitman sixth.

On land, Bermudian hospitality was as bountiful and warm as their beautiful island. Numerous parties were held and an atmosphere of good will and comradery prevailed. Despite shipping difficulties, the Snipes had the largest representation in Race Week '75 — testimony of the enthusiastic sportsmanship of the Snipes of Spanish Point! — Joan Lawson, Sea Cliff Fleet No. 4

BERMUDA RACE WEEK

Boat	Skipper/Crew	Club	Places	Finish
KB9884	Penny Simmons/Larry Lindo	Spanish Pt.	1-1-1-2-1-dns	1
US19177	Fred Thurston/Don Sheehan	Annapolis, Md.	5-2-2-1-3-9	2
US21555	Wayne Soares/Leo Murphy	Cuba Lake, N.Y.	3-4-4-4-2-2	3
KB21714	Dick Belvin/Alan Thomson	Spanish Pt.	2-3-3-5-6-3	4
KB19703	Richard Todd/Mickey Adderley	Spanish Pt.	8-7-6-3-5-10	5
KB17237	Jimmy Amos/Doug Brown	Spanish Pt.	4-5-7-6-9-8	6
KB21715	Conrad Soares/Frankie DaPonte	Spanish Pt.	11-11-8-7-7-1	7
KB19708	Ray Pitman/Brett Wright	Spanish Pt.	9-8-5-9-8-7	8
US21112	Herb West/Clifford Simmons	Atlanta, Ga.	6-10-13-11-4-5	9
KB21707	Carlos Bosch/Andy Mullin	Spanish Pt.	7-9-9-8-13-6	10
US16699	Fritz Gram/Gordy Flood	Cuba Lake, N.Y.	13-6-10-10-14-13	11
US20199	Ralph Swanson/Robert Soares	Winchester, Mass.	12-13-12-dnf-11-4	12
KB20997	Stevie Soares/Brian Mullin	Spanish Pt.	10-12-14-14-10-15	13
US17728	Dana Schnipper/Mark Kowolski	Sea Cliff, N.Y.	14-14-dnf-13-15-11	14
US7439	David Lawson/Larry Langmore	Sea Cliff, N.Y.	16-16-11-15-12-14	15
KB13017	Robert Tatem/Guy DeSilva	Spanish Pt.	15-17-15-12-16-dns	16
KB11777	Paul Kent/and others	Spanish Pt.	17-15-16-dnf-dnf-12-17	

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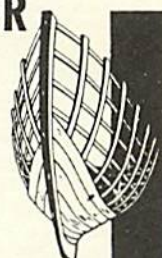
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Zalzal, Wesley Pace Riff Raff Regatta

Sixty Snipes registered for Cowan Lake's Riff Raff Regatta May 31-June 1, 34 electing to sail in the "A" division.

The weather was threatening rain, but offering a 6-8 mph somewhat shifty breeze for the first race. Local sailmaker Bob Rowland's early lead evaporated in a wind shift as Don Hite set out to be District 3 regatta champion and avenge his sixth place Riff Raff finish last year (see June Bulletin, page 8). Mike Zalzal was second, Rowland third and Steve Holdman of Muncie, Indiana was fourth. Due to the darkening sky, the course for the second race was shortened to one triangle and a windward leg. The rain came and the final windward leg turned into a reach. All 34 boats finished within five minutes of Chattanooga Van Wesley's first place. Again, Mike Zalzal was second and Dick Crookston of

Kalamazoo, who anticipated the shift and tacked to starboard at the leeward mark, was third.

In the "B" fleet (26 boats), Ray Schmit took the early lead from Dick Schoenberger and Cathy Menzies to win the first race. Second and third were George Howell from Richmond and Cowan sailor Dick Richter. The second race was won by junior sailors John and Dave McAllister, with Mark Wilson from Richmond second and Howell third.

After warm showers and cold drinks the hors d'oeuvres and steak dinners were enjoyed by all. In spite of the rain, which stopped by evening, many took advantage of the great camping facilities adjacent to the club house. The following morning was cool, with a 4-6 mph shifty breeze prevailing. After one general recall, Van Wesley jumped out to a big lead and won

easily. Mike Zalzal was second to dispel the saying that he always blows one race. Maybe it was his local crew, Cindy Braun, who showed him the way around Cowan Lake. In any event, his consistent sailing won him the plaque by one point. Lee and Sara Griffith from Acton Lake were third.

The "B" fleet sailed the same triangle plus windward-leeward-windward course. The race was won by the McAllister boys again with the Schmits second and Cathy Menzies third. The Best Junior trophy was won by James and Robert Hill, who finished 11th in the A fleet.

We hope everyone will come back to Cowan Lake next year. Perhaps there will not be a local regatta to keep the Indianapolis people at home.

