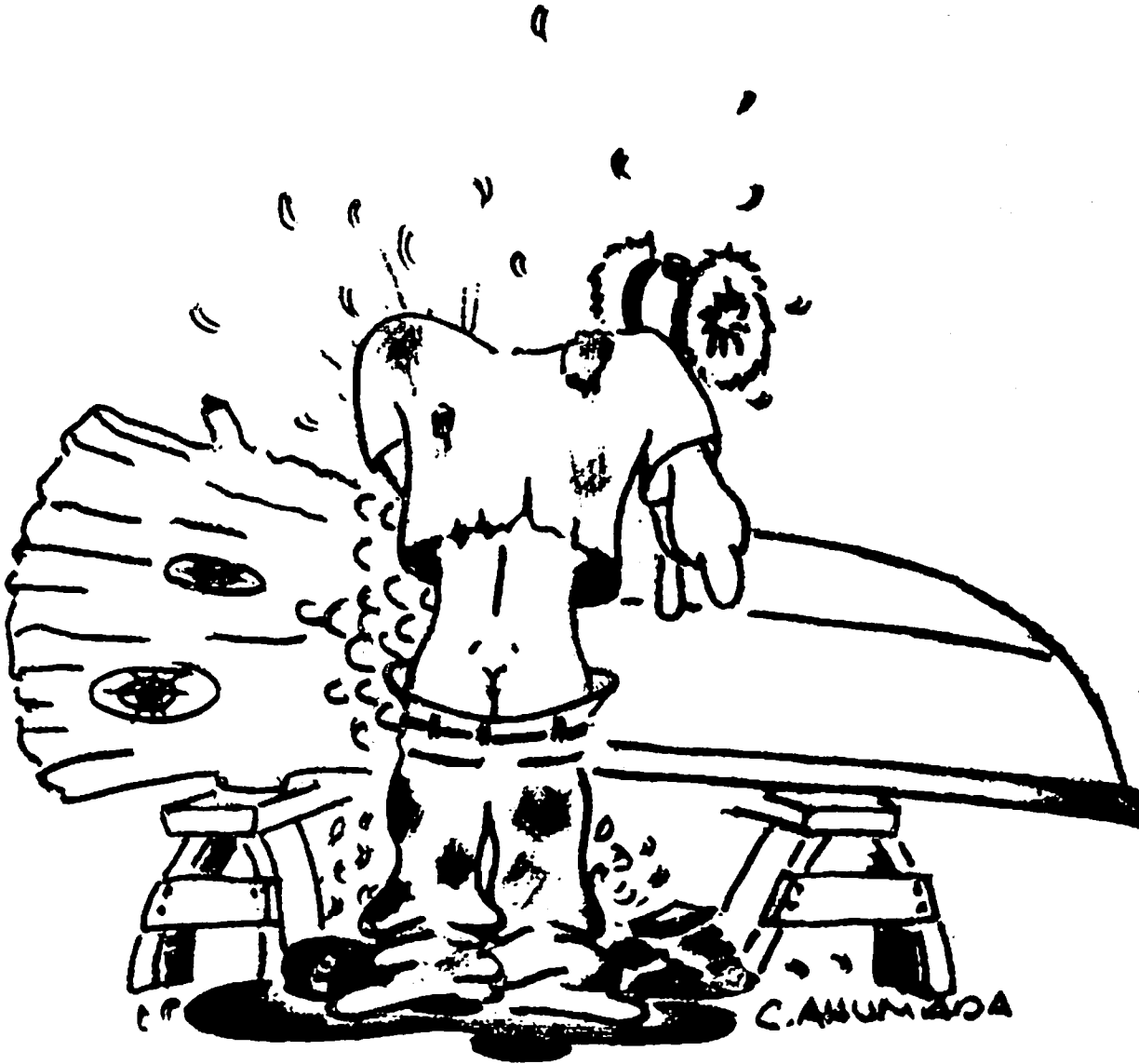


SNIPE
.....
BULLETIN



DECEMBER 1974

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Centerboard Test Program Launched

The Rules Study Committee has come up with a unique plan in the Snipe class. As pointed out in the minutes of the U.S. membership meeting (October, 1974), one idea for a centerboard would be a straight-cut board with a greater width at the bottom. This would satisfy the desire for a single shape and size.

Dan Williams is having some boards made to try out in actual competition. The dimensions for the trial board are 20½" wide at the top and cut to 11" wide at the bottom. This gives an area of about halfway between the radius board and the present 6½" cut board.

A number of top sailors throughout the U.S. have been asked to try this new shape and report their findings. It is felt that the best results will be obtained in a series of match races. An effort is being made to get some testing done in Europe and South America.

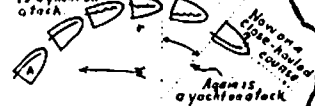
If this testing program is successful the committee will recommend this shape to the Board of Governors for adoption. Implementation of this change in rules is still to be decided but this shape would probably be required for new boats, and for old boats racing at a certain level such as the World Championships.

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Hot off the press... this 15th edition by Fearon D. Moore contains 16 pages of diagrams and explanations of Rules to be used until 1977. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$2.50 for the official IYRU-NAYRU Rule Book, if wanted (one universal price for this book).

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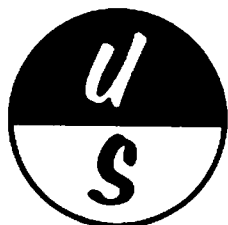
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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

DECEMBER 1974
Vol. XXIII No. 12

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TIN.

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complete with zip code. Allow a
month to become effective.

THE COVER

Our Christmas Cover of two Snipes having a glorious sail in a perfect breeze is another from Dr. Richard Bunting of Omaha. We hope all your sailing in 1975 is as enjoyable as this.

