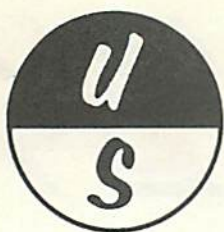


SNIPE ***BULLETIN***



AUGUST 1977



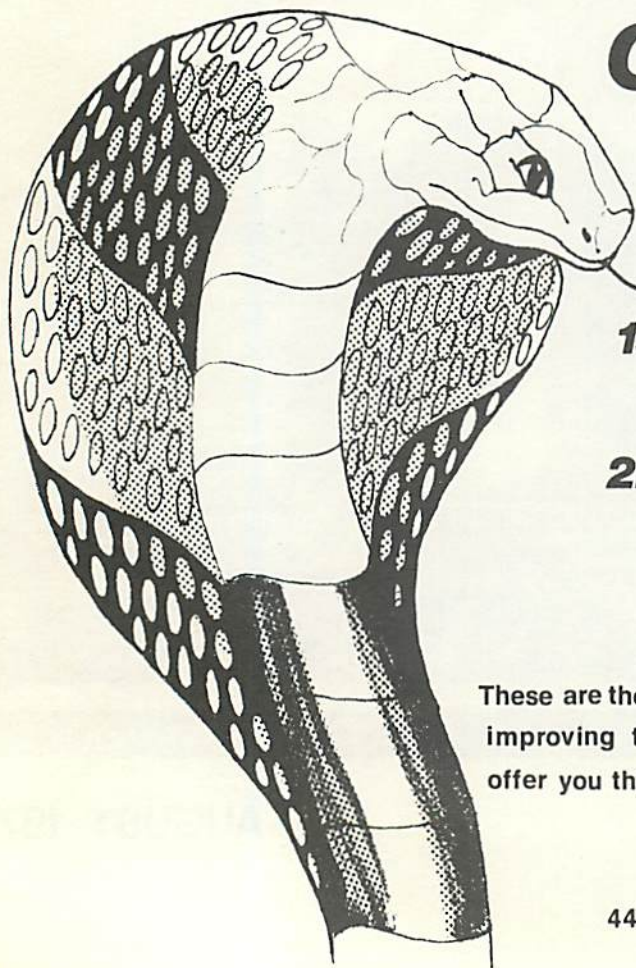
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SNIPER BULLETIN

SNIPER CLASS
INTERNATIONAL RACING
ASSOCIATION

AUGUST 1977
Vol. XXVI No. 8

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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

\$3.00 per year, \$3.00 of the amount
of dues in SCIRA are paid for a year's
subscription to the SNIPER BULLE-
TIN.

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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 COMMODORE SEZ

As I mentioned in last month's col-
umn, one of the proposals that has been
put forth to increase the Snipe Class in
the USA was developed by Past Commo-
dore Buzz Levinson.

He feels that we need an easier source
of supply of new boats than a few
builders scattered across the country.
Many growing classes sell their boats
through dealers who always have a com-
pletely rigged boat ready for the buyer
who walks into the showroom.

His idea was to have the larger fleets
and/or each district have a new boat
available for the ready buyer in the
following manner:

(A) The fleet or district would buy a
new boat from an authorized builder,
preferably in the Fall or early Winter
when builders are looking for work.

(B) SCIRA-USA would contribute
\$1500-\$1800 toward the cost of the
boat.

(C) Someone in the fleet or district
would be personally responsible (by sign-
ing a note) for the care and storage of the
boat.

(D) The fleet or district would supply
the balance of the purchase price to the
builder and also pay the delivery charge
when the boat is delivered.

(E) When the boat is sold, the money
would be repaid to SCIRA, or another
Snipe could be ordered.

(F) If the boat is not sold within one
year, SCIRA could reclaim the boat and
reimburse the fleet or district for its
deposit, provided the boat is in new
condition.

This offer would have to be on a first
come, first served basis, because, proba-
bly fewer than 10 boats could be fin-
anced at one time by SCIRA-USA.

Obviously, there are some potential
problems to be worked out of this pro-
posal, but it will be discussed at the U. S.
Board of Governors meeting in Dallas in
July.

If you have an idea that you think
might increase the Class membership, we

would like to hear from you. Drop a note
to U. S. National Secretary Ralph Swan-
son, Buzz Lamb or myself. We will give it
every consideration.

DNW

Cracker Barrel Goes Public

The deed of gift for the Cracker Barrel
Trophy, formerly the District IV Team
Championship, has been changed to in-
clude two man teams from any SCIRA
fleet. The 1977 Regatta is scheduled for
October 8-9 on Lake Harding at Chatta-
hoochee Sailing Club. Write: Dick Mc-
Michael, 3805 Woodmont, Dr., Colum-
bus, GA 31907 for details.

Missing Bicentennial T-Shirts?

Write or call: Mel Russell, c/o Multi-
Image, 1129 E. Fayette St., Syracuse NY
13210. Phone Office: (315) 476-0850 or
Home: (315) 673-3037.