John Eilers
Cowan Lake Fleet No. 433

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RIFF RAFF REGATTA A Fleet - Top 20 of 34 entries

Boat	Skipper	Club	Places	Points	Finish
19062	Mike Zalzal	Acton Lake	2-2-2	9	1
21021	Van Wesley	Chattanooga	5-1-1	10	2
19267	Don Hite	Detroit	1-5-8	24	3
21702	Steve Holdeman	Muncie	4-6-5	29.7	4
20007	Bob Rowland	Cowan Lake	3-4-13	32.7	5
20004	Lee Griffith	Acton Lake	7-11-3	35.7	6
20881	Dick Crookston	Kalamazoo	10-3-10	37.7	7
19487	Tim Prince	Cowan Lake	14-10-4	44	8
21790	Bill Coberly	Decatur	13-13-7	51	9
17387	Jerry Thompson	Akron	6-7-21	51.7	10
21120	James Hill	Acton Lake	15-15-12	60	11
20822	Bill Snowden	Atlanta	18-14-14	64	12
18913	John Meredith	Richmond	26-9-16	69	13
19794	Marvin Lee	Muncie	34-12-6	69.7	14
13020	Paul Dovey	Dunlap	16-8-28	70	15
21460	Sterling Beimfohr	Evanston	20-21-11	70	16
21461	Don Irvine	Cowan Lake	11-28-15	72	17
20253	Warren Trenart	Cowan Lake	19-20-19	76	18
20536	Peter Keen	Cowan Lake	25-17-18	78	19
17733	John Goldsworthy	Cowan Lake	8-22-30	78	20

B Fleet - Top 15 of 26 Entries

20659	Ray Schmit	Downers Grove	1-4-2	11	1
21116	John McAllister	Grosse Point	9-1-1	15	2
19278	George Howell	Richmond	2-3-10	24.7	3
17467	Earl Purtee	Richmond	5-5-9	35	4
15168	Skip Criddle	Cowan Lake	10-6-4	35.7	5
18108	Neil Barnett	Cowan Lake	8-9-6	40.7	6
18391	Richard Richter	Cowan Lake	3-11-14	42.7	7
20007	Kathy Menzies	Cowan Lake	14-14-3	45.7	8
21118	Mark Wilson	Richmond	11-2-20	46	9
21440	Richard Hearsey	Cowan Lake	7-12-11	48	10
20197	Lane Griffing	Cowan Lake	13-13-7	51	11
18041	Bob Dobson	Cowan Lake	12-8-13	51	12
19395	Everett Kitchen	Cowan Lake	22-7-8	55	13
11463	Bob Stevenson	Cowan Lake	17-10-16	61	14
20869	Richard Brackett	Chicago	dsq-15-5	63	15



Trophy winners in the Riff Raff Regatta's "A" fleet: Zalzal, Wesley, Hite, Holdeman, Rowland, Crookston and Prince. Crews kneeling in front. Lee Griffith left before picture was taken. Photo by John Eilers.



Leaders in the "B" fleet: Criddle, McAllister, Howell, Schmit, Purtee, Richter and Mengies. Crews in front. Photo by John Eilers.

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Lake Canyon Army Dominates Redneck Regatta



Redneck winners: back row, Brownie Horner, John McGowan, Gary Zars, Keith Zars, Kelly McGinnis. Front row, Toby Ricks, Joe McGowan, Nancy Zars, Henry Stone, Jay Trimm.



The Texas Team: Bubba Horner, Frank Riesenecker, Brownie Horner, Jim Wild, Toby Ricks, Gary Zars (with child), Keith Zars, Nancy Zars, Henry Stone (a ringer from Florida), Leif Zars, Pat Zars.

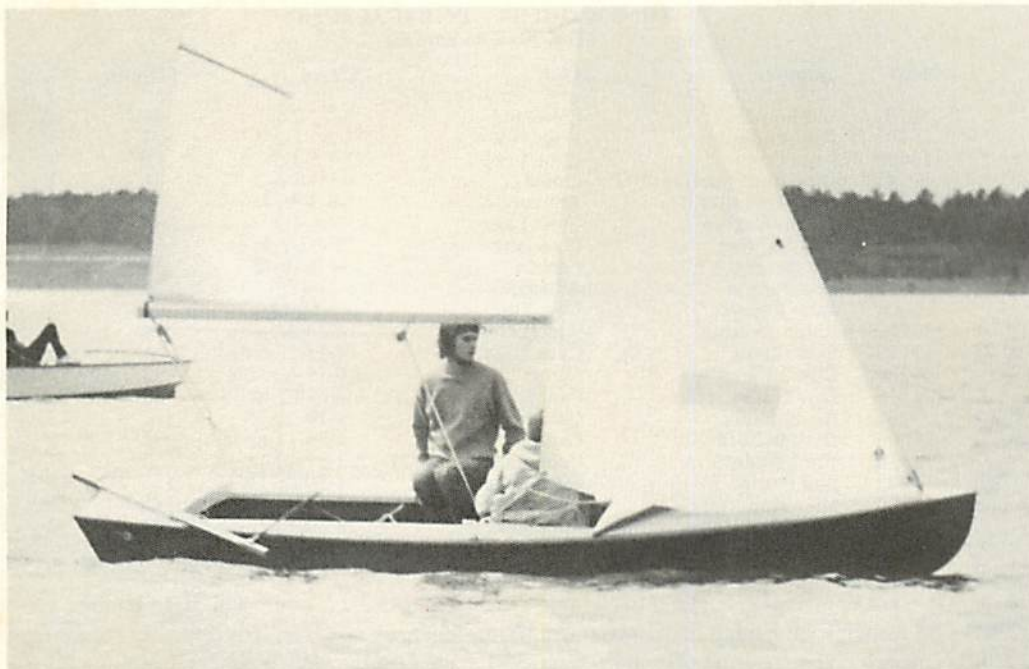
Tired of District IV domination of the Redneck Regatta perpetual interdistrict trophy, Brownie Horner led a Horner-Zars team effort from San Antonio to Jackson, Mississippi to take four of the top seven slots and move the big silver champagne cooler from Tennessee to Texas. Two-time winner and last year's champion, Pete Duvoisin, did not defend, and the trophy, formerly at Privateer Yacht Club, now resides at Lake Canyon.