THE COMMODORE SAYS

During the two years as your Commodore, we have logged over 50,000 miles hauling a Snipe throughout the States (Bert did most of this), and over 50,000 miles in traveling, to Snipe regattas outside the United States. In all this traveling, two things are apparent. Not only do we have the best small boat in the world, but we also have the best people sailing them. The welcomes we have received where ever we went are beyond description. To thank everybody individually would require the rest of this Bulletin, but our especial heartfelt thanks go to the sailors, fleet captains, district governors, national secretaries, the Board of Governors, the Officers, the Rules Committee, and the Executive Secretary for their gracious hospitality and support.

The accomplishments in SCIRA over the past two years have been the work of everybody involved in the organization. During my travels, by being able to meet and talk with Snipe people throughout the world, we have been able to exert all our efforts in the same direction. I believe this has helped make the Snipe a better boat and maintained our number one position in the world. I am also pleased to report that through the decal system and the collection work and controlled spending of our Executive Secretary, SCIRA is in a very sound financial condition.

The future of Snipes is as bright as it ever has been. The incoming officers, Stu Griffing, Sven Rantil and Dan Williams, are three of the most able men that I have had the good fortune to work with. They have all had many years in Snipes and are thoroughly familiar with the operation of the class. They should keep Snipes on an even keel and going forward for years to come. The measurement rewriting committee is doing a great job and the results cannot be anything but beneficial. The class is growing throughout the world, and with these officers in charge,

we certainly can look forward to an era of prosperity.

From Lake Hjo to Lake Chatauqua; from the Baltic Sea to Guanabara Bay; from Malaga to Mission Bay; from Bermuda to Lake Ontario; from Nassau to Fort Gibson; from Cartagena to Clearwater; from Boston Harbor to Alamitos Bay; from Annapolis to Miami; from Buenos Aires to the Mystic Lakes, Bert and I want to sincerely thank all the wonderful people that have made my term of office so enjoyable and rewarding. It has been an honor and a privilege to be your Commodore.

See you at the next regatta!

Ralph M. Swanson
Commodore

THOUGHTS WHILE SAILING

"Christmas gift!"

Down South that greeting on Christmas morning entitles the greeter to a gift. I am cheating, I started early, but you have already given yourself about the best gift there is as owner of a boat with a membership in SCIRA. There is an ad in the New Yorker magazine which says something like "last year you bought yourself season tickets to the football games and a trip to Spain. Isn't it about time you got something for your money besides memories?" They are selling sofas. They could have gotten a better ad for their money. The answer is "No."

A boat is a thing, of course. You can sit on it, and ride in it, but the best thing about it is the experience itself, and the memory of it — the friendship with fellow Snipers — those in the fleet — in the district — those all over the world. Every regatta is a get together with friends whether you saw them last week, or last season, or even if you are seeing them for the first time.

The SCIRA office and the Lamb family wish you Merry Christmas, Happy New Year and all good things throughout the 1975 season.

Happy sailing — Christmas gift!



Bob Williams Leads Texas Sailors

Twenty two boats waited for a start at Lake Canyon after air flow from a distant thundershower caused the steady east wind to switch to a drifting breeze from the west. The RC promptly reset the course. The wind increased as the shower moved closer and the first race was started in light air conditions. Boats crossing the line first were moving well and were able to tack onto the best course right away while the trailing cluster proceeded to muddle each other's air. The fleet strung out during the

windward leg and all boats started moving as they picked up cleaner air. The thundershower dissipated during the last leg of the course causing the wind to decrease to a near drifter for the finish. Gary Zars, Brownie Horner and Keith Zars took the first three slots.

The fleet returned to the docks when the second race was postponed to wait for a breeze. The winds obliged by coming up from the east at medium strength. The course was reset and the entire race was conducted in very pleasant sailing conditions. Bob Williams, Keith Zars and Leif Zars did it best this time. (Bubba Horner got the "Gee-Whiz" vote for a firmly executed mild air capsizes when he and his crew chased a loose sheet to the low side of the boat).

The third race was conducted the next morning with the weather threatening a drifter from the northwest. By start time the wind switched to the southeast and edged into the medium range. The well-practiced RC once again reset the course and weather conditions held throughout the race. Bubba made himself noticed again by catching the best puff on the lake early in the race and holding a sizable lead all the way to the finish. Bob Williams crossed second with Gary Boswell in hot pursuit.

TEXAS SNIPE CHAMPIONSHIP (Top 15 of 22 Entries)

Boat	Skipper	Places	Points	Finish
21110	Bob Williams	10-1-2	19	1
19449	Keith Zars	3-2-6	20.4	2
18850	Leif Zars	4-3-8	27.7	3
19392	Brownie Horner	2-7-10	32	4
19261	Don Bynum	5-10-4	34	5
19799	Gary Boswell	8-9-3	34.7	6
17233	Gary Zars	1-8-17	37	7
18919	Neill Walsdorf	6-11-5	38.7	8
19436	Jack Tillman	15-4-7	42	9
20553	Bubba Horner	17-dnf-1	52	10
15673	Jim Bookhout	14-12-9	53	11
20909	Francis Leal	11-14-13	56	12
12334	Ed Menger	20-5-14	56	13
19443	Dave Sinko	7-16-16	57	14
20902	Bill Rogers	16-13-11	58	15

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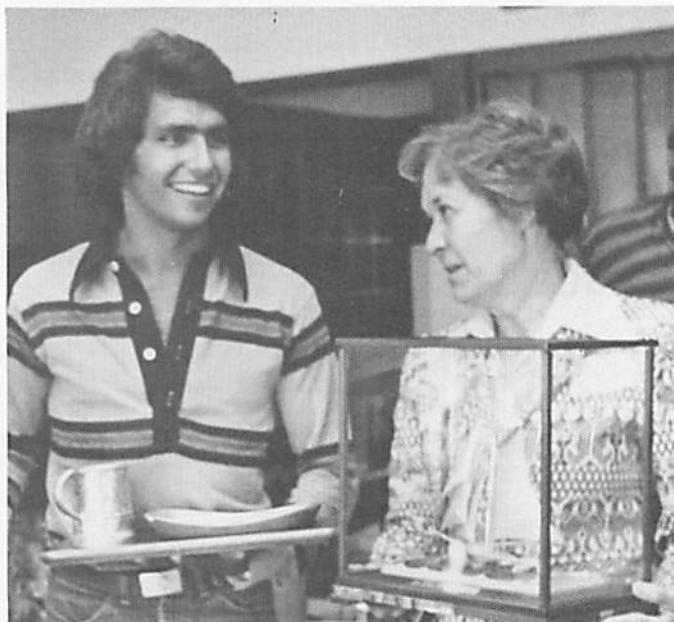
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Basic Snipe Sailing Manual

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. 75¢ @ copy - 10 for \$6.00. From SCIRA only.