THE COVER

District V Governor Fritz Gram and
his crew Jeff Williams hold 16699 on a
perfect plane as they reach toward vic-
tory in the next to last race of Bermuda
Race Week. Fritz won the race, finished
third over all in the regatta. Bermuda
News Bureau Photo.

THE SCORE

Twenty numbers were issued last
month with Finland leading the list,
taking 10. Denmark got 5, the U. S. 4 and
Colombia 1. No new fleets were char-
tered.

Numbered SNIPES— 22872
Chartered Fleets — 752

Snipe Scores Fifth in One-Of-A-Kind

Vice-Commodore Bruce Colyer with able crew Glenn Sutter represented the class in Yachting's latest One-of-a-Kind Regatta at Lake Carlyle, IL. Their fifth place in the two-man centerboard class was the highest Snipe has attained in one of these contests. Bruce sent a report of the regatta which is excerpted below:

The original regatta was created shortly after World War II from the enthusiasm developed from Thistle and Lightning sailors feuding about which boat was faster. As a result Bob Bavier of YACHTING MAGAZINE put together a regatta for all classes to sail under a handicap system. The theory being that all boats sailed properly by their own class' representatives, should finish at the same clock time; and, the faster boats would surface as superior speedsters to end all arguments.

This was the 9th One-of-a-Kind Regatta, and it is extremely apparent that there isn't any way to devise an equalization formula for all sizes and shapes of sailboats.

To prove this point, the Windmill easily won our 2-man centerboard division on corrected time. It was able to

keep up with the Thistle, Lightning, Y-Flyer, Coronado 15, and even stayed close to the 20 foot long Highlander with a spinnaker. It is 6" longer, 200 lbs. lighter, a planing hull, and possesses substantially more sail area than our Snipe. However, the Windmill only owed us a little more than one minute on the long Olympic course.

Glenn and I sailed all six races very efficiently, pushing our Snipe hard and finishing ahead of any boat that was close to us. All of the other competition remained approximately 1/4 mile ahead of us in these races. This should be self-explanatory.

The wind velocities ranged from 5 to 35 mph breezes — in four of the six races, it blew enough to plane. The final race all "Hell" broke loose, and we sure had fun planing through the endless turned over and wrecked boats. After this race many compliments were bestowed on our "Super Snipe Boat".

In conclusion, Glenn and I appreciated the privilege of representing our fine Snipe class; plus we enjoyed sailing against and visiting with some of the finest sailors in the world.

Bruce, Bloody Red Baron

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50

Fifty Years of Sailing Marked at Cuba Lake

40th ANNUAL NEW YORK STATE SNIPE CHAMPIONSHIPS 10th ANNUAL BOLDE MOTHER INTERGALACTICS Top 25 of 43 Entries

Boat	Skipper/Crew	Places	Points	Finish
17387	Jerry Thompson/Kimberly Thompson	1-1-5-1-5	20	1
20707	Terry Timm/Clare Berryman	9-3-1-2-9	38.7	2
22551	Bill Buckles/Priscilla Soares	2-9-3-3-10	45.4	3
19491	Russ Cook/Terri Cook	6-10-7-8-2	57.7	4
20690	Jim Belford/Phyl. Belford	7-4-2-13-13	62	5
20689	Ted Hains/Noreen Hains	4-14-15-4-4	65	6
19075	Jack Pierce/Liz Pierce	3-5-8-16-12	70	7
22699	Bob Blomquist/Glenda Blomquist	13-17-4-14-3	75.7	8
16699	Fritz Gram/Bufy	8-nf-14-5-1	78	9
19721	Les Larson/Vic Larson	19-2-9-9-20	84	10
22284	Jack Pierotti/Mary Pierotti	15-8-12-12-19	96	11
20311	Chuck Fox/Helen Fox	10-15-10-15-21	101	12
19793	Lucius Bugbee/Todd Perrigo	12-20-8-17-12	101	13
18112	Wayne Soares/Marji Kneulman	17-22-16-11-8	104	14
20661	Ned Daly/Kitty Daly	26-13-13-6-17	104.7	15
14002	Keith Donald/Guy Connelly	5-23-6-20-22	104.7	16
14356	Jeff Williams/Hand van der Horst	14-6-11-12-24	108.7	17
19177	Fred Thurston/Pat	11-11-ns-16-11	115	18
21458	George Hock/Peggy Noble	16-7-19-25-23	120	19
19450	Graham Hoffman/Glenn Hoffman	18-18-29-10-18	123	20
21412	Bob Borer/Katarina Borer	21-16-24-26-14	132	21
21463	Mike Hays/Andy Wormer	ns-19-ns-22-6	139.7	22
20222	Rob Hays/Maureen Hays	36-21-nf-19-15	148	23
14733	Dana Perrigo/Bob van der Horst	23-12-18-31-ns	149	24
11389	Howie Fletcher/Cindy Munger	28-ns-17-21-26	158	25

The 10th annual Bolde Mothers Inter Galactic Snipe Championships were sailed on beautiful bucolic Cuba Lake June 4 and 5, 1977 in conjunction with the 40th annual New York State Snipe Championships — 50 years of sailing, no matter how you look at it.