Runners-up to Horner, who was unbeatable with 1-3-2 finishes, were Big John McGowan and Kelly McGinnis of Jackson, followed by Lake Canyon's Keith Zars and Gary Zars in that order. Bill Buckles arrived too late for the first race but won the third to take the top spot for Midwestern competitors.

The first race which started with a 2-4 knot breeze that only freshened to about six was primarily a contest between Horner, Frank Vincent and Bill Simons. Brownie passed Vincent on the first weather leg and Simons worked his way from fourth to second by passing one boat on the downwind stretch and then picking up two more by choosing the favored port side on the next windward. Vincent finished in third.

The second race, noted for premature starters and fluke winds, saw Nick Longworth of Memphis lifted into the lead from a mid-line start only to be passed by McGowan who footed into a starboard tack header and Simons was eventually passed by McGowan, McGinnis and Horner and the finish was in that order. Brownie, who was over the line at the leeward end along with Keith Zars and Albert Lamar, forged his way to seventh at the windward mark and worked up steadily from then on.

The third race on Sunday was a brand new scene with winds gusting from 15 to 20 knots. Horner, McGowan and the Zars



*"Look Ma - no hands."
Steve Cooper of Chattanooga
commences a roll tack at
Jackson.*

brothers mixed it up all around the course only to see Buckles work his way up steadily to a solid first place finish. Horner came second to ice the regatta.

The top five Canyon Lake squad consisting of Brownie Horner, Keith, Gary and Leif Zars, and Bubba Horner (freshly returned to the regatta circuit with a well-chewed cigar) finished with a combined lead of five points over the District IV team of McGowan, McGinnis, Simons, Lee Reichart of Memphis and Harley Hopkins of Jackson. Gary Zars took on all comers in the Saturday night arm wrestling extravaganza which

followed a gourmet dinner imported from New Orleans complete with wine, cooked and served by Champas Batiste, noted culinary artiste who remained on the scene to drive your, at that point somewhat wasted, writer to his house.

For the next twelve months the


Red-neck trophy will reside at the Lake Canyon Yacht Club property of District II in general and Brownie Horner as the winner. At the end of that period it will again be contested for by any Snipe district that sends five or more boats to Jackson.

**REDNECK REGATTA
(Top 30 of 35 entries)**

Skipper	Club	Places	Points	Finish
Brownie Horner	LCYC	1-3-2	8.7	1
John McGowan	JYC	6-1-4	19.7	2
Kelley McGinnis	JYC	9-2-10	34	3
Keith Zars	LCYC	4-16-3	28.7	4
Gary Zars	LCYC	7-9-5	38	5
Bill Simons	PYC	2-4-24	41	6
Leif Zars	LCYC	8-10-7	43	7
Lee Reichard	DSC	5-14-16	52	8
Harley Hopkins	JYC	18-6-11	52.7	9
Bill Snowden	BSC	13-11-12	54	10
Ken Simons	PYC	12-7-6	57	11
Albert Lamar	JYC	11-25-8	62	12
Nick Longworth	DSC	17-8-19	62	13
Bill Buckles	Cleveland	dns-18-1	65	14
Bubba Horner	LCYC	dsq-12-6	68.7	15
Steve Cooper	PYC	14-20-17	69	16
Sue Mitchell	Clearwater	15-22-14	69	17
Jim Wild	LCYC	10-31-13	72	18
Frank Vincent	IBYC	3-21-dnf	73.7	19
Joel Furman	JYC	16-27-15	76	20
Bryson Lesley	PYC	dsq-17-9	77	21
Dave Wilbur	Cleveland	dns-5-21	78	22
Erle Bennett	DSA	19-15-27	79	23
John David McGowan	JYC	20-23-18	79	24
Tom Coleman	JYC	dsq-13-28	92	25
Joe Buzhardt	JYC	26-19-29	92	26
Tom Puckett	JYC	24-28-23	93	27
Charles Fletcher	JYC	21-24-dnf	98	28
Stewart Wagh	DSA	29-26-25	98	29
Zeke Downey	JYC	25-30-26	99	30

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Bold Mothers Celebrate in Dismal Valley!