At the Joe Ramel Memorial Regatta, Lake Lotawana, Henry Davis is shown with Esther Whalen. (Photo by Jim Hughes)

Henry Davis Wins Again at Lotawana

Henry Davis did it again! Davis, from Omaha, Nebraska, captured his fourth straight Joe Ramel Memorial Regatta held at Lake Lotawana, Missouri, September 21 and 22. The three-race event was filled with unpredictable winds that during the final race questioned whether Davis would keep the beautiful silver and gold trophy.

The two races Saturday were held in northwest winds of 8-12 knots. The windward legs up the 200 yard wide by 1 mile long channel were a series of long port tacks with short starboard hitches taken at judicious moments rather than waiting for the shore to force it on you. Davis and his crew, Matt Jones, won both races and at the end of the day, Jim Hoyt of Quivira was in second, Martin Bebb was in third and Judy Corliss was in fourth place.

On Sunday the winds shifted to the Southeast requiring the forty-four boat fleet to travel to the short arm of the lake (Lake Lotawana is shaped like an inverted L). The first start was recalled to the dismay of Hoyt, who had popped to a quick lead. On the second start, both Davis and Hoyt grabbed an early lead only to run into a hole which dropped them back six places while Lotawana resident, Doug Day, a good soft wind sailor, rounded first. Day found a hole of his own and dropped 17 boats. Suddenly Martin Bebb found wind on the south shore and sailed away from the rest. Davis, who needed a sixth to win over Bebb, was laboring in fourteenth place when the committee shortened the course. But Henry got going faster, gaining 300 yards and nine boats to finish fifth.

JOE RAMEL MEMORIAL REGATTA 'A' Fleet - Top 10 of 23 Entries

Boat	Skipper	Club	Places	Points	Finish
21107	Henry Davis	Omaha	1-1-5	10	1
15951	Martin Bebb	Muskogee	5-2-1	13	2
20307	Judy Corliss	Lincoln	7-3-4	26.7	3
19833	Dick Goppert	Lake Lotawana	3-5-10	31.7	4
19544	Jim Hoyt	Lake Quivira	2-4-15	32	5
21110	Bob Williams	Wichita	6-10-3	33.4	6
13260	Dave Haggert	Omaha	12-14-2	41	7
14767	Scott DeArman	Tulsa	4-6-18	43.7	8
20500	Terry Croasdale	Lake Weatherby	16-7-7	48	9
17151	Bruce Hurst	Tulsa	11-8-11	48	10

'B' Fleet - Top 10 of 21 Entries

20623	Harold Brammer	Wichita	1-2-7	16	1
19343	Joe Spearing	Harlan	2-1-8	17	2
20555	Scott Hughes	Council Bluff	5-4-1	18	3
10605	Ken Frachier	Lake Lotawana	3-3-4	19.4	4
13180	Jim Goetz	Lake Lotawana	6-12-2	32.7	5
20686	Peter Bristow	Columbia	11-6-3	34.4	6
20266	John Murphy	Lake Lotawana	8-8-6	39.7	7
19910	Hanns Hagan	Lake Weatherby	4-7-dnf	46	8
20897	Tom Puckett	Columbia	9-10-15	52	9
21097	Phil Morse	Topeka	dnf-5-10	53	10

P.Y.C. Junior Program

*Snipe Fleet 142, Chattanooga's Privateer Yacht Club,
share credit for a successful competitive racing program
for junior sailors*

The 90 family member Privateer Yacht Club is located on Lake Chickamauga and since recent annexation is within the Chattanooga city limits. It has a rustic clubhouse, good docks and hilly terrain. A pontoon type committee boat is used for all club and junior racing. There is a large Snipe fleet and the Junior program is almost exclusively a Snipe program. (The SCIRA office is located on the Privateer property.) Fleet No. 142 has been involved in junior programs for over 15 years, the form and emphasis changing as the particular juniors for whom it is planned grew older and graduated and were replaced by younger brothers and sisters. Bob and Jan Reece are current Junior Advisors for Privateer.

CONCEPT: The PYC Junior Program is devoted to competitive racing. The Junior skipper must provide his own (or borrowed) boat so there is no upkeep or maintenance problem to the club or advisors. Some lectures and rules sessions etc. are held, but the juniors are expected to learn most of this outside the program, crewing in senior races etc.

Since it is a competitive program, trophies are awarded both for the season and for the Junior Regatta.

OPEN TO: Members of PYC through their last summer after high school graduation. A Junior Membership in the club is available at a minimal charge for interested juniors whose parents are not members. The lower age limit recommended is 11 although exceptions can be made on an individual basis. Interested crews are included in the program and boat swapping between skipper and crew is encouraged. There were twenty-five active skippers and crews with an age range of 11-18 for the current season.

RESPONSIBILITY FOR TRAINING: The Junior Advisors are appointed by the club commodore and recruit their own assistants. All help is voluntary – usually parents of participants.

ACTIVITY SCHEDULE: The racing is on Saturday mornings beginning in Mid-May and ending with a Junior Regatta in August. As many races are held each session as possible in the weather conditions. Courses are usually Olympic and short to keep the fleet from straggling and to provide as many starts and as much mark rounding as possible.

A tape recorded critique is made during racing and played back to the skippers immediately after the racing sessions are over for the day. There is always a lively discussion here in which the emphasis is on learning so that the skipper singled out as having made a mistake will learn rather than be embarrassed by the attention called to his mistake.

Social activity is kept to a minimum – partly because of the wide age range. A family party is held after the Junior Regatta and a Junior Awards dinner is held, usually during Thanksgiving week-end.