We were delighted with the turn out in terms of size (43) and quality. Bermuda's national champion Wayne Soares finished 14th and helped with the trophy presentation. It marked former U. S. national champion Les Larson's return to Snipe sailing after a ten year lay off. Les finished 10th with his father, Vic, as crew. The Canadians sent past national champions Ted Hains and Jim Belford who finished 6th and 5th. Dirk Kneulman, current champ made it in time for the party Saturday, but his sister crewed for Wayne.

Former Intergalactic champion Bill Buckles finished third with the able assistance of his crew Priscilla Soares. Terry Timm finished a bride's maid in his first trip to the Dismal Valley. John and Pam Johns sailed but one race in a borrowed Lofland with a wooden mast stepped on deck and managed a 25th. Pam, however, went on to win the dance and party trophy on Saturday night.

Local folk hero "The big frog" Fritz Gram distinguished himself by being the only capsized of the regatta, trying to jibe past Thompson in a fight for first place during the second race. His home made Snipe did not self rescue properly and he was unable to finish and lost his bid for a fourth N. Y. S. title.

Defending N. Y. S. champion Russ Cook finished fourth over.

Winner was last year's Bolde Mother winner Jerry Thompson of Lodi, New York with his 14 year old daughter Kimberly as crew.

Weather was perfect. All five scheduled races were sailed in light-medium breezes under the fine direction of Don Cutler of Cuba Lake.

The near full moon set the stage for Blue Grass sounds of Enchanted Mountain Green. Nearly all who attended wore their Bolde Mother T-shirts and everyone drank beer from the 4 spout beer truck which never ran dry, using their Bolde Mother cups. Pam Johns was the unanimous choice as dance winner.

Leo Murphy
Cuba Lake Fleet Captain



Top winners include, from left, standing – Pam Johns, Terry Timm, Jerry Thompson, Russ Cook; kneeling – Bill Buckles, Priscilla Soares, Clare Berryman, Kim Thompson, Terri Cook.



Mary Pat Donaldson of Cazenovia Lake, N.Y., assisted the race committee staff on the crash boat.



Terry Timm and Clare Berryman (at right) receive their awards from Bob Johnston (left), Wayne Soares and Leo Murphy.

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National Championship

Fleet 664 was host for our Ninth National Snipe Championship held at Papudo Bay the last two weekends in February. 18 boats participated. The first two races, run in winds upwards of 20 knots, gave the rescue team a good test due to the several capsize (2 or 3 in each race) among the big waves which made it very difficult to right some of our boats. The following races, we had very fine weather, with winds between 10 and 15 knots, together with a smooth sea and sunny days.

From the first race, a balanced fight

was observed between Storm, crewed by Alfredo Gonzalez and Rodolfo Tirado, and Wind II with Luis Herman and Frederico Pflingsthor. The first place was only certain in the last race, with Alfredo Gonzalez first and Luis Herman second.

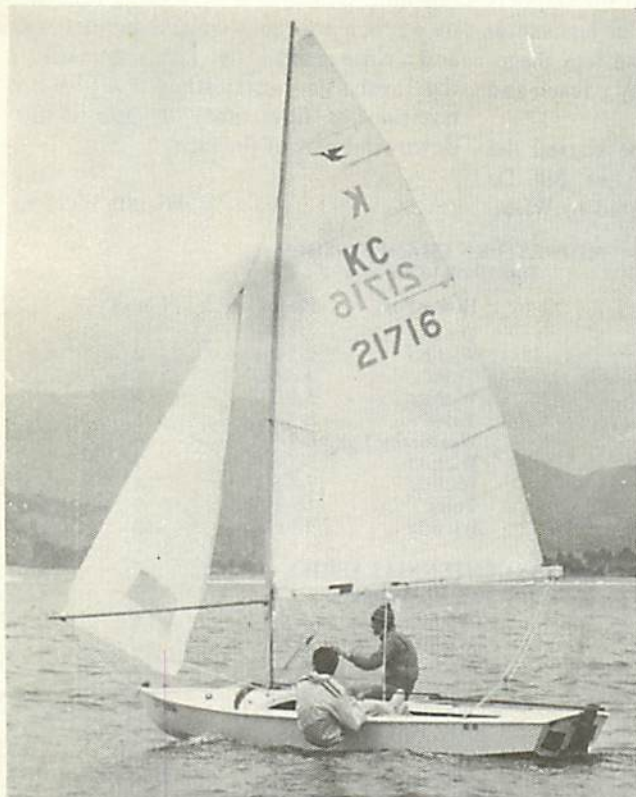
World Championship Qualifying Series

Two weeks later we ran six races to select the two crews that will represent us in Denmark. This Tournament was held at Algarrobo, home of Fleet 645, and one of our most beautiful summer resorts. Twelve boats took part, and just before the last race, 5 boats were in contention to qualify.