Dismal Valley wasn't all that dismal this year?

Thirty-four boats gathered at Cuba Lake, NY to compete in the annual Bold Mothers Regatta at Cuba Lake YC.

The first race found Fritz Gram right at home on his lake as he led the fleet twice around the triangle. However, Bill Buckles outmaneuvered him on the last windward leg and crossed the line first. The winds were very light but picked up enough before the finish that Leo Murphy managed to cross the finish line before he capsized and lost his board. Which proves that you shouldn't trust Mother Nature, but should always tie in the centerboard, even though starting in 0-4 winds.

The second race was a repeat, with Gram, Russ Cook and Buckles having their own private contest.

The third race was delayed while the wind shifted completely around and the course was changed. We wouldn't have felt at home on the lake if this hadn't happened. After a good start with good winds, Tim Boucher took a nice first with Buckles second, and Fred Thurston still very much in evidence with his second third place. The wind dropped to nearly nothing and was shifty as storm clouds gathered in the distance.

Sunday morning was chilly, misty and again shifty. However, it was explained that it is always dismal in Dismal Valley when it is dismal. For some reason, only 22 sailors thought that the Race Committee would make it for the start, and 12 skippers merely dreamt about racing. This race found Tersch Bugbee giving trouble to Cook and Buckles, but not enough. Gram's 3rd appeared to be a struggle for him (as did Thurston's 9th).

The Olympic course was sailed the last race with shifty light winds making only fair conditions, but Buckles and Cook remained in front. Consistency paid off for Dirk Kneulman, who took fourth overall, and whose worst race was an 8th.

As for HOSPITALITY! Fantastic and Funtastic! All visitors were welcomed and treated most graciously. Even though Dismal Valley was truly dismal with heavy rains and howling wind AFTER the races, the steak Bar-B-Que was a sizzling success — as was the free beer which flowed from the beer truck for 2½ days!

BOLD MOTHERS — INTERGALACTIC (Top 20 of 34 entries)

Boat	Skipper	Club	Places	Points	Finish
21703	Bill Buckles	Cleveland	1-3-2-2-1	11.7	1
19491	Russ Cook	Rose, NY	4-2-7-1-2	27	2
16699	Fritz Gram	Cuba Lake	2-1-5-3-5	28.7	3
17546	Dirk Kneulman	Canada	6-5-4-8-3	49.4	4
19177	Fred Thurston	Annapolis	3-6-3-9-14	58.1	5
19793	Lucius Bugbee	Cuba Lake	5-9-6-4-9	59.7	6
20965	Tim Boucher	Cleveland	21-8-1-7-4	62	7
20690	Jim Belford	Canada	7-4-8-16-15	78	8
19915	Eric Purdon	Annapolis	8-11-12-6-13	79.7	9
11-89	Jules Kroeger	New York	9-7-14-14-12	86	10
20999	Ralph Swanson	Winchester	10-14-9-11-16	90	11
19119	Sam Ulbing	Cuba Lake	11-13-15-5-18	91	12
11389	Howie Fletcher	Olcott	20-15-10-10-8	93	13
21550	Gwenneth Crook	Canada	ns-16-17-12-11	98	14
21105	Rusty Baillie	Canada	19-10-16-18-7	100	15
21800	Dave Belford	Canada	15-24-11-ns-10	124	16
16550	Ward Wilday	Cuba Lake	22-17-19-15-24	127	17
14733	Bob Perrigo	Cuba Lake	14-20-22-19-23	128	18
21463	Mike Hays	Cuba Lake	13-12-ns-ns-6	128.7	19
19450	John Shoemaker	Cuba Lake	28-30-13-13-17	131	20

Incidentally, the food at the Moonwink on Friday night was more than superb. The countryside is magnificent and the lake area charming. The lake itself was weedy, but not as troublesome as at previous regattas. All in all, it was fun and we recommend it. If you are traveling only for serious, highly competitive racing under optimum

conditions, you will be taking your chances — but if you want a relaxing pleasurable time, you can't miss!

It may be some time before the galaxies in the Milky Way are in the proper position for another intergalactic competition but who knows — it might be just as good next year!

Berta Swanson

Southwestern Title Swept by Bill Buckles

Bill Buckles of Cleveland, Ohio in his new Eichenlaub made a clean sweep of the Southwestern with three aces to finish overwhelmingly in first place.

Gene Soltero in a Southern Snipe challenged Buckles in the second and third races but Buckles covered Gene like a blanket and maintained his first position. Gary Boswell sailed consistently well but let Jack Huthsing, the Galloping Snail from La Jolla, California and Joe Starr in a Skipper Snipe slip by him in the third race and finished sixth in the race and third in the final standings.

Gary Zars is still sailing fast in his old boat and sounds like a creaky old square rigger as he works to windward.

Pete Fenner, who has returned to Dallas from Florida, was doing well with an eighth and a seventh until his crew decided to go for a swim in the third race. Pete thought so much of the idea that he promptly capsized so that he could join the fun.

All 53 skippers, their crews, and families enjoyed some down home cooking and hospitality and expressed their thanks to Commodore Gene Tragus and his wife, Lovatt, as they departed with promises of returning in 1976.