The juniors have a fleet organization with officers and a small treasury. They usually are asked to take the responsibility for clean-up committee before and after local regattas. Older juniors take their turn on the Sunday race committees.

INSTRUCTIONAL MATERIALS: One film that I recommend to all Junior Sailing programs—"Mouth to Mouth Respiration" available free from the Red Cross.

NOTES: The club covers the expenses of the program which are minimal. There

is no charge for participation in the program.

One of the biggest "hits" of all was taking movies from the committee boat, on the grounds etc., of all the juniors and showing them at the awards banquet. This can be used as a training technique, but you need a good camera, expert (well balanced) cameraman, and a fast motorboat with a good skipper to get close enough to the action without interfering. Ours was for entertainment.

CRITIQUE: For the Snipe fleet, the fact that it is a Snipe program is a big draw since the young people all want to be "where the action is". Several families with cruising or day sailing boats have bought Snipes for their teen age children.

A Junior program which is devoted to competitive racing has its short comings as well as its great benefits.

The main shortcoming is that it only provides sailing for Junior High School and older kids. With few exceptions, kids do not feel able to race with junior crew until they are around 13 years old. Also, most parents don't feel that their child is ready to race the family boat until then. Therefore, our program does not provide activity for the 6-12 year olds except for an occasional 10-12 year old.

The benefits of the program are fantastic provided you are not a "sore loser". In most cases a junior who has sailed in our junior program for two or three seasons is consistently beating "Daddy-O" in the point score races, as well as beating many other senior sailors. Another way to evaluate the program is through the alumni. At PYC we are proud of ours. One example of success is Van Wesley, our veteran junior, who is current District Champion.

Diamond Lake Open

Members of the Diamond Lake fleet proved perfect hosts for the annual Open Regatta as only Bobby Leonard, crewing for Dan Wesselhoft was able to keep a trophy at the home lake. With the weatherman cooperating, all three races were held under clear skies and light to medium winds.

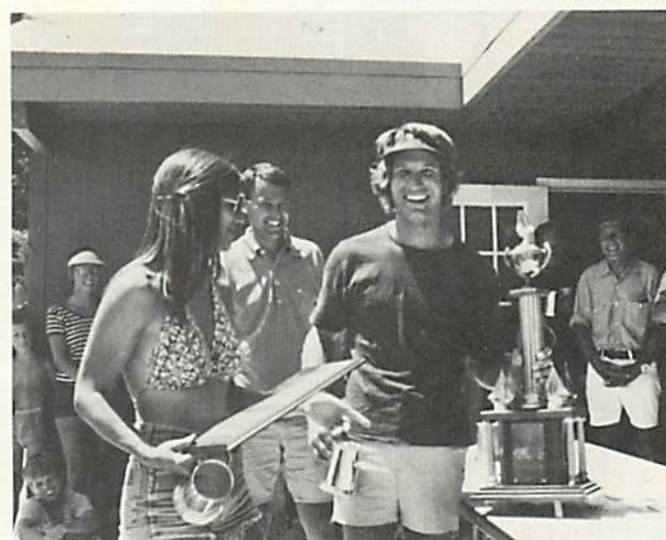
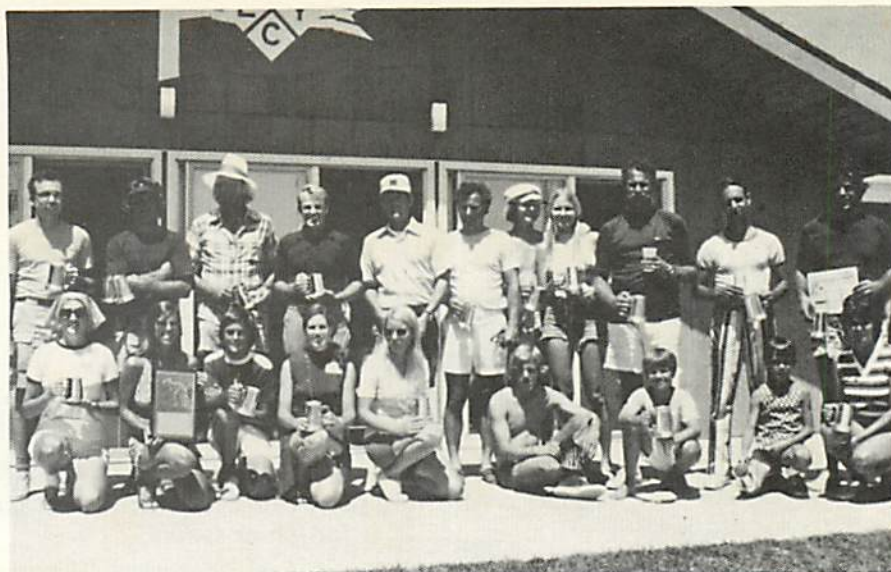
77 boats divided into 46 A Fleet and 31 B fleet hit the starting line on Saturday. Three recalls were enforced in the A fleet before a fair start was obtained. Dick Schmidt, Barton Pond, showed the way for a solid win. Tim Prince of Cowan Lake and Don Hite of Lake Angelus followed closely for 2nd and 3rd. The B Fleet started without incident and Bill Reid of IVY, Tom Wurster of Diamond and Greg Gust of Oliver Lake led the pack.

Race 2 had another series of false starts by the A boats so the B skippers were allowed to start first. Fortunately for the committee boat people, there was a 2nd and 3rd recall for the A fleet because Dick Schmidt and Mike Zalzal began to catch some of the B Fleeters. Dick Schmidt won over Mike Zalzal, Jim Richter and Don Hite. Greg Gust had an easy win in the B Fleet over Roger Turner.

Festivities continued with a chicken dinner and movies at the Club, making a full day of sailing fun for all.