The winds were mostly from the southwest from 5 to 10 knots — normal Chilean conditions at the end of Summer. The first place was awarded to Andres and Fernando Elgueta, and second was for Alfredo Gonzalez and Rodolfo Tirado. They are all now headed for hard training for the world championship.

Bernardo Berdicheski
National Secretary, Chile





Chile's new National Champions (don't let the sail numbers fool you) Alfredo Gonzalez and Rodolfo Tirado on a pole reach.

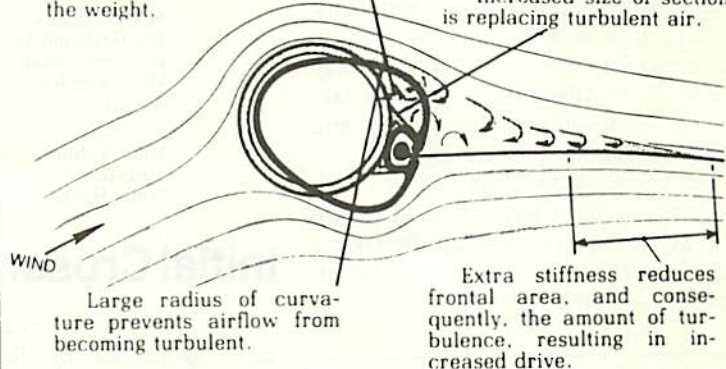


Alfredo Gonzalez (left) and Rodolfo Tirado, Chile's new National Champions.

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Davis Is Steady As The Winds At Wichita

It is not news for Henry Davis of Omaha to win in this district, so his three firsts places in the Midwestern Championship on Santa Fe Lake near Wichita June 18 and 19 were no real surprise. What was a pleasant surprise was the cool weather — mid 70s to low 80s, and steady (well sort of anyway) breezes of 10 to 15 mph.

Ted Wells pushed Henry in the first and third races, but was only able to recover to fifth place after being over the line early at the start of the second race. Bruce Hurst of Tulsa took third overall, followed by Bob Williams of Wichita, Martin Bebb of Tulsa and Terry Croasdale of Weatherby.

In the Kansas Centennial series run five minutes after the Midwestern series, Mike Williams took first, followed by Jim Grabendyke, DeeDee Carroll, and Mary Ann Rix, all of Wichita.

One Junior race was run Saturday morning, with Mike Axton of Tulsa taking first, followed by Janice Rix and Jamie Hughes both of Wichita.

Even the wind direction behaved well. The Saturday races were on an X course with two beats diagonally up the lake, a reach across the lake, and a run the length of the lake — two laps plus three legs.

The Sunday race was delayed for a short time waiting for an early morning thunder shower to get out of the way. The course was announced at the skippers meeting as being the more or less standard X course with windward legs diagonally up the lake separated by a reach and followed by a run.

Before the race could be started the wind shifted almost 180°, so Bill De Arman, the Tulsa RC imported to Wichita,

flew a reverse course flag, moved one mark a bit, and the race consisted of a windward leg the full length of the lake (all nine tenths of a mile of it) followed by a run, a jibe, another run, another jibe, and a close reach — two laps and a beat to the finish. Very interesting. It settles the question of how often to jibe on the downwind part of the race.

Ted Wells
Wichita Fleet 93

MIDWESTERN CHAMPIONSHIP Top 10 of 18 Entries

Skipper	Home Port	Places	Finish
Henry Davis	Omaha	1-1-1	1
Ted Wells	Wichita	2-5-2	2
Bruce Hurst	Tulsa	4-4-5	3
Bob Williams	Wichita	3-9-3	4
Martin Bebb	Tulsa	8-3-4	5
Terry Croasdale	Weatherby Lake	6-2-9	6
Ken Rix	Wichita	5-7-6	7
Bob Fugit	Wichita	7-6-8	8
Scott De Arman	Tulsa	10-8-11	9
Preston Brammer	Wichita	9-11-12	10

KANSAS CENTENNIAL SERIES Top 5 of 10 Entries

Skipper	Home Port	Places	Finish
Mike Williams	Wichita	4-1-1	1
Jim Grabendyke	Wichita	1-2-5	2
Dee Dee Carroll	Wichita	2-4-2	3
Mary Ann Rix	Wichita	3-3-3	4
Al Salle	Wichita	6-6-4	5

JUNIOR RACE

Skipper	Home Port	Places	Finish
Mike Axton	Tulsa		1
Janis Rix	Wichita		2
Jamie Hughes	Wichita		3

Initial Crossroads Regatta A Success

The 1st annual Crossroads Snipe Regatta sponsored by Snipe Fleet 407, Memphis, took place May 21 and 22 under almost ideal sailing conditions. The turnout was excellent for a first-time regatta with 19 entries.

Saturday's races were sailed in 10-15 knot winds with sunny skies. Van Wesley from Chattanooga won the first race and Lou Dixon from Springfield took second. In the second race Dixon came out on top and Van Wesley was second. That evening there was a complimentary bar-b-

que chicken dinner, prepared by the Longworths and the Schneiders. It tasted great and nobody got sick.