John J. McCarthy
Dallas Fleet No. 1

SOUTHWESTERN SNIPE CHAMPIONSHIP (Top 40 of 53 entries)

Skipper	Places	Points	Finish
Buckles	1-1-1	0	1
Soltero	5-2-2	16	2
Boswell	2-4-6	22.7	3
K. Zars	9-6-3	32.4	4
G. Zars	7-3-8	32.7	5
McGinniss	4-8-19	47	6
Wild	3-18-17	52.7	7
Horner	6-5-26	53.7	8
Tillman	21-11-7	57	9
Huthsing	27-9-5	58	10
Hurst	20-10-13	61	11
Bowen	10-16-22	66	12
Johnson	12-27-9	66	13
Bynum	13-15-21	67	14
Bookhout	28-17-10	73	15
Sykes	18-22-16	74	16
Henry	17-21-20	76	17
Leal	14-30-15	77	18
Terrell	37-14-11	80	19
Fenner	8-7-dnf	82	20
Tragus	11-28-25	82	21
Breeding	22-34-12	86	22
Hoyt	32-12-24	86	23
Wylie	26-13-35	92	24
McFarland	33-20-27	98	25
J. Starr	23-dsq-4	100	26
Culp	19-35-31	103	27
Wightman	15-41-30	104	28
Fugit	36-25-29	108	29
T. Leal	24-31-37	110	30
Reed	51-29-14	112	31
Ivie	40-23-32	113	32
Burgess	44-33-18	113	33
Dennis	16-32-dnf	115	34
Williams	30-39-28	115	35
Leavell	35-37-33	123	36
Benion	31-26-dnf	124	37
McCarthy	29-dsq-23	127	38
Gay	41-19-dnf	127	39
Laird	45-36-34	133	40

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They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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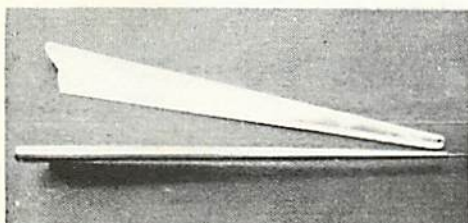
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Marco Paradedada Repeats as Brazil's National Champion

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At the general meeting held during the championship at Brasilia, Paulo Paradedada of Porto Alegre was elected national vice-secretary.

The top ten finishers in the competition are: 1. Marco Paradedada/Herbert Heydrich, Porto Alegre; 2. Claus Cordes/Bibi Cordes, Rio de Janeiro; 3. Boris Ostergren/Ernesto Neugebauer, Porto Alegre; 4. Waldemar Bier/Mario Teixeira, Porto Alegre; 5. Danilo Ribeiro Grussner/Ralph Johnstone, Porto Alegre; 6. Ivan Pimentel, Rio de Janeiro; 7. Edgard Hasselmann, Brasilia; 8. Paulo Paradedada, Porto Alegre; 9. Eduardo Ramos, Sao Paulo; 10. Gregorio Rocha Miranda Pontes, Brailia.

Edmundo Soares
SCIRA National Secretary
Brazil



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Wells Wanderings



by Ted Wells

AUGUST 1975

REGATTA WEATHER

This by definition is any kind of weather you never have until you put on a regatta. The more important the regatta the more abnormal the weather is. In the regattas in which I have sailed so far, we really haven't had too much of this but some of the weather effects have been interesting.

In Dallas and at Lake Canyon near San Antonio, the winds were a little on the light side but nice except for their tendency to change direction and thereby louse up the race course. Hence last month's WW article on code flag "C".

At Quivera, which is just east of Kansas City, Kansas I have always maintained that their winds were completely predictable - either too much or not enough. Last year George Croasdale won by being the only skipper who did not capsize in the last race. I also established a record for the shortest distance I have ever sailed in a race. 100 yards. This year the wind was adequate in velocity but woefully deficient in direction. All of us out here in the boondocks have this problem of very narrow lakes across which the winds should not blow but at regattas they usually do. I don't know who invented the "X" course but it had to be out here. The problem is that when the wind blows across the lake, how close to shore do you put the marks in order to have as long a windward leg as possible and still be able to get around the marks. Quivera has very high steep wooded hills on both sides. They have fixed marks and they are the most windless windward marks in existence. The story that there is a Snipe skipper who like the guy in the Boston Subway in the popular song is still trying to get around an alleged windward mark in a cove under the hills on the west side of the lake is fiction, like the song, but it could happen. They had the mark there three years ago and he might have still been there last year but definitely not this year.

The only weather we have had which fit the definition was at

Wichita, which is not all bad. Some skipper once characterized our weather as light and variable tornados. This came from a Texas skipper so it is an exaggeration but I haven't been proven wrong yet in my prediction that our regatta has one drifty race every twelve years and our next one is scheduled for 1982. The weather out here had consisted of severe thunderstorm warnings and tornado alerts for the two weeks prior to the regatta which cut down attendance some. Actually I don't think we ever had a better regatta from a racing standpoint since we were able to sail the whole length of the lake (all $\frac{3}{4}$ mile of it) for the windward leg in all three races. I can only remember one regatta race in the last thirty years when we did this. No "X" courses!