Sunday dawned windless, but with hope as the breeze started with the 10 minute gun. The A boats had learned their lesson from the day before and only one general recall was necessary. Dick Schmidt followed Jim Richter and Don Hite over the finish line to clinch a regatta win. Don Hite's second put him there for the regatta, while a win for Jim Richter moved him to 3rd in the regatta. Greg Gust again led the B fleet for a win in both the race and the regatta. Ray Croasdale of Gull Lake used a 2nd in this race to finish 2nd in the regatta while Roger Turner held on for 11th in the race and 3rd in the Regatta.

Thomas Athanas
Diamond Lake Fleet No. 158



Dick and Gwen Schmidt with trophies won at Diamond Lake Open Regatta.

DIAMOND LAKE OPEN REGATTA 'A' Fleet - Top 20 of 46 Entries

Boat	Skipper	Club	Places	Points	Finish
19388	Dick Schmidt	Barton	1-1-3	5.7	1
19267	Don Hite	Lake Angelus	3-4-2	16.7	2
20991	Jim Richter	Indianapolis	9-3-1	20.7	3
21550	Bill Buckles	Decatur Y.C.	4-8-4	30	4
19487	Tim Prince	Cowan Lake	2-9-16	40	5
20007	Bob Rowland	Cowan Lake	5-13-7	42	6
19062	Mike Zalzal	Acton Lake	11-2-21	47	7
21544	Terry Timm	Barton	8-11-13	50	8
19447	Dan Wesselhoft	Ivy	16-7-17	58	9
18502	Steve Sherman	Muncie	31-6-8	62.7	10
20881	Bill Crookston	Wall Lake	15-18-15	66	11
20004	Lee Griffith	Acton Lake	14-21-14	67	12
18647	Jim Pyott	Burnham Park	23-25-6	71.7	13
20988	Paul Levinson	Indianapolis	13-22-22	75	14
20990	Gunnar Stickler	Lacrosse Y.C.	29-5-26	77	15
21120	Bob Hill	Hueston Woods	38-14-9	79	16
19299	Bud Leonard	Diamond	21-17-25	81	17
19794	Marvin Lee	Muncie	22-29-12	81	18
10111	Jerry Thompson	AB Y.C.	43-10-11	82	19
19448	Rod Goldstein	Ivy	7-26-33	84	20

'B' Fleet - Top 10 of 31 Entries

21109	Greg Gust	Oliver Lake	3-1-1	5.7	1
17511	Ray Croasdale	Gull Lake	6-4-2	22.7	2
18010	Roger Turner	Gull Lake	5-2-11	29	3
18329	Bill Woodworth	Gull Lake	4-3-13	32.7	4
20989	Bill Reid	Ivy	1-5-19	35	5
19831	Larry Smith	Corey Lake	13-10-3	40.7	6
14374	Wayne Woodworth	Corey Lake	11-6-8	42.7	7
12440	Skip Baxter	Grand Rapids	7-13-10	48	8
19718	Brian Sherry	Burnham Park	17-7-7	49	9
17125	Tick Tickner	Gull Lake	9-9-14	50	10

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Carl Levinson, District III Junior Champ, and in photo at right Stu Griffing is shown with son Lane and Lane's crew.

Carl Levinson Repeats as Junior District III Champ

Acton Fleet 515 played host to the 1974 Junior District III Championship at Hueston Woods State Park, Oxford, Ohio, on August 24 and 25. The winner for the second consecutive year is 18-year-old Carl Levinson of the Indianapolis Sailing Club. Carl is the son of Alan "Buzz" Levinson who was U.S. Senior National Runnerup in 1966 and 1967 and past commodore.

Acton Snipe Fleet 515 succeeded in sweeping four places out of the top seven trophy winners in the two-day regatta. Eight sailing clubs from eight-state District III were represented in the top caliber competition. Race Committee Chairman, Robert L. Hill, elected to go for short challenging courses in the light,

shifty winds that dominated the regatta. Six races, with one throw-out, were sailed to determine the Junior Championship.

The first two races were a modified Olympic course. Carl Levinson, displaying an excellent light-air touch, ghosted to a win in both of them, followed closely by Lee Griffith, second in first race, and Rob Hill, second in the second race. The third, fourth, and fifth races were won by Acton Lake sailors — Lee Griffith, Steve Pollak, and Rob Hill, respectively.

The boats entered the final race with the three top skippers within five points of one another — Lee Griffith, 30.7; Steve Pollak, 34.4; and Carl Levinson, 35.7. Carl Levinson again displayed his master touch in light air and won the short 1 and 1/3 lap race, barely holding off Rob Hill, who crossed in second position.

In winning the championship, Levinson and his crew, Peggy Menzies from Cowan Lake, won as trophies wooden replicas of a ship captain's wheel. In addition, Levinson won the Commodore A.F. "Bud" Hook District Junior Championship Perpetual Trophy. The remainder of the top seven skippers and crews were presented unique shadow-box trophies designed and

constructed by Bob Hill and family.

Two all-girl teams competed from Cowan Lake proving that "women's lib" has made inroads into Snipe sailing. Girl skippers were Cindy Braun, with Susan Braun as crew, and Kathy Menzies, with Feona Place as crew. Two of the youngest skippers competing in their first Junior District competition were 12-year-old Lane Griffing and 13-year-old Jamey Hill. Lane is the son of Snipe Class International Vice-Commodore and U.S. National Secretary, Stuart L. Griffing. Jamey is the son of Bob Hill, District III Governor.

Arrangements for housing, trophies, publicity, and meals were made by Rob Hill, Acton Junior Fleet Captain, and Lee Griffith, Regatta Chairman. Skippers and crews spent Saturday night at nearby Camp America. Consensus of the five adult "staff" at Camp America was the only Juniors could have found all that surplus energy to play volleyball, basketball, and ping-pong after four afternoon races and a huge meal! Slides of the 1973 Junior Districts in Indianapolis were shown in the dining hall to conclude the evening program.