Sunday morning's race started in nice breezes again, but they became fairly light by the last windward leg. Lou Dixon nosed out Van Wesley and clinched first place in the regatta. George Lee and Erle Bennett of Memphis took 3rd and 4th place silver, a respectable showing for the local sailors.

On the whole, the regatta couldn't have been better, thanks to the beautiful weather and a lot of work by almost everyone in the fleet, especially regatta chairman, Stewart Waugh. We thank everyone who came, and hope that you will meet at the Crossroads again next year for a bigger and even better regatta.

Russ Prewitt
Fleet Captain

CROSSROADS REGATTA Top 10 of 19 Entries

Boat	Skipper	Home	Places
18926	Lou Dixon	Springfield, Ill.	2-1-1
21021	Van Wesley	Chattanooga,	1-2-2
21708	George Lee	Memphis	4-4-3
22468	Erle Bennett	Memphis	3-5-6
16680	Bryson Lesley	Chattanooga,	5-9-7
21357	Joe McGowan	Jackson, Ms.	6-7-8
20897	Joe Buzhardt	Jackson, Ms.	8-10-5
19844	Russ Prewitt	Memphis	12-8-4
22289	Stewart Waugh	Memphis	17-3-9
20262	Albert Lamar	Jackson, Ms.	7-11-13



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Lou Dixon Takes '77 Slauson

The I.V.Y. Club was the host of the 16th annual Slauson Memorial Regatta, named for Cleve Slauson, longtime Snipe sailor. Although thunderstorms threatened Friday, Saturday brought sunny skies and good winds.

Starting at 1:00 on Saturday, 22 boats were on the line in winds of 15-20 knots. In the first race, Lou Dixon took the lead and held it to the finish. Second was Bill Coberly of Decatur, with Dave Chapin in third.

In the second of the three races, Lou Dixon again was the winner with fellow Springfielder Jeff Evans second, and Dan

Wesselhoft third. The only mishap of the race was a frustrated fist through the deck of a wooden boat, names will remain unmentioned (Paul).

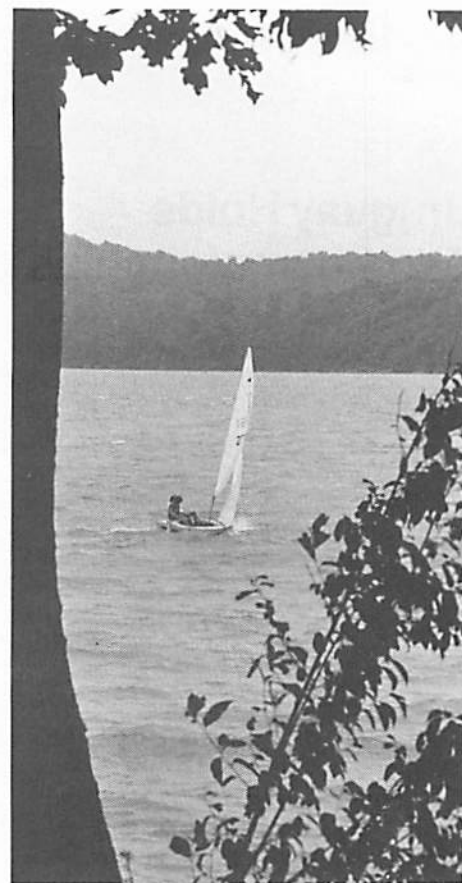
The third and final race saw a battle for the lead on the first two legs with Ray Schmit ahead, holding the lead throughout the rest of the race, with Dave Bettinghaus second, and Dave Chapin slipping by Lou Dixon for third.

Sunday brought drifting conditions and 360° shifts with the races being called at 11:00. Trophy presentation followed.

Dave Bettinghaus
Peoria Fleet No. 131

SLAUSON MEMORIAL REGATTA Top 12 of 22 Entries

Boat	Skipper	Club	Places	Points	Finish
18926	Lou Dixon	IBYC	1-1-4	8	1
19432	Dave Chapin	IBYC	3-5-3	21.4	2
20026	Jeff Evans	IBYC	4-2-7	24	3
20299	Dave Bettinghaus	IVY	8-6-2	28.7	4
19062	Mike Zalzal	Acton Lake	7-4-8	35	5
20659	Ray Schmit	Chicago	12-12-1	36	6
21790	Bill Coberly	Decatur	2-13-9	37	7
18266	Daniel Wesselhoft	IVY	5-3-16	37.7	8
20004	Lee Griffith	Acton Lake	9-7-5	38	9
19714	Jeff Baker	Chicago	10-11-6	44.7	10
21120	James Hill	Acton Lake	6-10-14	47.7	11
21460	Sterling Beimfohr	Chicago	11-8-11	48	12



Photographer David Cox frames a Snipe near the Privateer Y.C., Chattanooga.