We abandoned the first Saturday race because of threatening thunderstorms. Nothing happened actually, but nobody complained. Later we sailed two races in which you could plane on the reaches but not on the runs which pretty well pegs the velocity at twenty to twenty-two average. Sunday was a little lighter. Of course out here you do get little twisty gusts that liven things up.

The real stinker came last weekend at our district regatta at Fort Gibson Reservoir. Those who sailed there in the 1972 Nationals will remember that the Worlds Championship Parachute Jumping Spot Landing was going on at Tahlequah a few miles away. They had researched world weather reports and found that Tahlequah, Okla. had the least wind in the world. They were right then and it appears that late June is no better. Our 11 am race Saturday started or rather was supposed to start about two o'clock pm. After setting starting lines just before a fifty degree shift to the east followed by a ninety degree shift to the west and another thirty degree shift to the east due to the nearby presence of four small thunderstorms they gave up and went in. The wisdom of not trying to outguess thunderstorms was proven by the fact the storm which did hit later after we were in came from the northeast where they NEVER come from.

Sunday morning was interesting. The program said first race start at 8:00 am. Since this was scheduled as a five race regatta and we had had no races it seemed logical that the race committee should follow the printed schedule. They did. Five other skippers and I were there for the start. Twenty nine others were late by varying amounts or didn't show. For twenty five minutes I had the district championship won by a big lead. A windshift of 110° to the west took care of that when I was within 100 yards of the first windward mark. Justice doesn't always triumph. Those jerks who got there up to ten minutes late got the shift and a velocity increase which they rode into the windward mark. About 15 of them. The R.C. moved the mark 110° for the second lap. Only about half the skippers stuck around for the next race which took about an hour and three quarters to go the triangle part of a very short Olympic course. We have decided that Fort Gibson Reservoir is off limits for sailing from early June to October.

Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. 75c @ copy - 10 for \$6.00. From SCIRA only.

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Martin Defeats International Field for Stone Trophy

In spite of a strong challenge from the United States, Belgium, Portugal, France and Luxembourg as well as British clubs, the tenacity of Richard Martin of Northwich Sailing Club was finally rewarded by carrying off the Stone S C Snipe Trophy this year; Roger Dobson of Budworth was second and Dennis Humphrey of Stone third.

The strong tide against a steady wind of only force 2-3 upset the start of many Snipes for the first race, but all went well after one General Recall.

The second race started just before low water and the change in the tide as well as the falling of the wind to light and variable resulted in an interesting combination of problems. Those who were quick to respond to changes in the wind soon gained on the others, but

Stone sailors did not always gain from their local knowledge of the tides.

In the evening over 100 sat down to a Snipe Dinner in the Clubhouse of Pamplemousse 'Chubasco', Boef a la 'Skipper', Fruits 'Olympic' glace. The toast to the Snipe Class International Racing Association was proposed by the Secretary of SCIRA (UK) John Broughton with an interesting discourse on the fecundity of Snipes. The response, with advice on inflating Snipes, was made by SCIRA European Vice Secretary, Peter Davies. The toast of the Visitors, Crews and Ladies was made by Stone Commodore Stan Atkins and the reply by Joe Real of the Sport Clube do Porto, Portugal. The dinner was kept in some semblance of "order" by the threats and wit of the Chairman of SCIRA (UK)

1973 WORLD CHAMPIONSHIPS

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FOR DAY SAILORS ONLY — Stiff fiberglass covered, plywood center, keel-stepped spruce masts and vee-shaped spruce boom. Prepaid to nearest terminal — both for \$80.00 Only a few left. Fred Post, Jr., 7026 E. Latham St., Scottsdale, Arizona, 85251.

MILLS Plywood Snipe 10175. Famous long waterline, flat run, fast planing hull, Proctor "E" mast; Lippencott boom. Lofland trailer (1967); two (2) sets sails; top and bottom covers (\$750.00). John Eilers, 3253 Griest Ave., Cincinnati, Ohio 45208. (513) 321-5257.

No. 13303 LOFLAND. A good one. Excellent record. \$800 or best offer. Fiberglass, Proctor mast (3 years old). New sails (used 6 times), dry sailed. Bill Doherty, 3856 Neville Dr, Kent, OH 44240. Days 216-379-6976, eve. 216-678-1238.

FOR SALE — Chubasco 18916. Blue hull, one of the few with fiberglass teak deck, 2 sets sails, relatively new Norths, light jib, lite medium main, 1 set Elms. Fat rudder, deck cover, Cobra mast and latest boom, like new tilt bed trailer, cut off board. Robert Twynham, Box 432, Edwardsburg, MI 49112, Phone 616-699-5844.

FOR SALE: One year old Ullman sails, main and jib. Jib has window. Bought new 1974. Excellent condition. Approximately 15 races. \$110.00 Stanley Salzenstein, 912 W. Fairmont, Peoria, Ill. Tel. (309) 691-6983 or (616) 445-8017. Also available: 2 year old North Sails. Sailed approximately 25 to 30 races. \$55.00.