Lee Griffith,
Regatta Chairman

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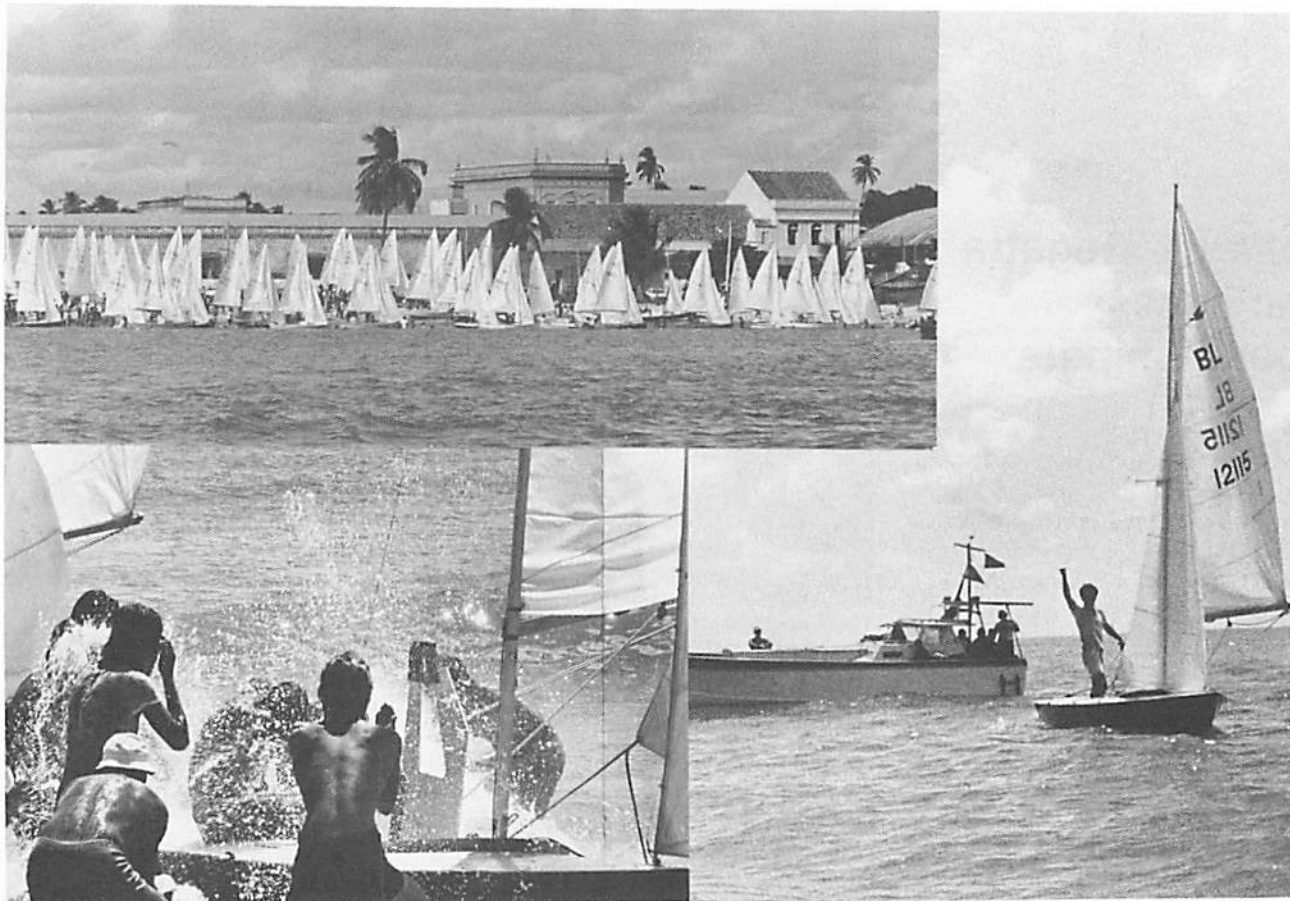
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DISTRICT III JUNIOR CHAMPIONSHIP (Top 10 of 20 Entries)

Boat	Skipper	Club	Places	Points	Finish
20551	Carl Levinson	Indianapolis	1-1-5-6-8-1	21.7	1
19062	Steve Pollock	Acton Lake	3-7-3-1-5-4	29.4	2
20004	Lee Griffith	Acton Lake	2-6-1-4-4-15	30.7	3
21120	Rob Hill, Jr.	Acton Lake	5-2-10-12-1-2	32	4
17170	Jamey Hill	Acton Lake	12-3-6-3-3-5	38.8	5
17395	Steve Orr	Detroit	6-4-4-2-7-12	43.7	6
20551	Paul Levinson	Indianapolis	4-5-2-9-nf-ns	62	7
2723	Holland Hodges	Richmond	13-11-8-15-2-6	64.7	8
19179	Dave Wesselhoft	Peoria	8-14-15-8-6-3	65.4	9
12192	Harry Levinson	Indianapolis	9-8-11-5-10-nf	72	10



Scenes from the Brazilian Nationals: Top – boats getting ready for the races; Lower – water fight Brazilian style; Center – the winner, Marco Paradedda gives time honored victory salute.



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Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165
Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas

Sunflower Regatta Reactivates Topeka Snipers

It was 1948 when the Shawnee Yacht Club held its last Snipe regatta in Topeka, Kansas. This year, Rex Tucker, a popular Snipe sailor in the midwest, served as the spearhead for putting together a new Snipe regatta on Lake Shawnee. After 26 years without regattas, Fleet No. 597 held its first Sunflower Hospitality Regatta July 20 and 21. Snipe fleet members and other members of the yacht club offered their homes as hospitality sites for visiting sailors on Friday and Saturday nights.

Two races were held on Saturday and one on Sunday morning with a steak broil Saturday night at the fleet's lakeside club.



Race postponement, 105 degree temperature, put Jack Waggoner and crew A. Anderson in the swim.