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Uruguay Holds Two Championships

The International Punta del Este Challenger regatta was held during Easter Week with 5 boats from Argentina, 9 from Brazil, and 16 from Uruguay, the host country. Argentina's sailmaker Wilson Pereyra won the regatta. Carlos Murguia, Uruguay, was second, with Torkel Brostrom, Argentina, only .3 points behind. Brostrom, who was disqualified after winning the 4th race, would otherwise have won the regatta. Uruguay's Pedro Garra, and Brazil's Paulo Oliveira completed the top 5 finishers.

Wilson Pereyra used the old type Skipper boat and his own mast and sails. Carlos' boat was the Finnish wooden boat, formerly owned by Bjurstrom, with Bruder Mast and Neils Ostergren sails. Torkel's boat is the new Nautilus fiberglass boat, made in Argentina by Wilar Castex, and was the fastest of all. He used a Bruder mast, and sails by M&N and Ostergren.

National Championship

The Uruguayan National Championship held in May, was dominated by young Carlos Murguia, who finished more than 20 points ahead of veteran Snipe sailor Horacio Garcia Pastori. Pedro Garra

Boat	Skipper/Crew	Places	Points	Finish
21450	Wilson Pereyra/Alejandro Bertomeu	(13)-1-1-1-1-1	17.0	1
21671	Carlos Murguia/Gustavo Llambias	1-5-3-(d)-6	27.4	2
21871	Torkel Borgstrom/Diego Brauer	2-6-5-(d)-2	27.7	3
21454	Pedro Garra/Cesar Brignone	4-2-4-6-(7)	30.7	4
14717	Paulo Geraldo Oliveira/Renato Da Costa	(21)-8-2-8-3	36.7	5
20335	Horacia Garcia Pastori/Felix Leborgne	3-3-(11)-9-9	41.4	6
21597	Paulo Renato Paradedda/Herbert Heydrich	6-11-(14)-2-10	47.7	7
20338	Fernando Thode/Eduardo Thode	11-9-(12)-1-11	49.0	8
22303	Jurgen Petersold/Roberto Harris	(16)-14-10-3-4	49.7	9
12104	Dante Ramenzoni/Marco Ramenzoni	5-4-8-(nf)-15	53.0	10
12733	Pedro Sisti/Daniel Mugaburu	8-(24)-13-5-5	53.0	11
22577	Jorge Sanjurjo/Walter Soiza	7-10-(22)-4-16	59.0	12
22209	Guillermo Rana/Miguel Gattas	10-(17)-6-16-13	68.7	13
12000	Flavio Caiuby/Priscila Caiuby	19-12-7-7-(ns)	69.0	14
12107	Eduardo Caiuby/Eduardo Bomgisel	(20)-7-9-14-18	72.0	15
20337	Jose Torre/Jorge Manganelli	22-(nf)-15-13-8	82.0	16
21556	Reginaldo Kuhlmann/Cyro Lebrao	18-13-(21)-10-1984.0	98.0	17
10826	Harry Guiria/Jose Foglia	9-16-24-(nf)-22	95.0	18
22204	Fernando Sanjurjo/Marcos Mugaburu	(ns)-ns-17-15-12	98.0	19
22315	Alopho Lindenberg/Joao Caldeira	23-22-18-12-(ns)	99.0	20

URUGUAYAN NATIONAL CHAMPIONSHIP Top 15 of 21 Entries

Boat	Skipper/Crew	Places	Points	Finish
21671	Carlos Murguia/Gustavo Llambias	1-2-1-3-1-1-2	6.0	1
20335	Horacio Garcia Pastori/Felix Leborgne	2-3-4-1-8-5-1	26.7	2
21454	Pedro Garra/Cesar Brignone	3-dq-3-2-5-2-4	35.4	3
20338	Fernando Thode/Eduardo Thode	4-1-7-8-2-3-7	42.7	4
20336	Heber Ansorena/Carlos Garcia	6-5-6-5-4-7-3	57.1	5
22207	Eberardo Finck/Daniel Arjona	nf-8-2-6-3-8-5	58.4	6
22203	Horacio Garcia Terra/Leonardo Filipelli	dq-10-8-7-10-6-6	82.4	7
20337	Jose Torre/Jorge Manganelli	9-11-5-12-12-4-nf	84.0	8
10826	Harry Guiria/Daniel Borretti	13-7-11-10-7-9-8	88.0	9
22205	Gustavo Rana/Guillermo Munoz	7-4-9-11-6-ns-ns	91.7	10
22209	Guillermo Rana/Miguel Gattas	8-6-12-4-9-nf-nf	93.7	11
20293	Alberto Viera/Jesus Molina	ns-9-13-9-13-nf-ns	111.0	12
20334	Roberto Righi/Eduardo Alvarez	11-14-10-ns-11-ns-ns	124.0	13
12780	Orosman Pingaro/Patricia Wiedemann	12-15-14-13-14-ns-ns	125.0	14
15282	Enrique Gudyna/Igor Novicow	16-16-16-14-16-ns-ns	135.0	15

was third, and Fernando Thode and Heber Ansorena completed the top finishers in the 21 boat fleet.