DAYSAILORS' BONANZA: MAST — keel-stepped; 5-piece spruce; plywood center; stainless steel shrouds and internal halyards. **BOOM** — spruce plank type; stainless steel gooseneck; adjustable outhaul; mainsheet blocks; vang. **RUDDER & TILLER** — pintles; gudgeons; hiking-stick. **DAGGERBOARD** — 5/16" polished stainless steel; round shape, tapered; angled. **SAILS** — used mains and jibs in good shape. Make an offer I can't refuse for any or all items! Irv Margulies, 3001 Henry Hudson Pky., Bronx, NY 10463. (212) 546-2657 eves.

NO. 20307 — Skipper snipe. Green hull, light grey deck, Norths, Ullmans, compass, all go fasts, excellent condition. 2 masts, top & bottom covers, new trailer. \$2200. George Corliss (402) 432-7876.

COBRA SPREADERS — Tired of braking them? Specially built for Cobra masts \$25.00 pair. Also, used snipe gear, wood booms, aluminum masts, halyard winches, swivel blocks, etc. Write for information. Gonzalo Diaz, 2825 S.W. 92nd Pl., Miami, FL. 33165. Nights (305) 226-4136.

FOR SALE: Chubasco 19720, simulated wood deck, white hull, low centerboard, compass, two sets Norths' one set Elms'; \$2000.00. Bill Laskey, 330 Dolle Ln., Crystal Lake, Ill. (815) 459-5084.

FOR SALE: Centerboard; originally for high trunk Chubasco; convertible. \$65.00. Bill Laskey, 330 Dolle Ln., Crystal Lake, Ill. (815) 459-5084.

Chubasco Style 1973 Snipe 20572, deck mounted compasses, white fiberglass deck and hull, North sails — \$1,500. James Todd, 11 Woodridge Rd, Dover, MA 02030. (617) 785-1124.

FOR SALE: Gerber 10111, yellow wood hull with varnished interior and deck. Impressive sailing record. Cobra mast, aluminum boom, Murphy & Nye sails, trailer \$1250. firm. Gonzalo Diaz, 2825 S.W. 92nd Pl., Miami, FL. 33165. Nights (305) 226-4136.

FOR SALE: New Blue glass Snipe white deck with aluminum mast and boom, rudder, tiller and polished center board, without sails. \$1300 — and will dicker to sell boat. New white hull and white deck, no mast, boom, rudder, or centerboard, no sails — just hull and deck attached. It has teak rub rails and splash rails. \$800 or best offer. Used Tangerine Snipe complete except sails, used but a few times. \$1200 or best offer. **FOR SALE:** Complete set of "Call" Snipe molds including rudder mold, in perfect condition. Priced at a fraction of the original cost. \$1500. F.O.B. Winthrop, Mass. Call Joseph R. Duplin Marine, Inc., 8 Argyle St., Winthrop, Mass. (617) 846-2170 or (617) 846-9340.

FOR SALE: Chubasco No. 16333 varnished cedar hull in excellent condition, Cobra spars, Harken blocks, 3 suits of sails, 1 North, 2 Elms, trailer and covers. Dave Bouckhuys, 100 Winchester Rd, Lakewood, NY 14750.

Percy Douglas acting as Master of Ceremonies.

Racing was resumed on Sunday in rather chilly, overcast weather with rain at times. The wind, a little fresher, seldom however exceeded force 4 and generally held 2-3. After the third race Richard Martin was first with 13 points, Roger Dobson second with 13.7; Harry Levinson (USA) was third with 28.4; Dennis Humphrey 4th with 32 and Les Lancaster of Maldon 5th with 37. The last race was critical for all of them; respectively they came 7th, 5th, 6th, 3rd and 1st, making Les Lancaster 4th overall and Harry Levinson 5th. Bob Ferrands of the RAF Sailing Association, who came in first in the third race could only manage 9th overall. The ladies prize was won by Miss Moira Harris (Stone) who won it last year.

That there were no protests from the 43 competitors does credit to them all for the care and intelligence with which they sailed and indeed everyone seem to have enjoyed the meeting enormously. Even the Rescue Boats had so little to do that the Cheverton was able to find time to take on a trawler — or perhaps just to ask for our (no 6) buoy back.