The first Saturday race started with a postponement. The roar in Kansas air had pooped out. Smoke from punk went straight up and the accompanying photograph shows what many of the Snipers and crews were doing in the hot

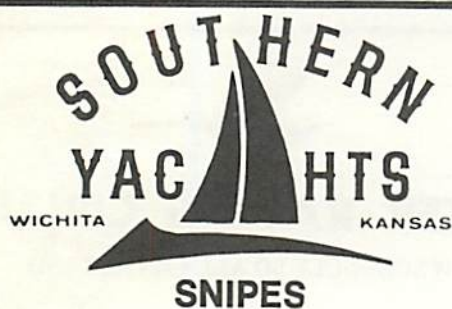
windless weather. Finally, after consultation with Ted Wells, who was sailing in the event, the race committee saw a ripple of wind at the far south end of the lake and sounded the ten minute gun. Those 38 sleek racing craft — Snipes — crawled into position for the first of two disappointing, windless drifters. Saturday's races found spotty air, calms, and three to five mph puffs stretching over the lake. But the good sailors prevailed with Mike Choquette of Tulsa first, Henry Davis of Omaha second, and Bob Williams of Wichita third in the first race. In the second race, Williams finished first, Choquette second, and Paul Festerson of Omaha third.

Saturday evening, Jerry Palmer, Shawnee's affable fleet captain, oversaw the cooking of Kansas beef on charcoal, accompanied by a beautiful, rising moon which promised better winds for the Sunday race. Palmer's midnight wind dance brought us five to fifteen mph winds Sunday morning, a test that more nearly resembled a sailboat race. This time Festerson was first, Bruce Hurst of Tulsa second, and Henry Davis third.

In the B fleet, Stan Traub of Omaha was consistent with three firsts. The local fleet contributed second and third, Jim Ransom and Ray Cooley. Beautiful original captain and crew trophies, handmade by Rex Tucker, were awarded on Sunday to five A fleet and five B fleet winners as listed.

Shawnee sailors thank all who supported their regatta and are looking forward to a bigger, better regatta next year.

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Shawnee Fleet No. 597



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SUNFLOWER HOSPITALITY REGATTA 'A' Fleet — Top 10 of 21 Entries

Boat	Skipper/Crew	Places	Points	Finish
17240	Mike Choquette/Barbara Reynolds	1-2-4	11	1
20875	Paul Festerson/Sigrid Festersen	4-3-1	13.7	2
2110	Bob Williams/Don Towle, Jr.	3-1-5	15.7	3
21107	Henry Davis/Mike Smith	2-9-3	23.7	4
17151	Bruce Hurst/Greg Isom	13-8-2	36	5
14767	Scott DeArman/Rachel DeArman	9-4-8	37	6
20402	Louis Jolene/Sonya Jolene	6-5-10	37.7	7
14731	Doug Day/Z. Taylor	8-6-15	46.7	8
21095	Jack Vermillion/John Neff	11-11-9	49	9
19176	Larry Theriot/Gary Holt	5-15-12	49	10

'B' Fleet — Top 10 of 17 Entries

18638	Stan Traub/George Traub	1-1-1	0	1
20547	Jim Ransom/Rob James	3-2-2	11.7	2
21092	Ray Cooley/Deane Flood	2-6-8	28.7	3
20266	John Murphy/Fran Murphy	4-7-5	31.0	4
18939	Scott Hughes/Chuck Hayes	6-4-6	31.4	5
18333	Roger Moorman/Chuck Rogers	5-8-7	37	6
21093	Steve Flood/Kent Atkins	11-9-3	37.7	7
18403	Fred Cady, Jr./Fred Cady, Sr.	8-5-9	39	8
17339	Glenn Buckles/Pam Buckles	12-3-10	39.7	9
11007	Bill Hamm/Cecelia Priest	10-14-4	44	10

Wells Wanderings



by Ted Wells

DECEMBER 1974

Friday, and ten to twelve Saturday, and by lake standards steady in both direction and velocity. Maybe this was part of the problem — we aren't accustomed to good weather at regattas. The best we could do was Brownie Horner's eleventh.

It wasn't difference in boats — this was the nearest to a one design regatta that I have ever seen. I'm not sure my count is exactly right, but I think twenty-two of the twenty-seven boats were from the same builder. And with only one or two exceptions the sails came from only two sail makers. The only conclusion which appears to be defensible is that other people go awfully fast when they come into our district — except Jeff Lenhart. He goes faster in Florida.

INCIDENTAL INTELLIGENCE

One of my greatest inventions has gone unappreciated — I've never seen anyone copying it. It isn't patented. The chances of making any money out of it are nil. It is the use of about a five inch square chunk of old washcloth or toeless gym sock between the ball on the trailer hitch, and the socket on the trailer. This not only functions as an anti-rattler and de-squealer of sorts — it protects the chrome plating on the ball. The ball on my 1969 car hitch still is shiny after probably 50,000 miles of touring.

At Fort Gibson, I used for the first time a gadget I have seen used before but never tried — a hitch on the front bumper. It is amazing how easy it is to maneuver the trailer when you are launching or retrieving the boat. Should be a great help at Chattanooga, Lotawana and Lake Canyon among other places. I always remove the hitch when trading cars because they won't give you anything for it and I'm always hopeful that I can adapt it to a new car. This usually doesn't work out so I had three old hitches lying around under a bench in the garage. With the limited usage to which a front hitch is subjected, a fairly flimsy arrangement will suffice.

Editor's Note: Dave Ullman won the Pan Am Trials. The full report will be in the January issue.

PAN AMERICAN TRIALS

I probably should have gotten together with Stu Griffing before writing this so we don't duplicate each others efforts — but I will concentrate on thoughts arising from the results rather than the results themselves, which I assume he will cover.

The most outstanding feature was the hospitality of the District II skippers. I'm sure they didn't plan it that way but that's the way it turned out. Ten of the bottom thirteen places were District II hot shots. I think I showed exceptional good judgment in loaning my boat to Ralph Swanson, while I renewed my RC Union Card and power boat drivers license as Official SCIRA Representative. Stu Griffing served as Crew Chief on the power boat — which had a 50 HP outboard which developed about fifteen HP maximum when Stu assisted the fuel pump with a little manual boosting. Without manual boost it put out about fifty mouse power.