Murguia and Thode are expected to be

among the competitors in the World Championship in Denmark.

Jose Luis Murguia
National Secretary



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Wells Wanderings



by Ted Wells

AUGUST 1977

WHO WOULD BELIEVE?

That a week after Kansas had had the highest temperature in the nation on three days, Wichita Sailing Club could put on a regatta with temperatures from the mid 70s to the low 80s? or that with severe thunderstorm warnings all over the state, and Wichita's reputation for winds that blow people out of the water, the wind both Saturday afternoon and Sunday morning would be perfect — no drifting (there were of course a few holes and streaks) and never strong enough to be out of control — occasional sedate planing on broad reaches, and no double whammy gusts? Whoever would believe this? The answer of course is only the really hard bitten regatta goers. The result was the smallest number of out of town boats in a long time at our regatta.

Regattas out here have all been small this year. Is the high cost of travel getting to our skippers? Some fleets whose members don't travel are finding that people can stay away from their regattas. The weather people had to drive through to get to Wichita wasn't conducive to getting people out of bed and on the road early in the morning either.

SOME RULES QUESTIONS

Henry Davis has been winning races in this district with great frequency so I was much surprised and pleased in the Wichita regatta when I took a good tack and Henry took a bad one approaching the second windward mark in the first race. I got there a little ahead of Henry and managed to stay ahead of him more than half the way down the lake.

We were both on port tack, dead before the wind when Henry got a puff and a small change in wind direction causing him to jibe to starboard and to overtake me rapidly from dead astern due partially to the puff and partly due to blanketing. He

pulled alongside to starboard of me, which would put him inside at the mark and asked "What would have happened if I had climbed up on your transom when I was overtaking you? Port tack is supposed to keep clear, but so are overtaking boats. Which takes precedence?"

We didn't reach a decision on the water but from reading the rules for the umpteenth time since then, I think he could have nudged me gently, causing no serious damage because of the low speed difference, and I would have had to do a 720. The rule says than an overtaking boat on the same tack must keep clear, and doesn't cover opposite tacks. He couldn't have jibed quickly and climbed immediately up on my transom, but I think that if he gave me time to keep clear, he could have hit me safely.

Speaking of the 720 rule — does the wording of the present rule preclude our allowing precautionary 720s which may be done without admitting guilt and without losing the right to protest? The rule now is in part IV and therefore can't be changed by the sailing instructions — but can it be interpreted to mean that you can do a voluntary 720 and still protest? I think so.

The rule (33.1) is entitled "Accepting Penalty" and says "A yacht which realizes she has infringed a racing rule . . . may exonerate herself by accepting an alternative penalty when so prescribed in the sailing instructions." Appendix 3 gives details on how to carry out the exonerating, again mentioning "A yacht which acknowledges infringing" etc.

If all cases of alleged rule infringement were clearly true or false, this would be fine but they seldom are, and decision reversals on appeals would seem to indicate that supposed experts are not always right or at least don't always agree.

So — Rule 33.1 can't be changed. Accept what it says. But — it doesn't say that a yacht can't do a 720 any time it wants (if it doesn't interfere with anyone) and it doesn't say that while doing what may be an unnecessary maneuver, the yacht can't fly a protest flag and advise the other yacht that she is being protested, then follow through in accordance with paragraph 68.

As an example — yacht A is approaching the windward mark on a port tack. Yacht B is approaching on a starboard tack. Yacht A thinks she has room to tack in front of yacht B and does so. Yacht B sees things in a different light and keeps going while screaming "starboard". The bow of B just touches the transom of A so under rule 33.2 somebody has to do something. A obviously will claim she completed her tack to a close hauled course in time for B to take evasive action (rule 41.2). Yacht B's version is that the collision occurred at the exact instant that A reached a close hauled course, and before B could accomplish evasive action. B has the regatta sewed up and can lose it only by drawing a DSQ. The skipper of B also feels that his sacred rights as a starboard tacker have been infringed and is not about to let the skipper of A off the hook — so B does a 720 at the proper time, flies a protest flag immediately and advises A in a very loud voice that a protest is forthcoming. I maintain that the protest should be heard and sustained.

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. \$1.00 per copy—10 for \$8.00. From SCIRA only.

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AUGUST 6-7, DISTRICT III JUNIOR CHAMPIONSHIP, Cowan Lake Fleet 433, John Braun, 128 Wilmuth Ave, Cincinnati, OH 45215.

AUGUST 13-14, WOLVERINE REGATTA, Barton BC Fleet 520, John Johns, 126 West Hoover, Ann Arbor, MI 48103.

AUGUST 12-15, EUROPEAN JUNIOR CHAMPIONSHIP, Portuguese Fleets, Jose Guerra, Club De Vela Atlantico, Leixoes, Porto, Portugal.