STONE INTERNATIONAL OPEN (Top 25 of 43 entries — best 3 of 4 races)

Boat	Skipper	Club	Places	Points	Finish
19893	Martin	Northwich	1-2-5-7	13	1
19894	Dobson	Budworth	3-1-4-5	13.7	2
20255	Humphrey	Stone	2-5-13-3	18.7	3
20351	Lancaster	Maldon	10-4-7-1	21	4
12192	Levinson	U.S.A.	11-3-3-6	23.1	5
"K"	Hunt	Blue Circle	8-8-2-10	31	6
19895	Lewis	Northwich	4-27-11-4	33	7
20349	Boyd	Northwich	15-6-18-2	35.7	8
19087	Farrands	R.A.F.	14-15-1-17	41	9
19892	Ainsworth	Budworth	38-7-8-14	47	10
19328	Bowerfield	Stone	7-14-26-9	48	11
21909	Davies	King George	6-10-15-21	48.7	12
20247	George	Blue Circle	16-33-6-13	52.7	13
20248	G. Farrar	Stone	/-16-16-8	58	14
20244	Douglas	Stone	5-12-24-29	58	14
21827	Parkinson	Blue Circle	9-29-12-20	59	16
16902	Harris	Stone	13-21-14-16	61	17
20569	Martin	Broadstairs	21-11-R-11	61	17
20641	Townsend	Blue Circle	20-19-9-19	65	19
20005	J. Farrar	Stone	/-9-17-15	69	20
20689	Statham	Budworth	12-32-22-18	70	21
20265	Wright	King George	18-25-10-27	71	22
21452	Thraves	King George	25-13-19-28	75	23
20374	Hardman	Budworth	17-24-20-22	77	24
16707	Wade	Stone	26-26-36-12	82	25



Sanctioned Snipe Regattas

AUGUST 2-3, NEW ENGLAND CHAMPIONSHIP, Bantam Lake Fleet No. 301, George Coleman, 43 Caya Ave., West Hartford, CT 06110.

AUGUST 2-3, DISTRICT III JUNIOR CHAMPIONSHIP, Diamond Lake Fleet 158, Earl Troeger, 3047 Woodmont Dr., South Bend, IN 46614.

AUGUST 9-10, OLD CHICAGO REGATTA, Chicago Fleet 86, Brian Sherry, 2141 Drury Lane, Northfield, IL 60068.

AUGUST 9-10, ONTARIO CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfdale, Oakville, Ontario, Canada.

AUGUST 11-15, CANADIAN NATIONAL CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfdale, Oakville, Ontario, Canada.

AUGUST 16-17, U. S. JUNIOR NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

AUGUST 18-22, U. S. NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

AUGUST 23-24, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet No. 231, Richard Leonard, 312 Park Ave., Naugatuck, CT 06770.

SEPTEMBER 6-7, LONG ISLAND SOUND OPEN, Sea Cliff Fleet 4, Dana F. Schnipper, 59 Park Way, Sea Cliff, NY 11579.

SEPTEMBER 6-7, INDIANA OPEN, Indianapolis Fleet 409, Dr. Lewis Lapps, 5331, Hawthorne Dr., Indianapolis, IN 46226.

SEPTEMBER 13-14, LAST CHANCE, Crystal Lake Fleet 123, Bill Laskey, 330 Dolle Lane, Crystal Lake, IL 60014.

SEPTEMBER 13-14, WEATHERBY LAKE HOSPITALITY REGATTA, Weatherby Lake Fleet 698, Hans Hagen, 9909 NW 74th, Parkville, MO 64152.

SEPTEMBER 13-14, MASS BAY OPEN/CALL-OF-FALL, Mass Bay Fleet No. 224, Mike Goll, 16 Johnson Ave., Winthrop, MA 02152.

SEPTEMBER 20-21, JOE RAMEL MEMORIAL, Lake Lotawana Fleet 49, Guthrie Carroll, 647 Romany Road, Kansas City, MO 64113.

SEPTEMBER 20-21, OHIO (OPEN) STATE CHAMPIONSHIP, Portage Lakes Fleet 110, Dick Hand, Zpt B-4, 727 Hancock Ave., Akron, OH 44314.

SEPTEMBER 27-28, CALL OF FALL, Bantam Lake, Fleet 301, Roderick M. Cross, Beach St., Litchfield, CT 06759.

SEPTEMBER 27-28, HOOSIER HARVEST, Muncie Fleet 557, Steve Sherman, 1712 Winthrop Dr., Muncie, IN 47304.

OCTOBER 4-5, OXFORD INCIDENT/ACCIDENT, Acton Fleet 515, Michael T. Zalzal, 4001 Sharon Park Lane, No. A-19, Cincinnati, OH 45241.

OCTOBER 18-19, FRIGID DIGIT, Annapolis Fleet 532, Ned Lawson, P. O. Box 1463 Annapolis, MD 21404.

NOVEMBER 1-2, HALLOWEEN REGATTA, Atlanta Fleet No. 330, Don Simpson, 2993 Karen Lane, Marietta, GA 30002.

NOVEMBER 28-DECEMBER 6, WORLD CHAMPIONSHIP, Punta del Este, Uruguay.

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	ITALIAN NATIONAL CHAMPIONSHIP	1st	PACIFIC COAST CHAMPIONSHIP	1st
	PORTUGUESE NATIONAL CHAMPIONSHIP .	1st	SILVER SNIPE	1st
	NORTH AMERICAN CHAMPIONSHIP	3rd	DANISH GOLD CUP	1st & 2nd
	ENGLISH NATIONAL CHAMPIONSHIP	1st	SWEDISH NATIONAL CHAMPIONSHIP	1st & 2nd
1975	BACARDI CUP	1st		

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