AUGUST 19-21, SNIPE GOLD CUP REGATTA, SCIRA Denmark, (Immediately preceding Snipe World Championship in the same waters.)

AUGUST 20-21, WIS-MINN OPEN, Green Lake Fleet 129, Ken Kinas, Lakeview Dr, Green Lake, WI 54941.

AUGUST 21-29, 28th SNIPE WORLD CHAMPIONSHIP, Skovshoved Sejlklub, Nils

Toftgaard-Hansen, Skovshoved Sejlklub, Shovshoved Havn, DK-2920, Charlottenlund, Denmark.

AUGUST 27-28, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet 231, Ned Daly, 193 Clough Rd, Waterbury, CT 06708.

AUGUST 27-28, SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet 597, Phil Morse, 4416 W 13th St, Topeka, KS 66604.

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

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.

SEPTEMBER 24-25, MYSTIC LAKE OPEN, Winchester Fleet 77, James Fraser, 9 Essex St, Medford, MA 02155.

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 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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Van Wesley Defends District IV Title

Defending Champion Van Wesley of Privateer YC won the District IV Championship sailed on Pensacola Bay June 4th and 5th. Vice-Commodore Bruce Colyer, Ft. Lauderdale, finished second, and Gonzalo Diaz, Miami, was third. Pete Duvoisin, PYC, and Francis Seavy, Clearwater, completed the top 5 in the 36 boat fleet. Steve Guebert of Atlanta Yacht Club won the Hook Junior Trophy.

The winds were very light as the fleet set out for the first race, but by the time they rounded the reaching mark, the sea breeze took over and some planing was possible. Joe McGowan led at the windward mark, but was overtaken by Buzz Lamb on the 1st reach. Van Wesley took over the lead at the 2nd windward mark and led to the finish. Bruce Colyer took the shorter end of the line to go from 4th to second. Lamb was third, and Francis Seavy 4th.

The sea breeze continued to increase between races, and in the second race planing conditions prevailed during both reaches, with the wind dying somewhat during the last two legs. The starboard side of the course was definitely favored on the first leg, and it was a game of catch up for those who chose the port tack side. Colyer won, followed by Gon-

zalo Diaz, with Van Wesley in third.


Sunday's race, started earlier in the day, was delayed by shifting winds. A lighter wind, and incoming tide changed the favored side of the course. Colyer and Wesley, virtually tied for the championship at this point, chose different sides of the course. Wesley rounded the first mark in second behind Bill Simons, passed Simons on the reach, and was long gone after that. Colyer rounded back in the pack and fought hard to regain lost ground, finishing the race in 5th and the series in second. Simons held on to second place, and Diaz finished 3rd.

Although Pensacola Yacht Club has no Snipe Fleet at present, they offered their facilities to District Governor Albert Lamar to help revive and support small boat sailing in their club.

District IV hopes to consider Pensacola as the site for the US Nationals in the future. The club has spacious grounds with a pool, tennis courts, and ample camping. The Bay is big, shallow, choppy, and offers a good steady sea breeze. There is plenty of space for 2 courses and the race committee, headed by Harry Chapman of New Orleans, was careful and thorough in providing good races.

DISTRICT IV CHAMPIONSHIP Top 20 of 36 Entries

Boat	Skipper/Crew	Fleet	Places	Points	Finish
21021	Van Wesley/Karen Gregory	Privateer	1-3-1	5.7	1
20002	Bruce Colyer/Jimmy Martin	Ft. Lauderdale	2-1-5	13	2
21713	Gonzalo Diaz/Mark Williams	Miami	6-2-3	20.4	3
19091	Pete Duvoisin/Anne Duvoisin	Privateer	7-5-4	31	4
6995	Francis Seavy/Kevin Duido	Clearwater	4-6-7	32.7	5
21359	Steve Cooper/Richard Wesley	Privateer	9-7-6	39.7	6
21705	Mike Brown/Adam Goldweber	Miami	9-7-6	39.7	7
19020	Bill Simons/Barbara Wesley	Privateer	8-17-2	40	8
19596	Joe McGowan/John McGowan	Jackson	12-9-8	47	9
7428	Buzz Lamb/Marge Lamb	Privateer	3-16-15	48.7	10
19747	Dan Williams/Brainard Cooper	Privateer	13-10-11	52	11
22511	Means Davis/Peggy Davis	Atlanta	10-8-18	54	12
19724	Scott Cline/Skip Webb	Privateer	15-12-13	58	13
16104	John Mulhausen/Harry Whitehead	Atlanta	19-13-9	59	14
22468	Erle Bennett/Chris Rigters	Memphis	17-15-14	64	15
20953	Marc Duvoisin/Jane Duvoisin	Privateer	14-23-12	67	16
22215	John Zipperer/Amy	Ft. Myers	18-14-19	69	17
19844	Ross Prewitt/Sam Dayle	Memphis	11-26-16	71	18
21143	Frank Levinson/Joanne Levinson	Clearwater	24-11-23	77	19
19924	Ken Simons/Russ Lee	Privateer	16-24-20	78	20



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