Our district's performance puzzles me. The weather was beautiful — five to seven mph Thursday, eight to eighteen

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Oakville Is Host For Ontario Titles

The Oakville Snipe Fleet was host to the Lake Ontario (Briody) and Ontario Snipe Championships June 29-July 1. The Briody began on Saturday in light airs. Jim Belford and crew David Belford set the pace with two firsts. Jim lost his chance for a "hat trick" when Steve Klotz passed him on the sixth leg of the third race.

Sunday began with thunderstorms, high winds, heavy seas and headaches from a treacherous concoction served up from the "Streetcar of Desire." These conditions forced the postponement of the last two races and eventually their cancellation.

The winds shifted and moderated somewhat in the afternoon allowing the first two races of the Ontario's to be held. Steve Klotz burned up the course with two firsts, winning by wide margins. Klotz was unable to repeat his previous day's achievement on Monday and Chuck

BRIODY CHAMPIONSHIP (Top 6 of 28 Entries)						
Boat	Skipper/Crew	Club	Places	Points	Finish	
20690	J. Belford/D. Belford	Oakville	1-1-2	3	1	
16228	S. Klotz/C. Klotz	Mission Bay	2-4-1	11	2	
19793	L. Bugbee/R. Shroder	Chautauqua	7-8-3	32.7	3	
16182	C. Hains/A. Christiansen	Oakville	15-3-4	34.7	4	
21105	R. Baillie/L. Steinman	Oakville	4-5-12	36	5	
20303	D. Schafer/A. Schafer	Oakville	6-11-6	42.4	6	

ONTARIO CHAMPIONSHIP (Top 5 of 21 Entries)						
Boat	Skipper/Crew	Club	Places	Points	Finish	
21105	R. Baillie/L. Steinman	Oakville	5-4-2-2	24	1	
16699	F. Gram	Cuba Lake	4-2-18-1	35	2	
16228	S. Klotz/C. Klotz	Mission Bay	1-1-8-16	36	3	
19396	J. Pierce/G. Gavder	Barrie	10-5-5-6	47.7	4	
20689	T. Hains/B. Hamilton	Oakville	2-13-11-9	54	5	

Fox of Rochester and Fritz Gram of Cuba Lake were the winners of the third and fourth races. Rusty Baillie of Oakville was second in both of Monday's races to be first overall.

Rusty received a half-model of a Snipe with carved wooden sails as a keeper and the other winners got inlaid models of

Snipes. The beautiful trophies were made by a new member of the Oakville fleet, Ludwig Goschler. Race committee was Don Hains who did a very good job, setting good courses with long beats and relatively short reaches.

Chris Hains
Oakville Fleet No. 321

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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.

They were used by the 1970 and '71 North American Champ (Cork).

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

The 1972 Cobras will also have some new equipment —

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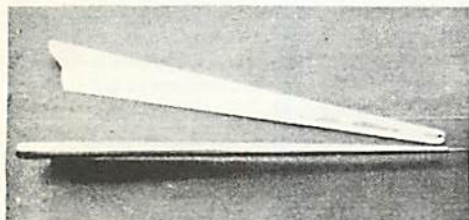
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Weather Harasses New York Open

Dismal Valley, USA was the site of the second annual Bold Mothers' New York State Open. Unfortunately, the valley lived up to its name, but luckily the Mothers did the same. Mother Nature gave everything she had; rain, cold storms and a seldom seen fluky southern wind.

A secondary effect of the partying was to dim the memory of the weather sufficiently to insure that many will return next year. In any account, the second annual B.M. Open was easily twice the first. The third B.M. regatta promises to be a combination of the nationals and Mardi Gras, the quality increasing on an exponential basis.

The wind having shifted south of the prevailing south-westerlies caused erratic things to happen on the lake and erotic things on shore. Fritz Gram had what was euphemistically referred to as a home court edge.

Jules Kroeger of Rochester, NY took the party trophy this year and accepted the engraved half-keg from last year's winners, the Crooks of Oakville, Ontario. The sailing trophies were presented by the regatta's honoured guest, Charlie Dills, who, by his own testimony is no drugstore cowboy but a real corinthian. Special mention should also be made of the "nobless oblige" of the Regatta chairman Moves Murphy who needs no introduction to anyone active in sniping in this country, Nassau and Bermuda.

'74 Retzhaupt Trophy Won by Gram

The Retzhaupt highpoint trophy is awarded to the sailor with the best record in the New York State Open; Lake Ontario (Briody) Open; and the District V Regatta. Standings are computed using the total number of points. The competition is limited therefore, to District V sailors, since all 3 regattas must be entered. Fritz Gram opened up a 43 point lead in the NYSO which was held on Cuba Lake, his home Lake. Tersch Bugbee narrowed the gap at Oakville, Ontario to 17 points, but could not close further in the Districts which were held on Irondequoit Bay off Lake Ontario.

RETZHAUPT TROPHY

Skipper	NYSO	LORCO	DIST. V	TOTAL
Fritz Gram	6	59	50	115
Tersch Bugbee	49.4	32.7	61.4	143.5
Russ Cook	53	67	30	150
Alvin Bugbee	89.7	50	56	195.7
Mike Hays	65.7	67	67	199.7
Graham Hoffman	121	44	53.7	218.7
Jules Kroeger	90	50.7	83.7	224.4
Howard Fletcher	146	74	68	288
Ron Lewis	137	76	99	312
Leo Murphy	230	75	89	394

NEW YORK STATE OPEN (Top 20 of 40 Entries)

Boat	Skipper	Club	Places	Points	Finish
16699	Fritz Gram	Cuba Lake	2-1-1-2-1	6	1
20690	Jim Belford	Oakville	12-4-2-3-7	47.7	2
19388	Dick Schmidt	Ann Arbor	11-8-4-1-5	49	3
19793	Tirsch Bugbee	Jamestown	8-3-5-8-3	49.4	4
19491	Russ Cook	Keuka Lake	1-11-19-4-2	53	5
15224	Mike Hays	Cuba Lake	5-5-3-17-11	65.7	6
17711	Sage Cutler	Cuba Lake	6-9-10-6-12	72.4	7
20992	George Drake	Ann Arbor	13-2-16-9-14	79	8
21105	Rusty Bailey	Oakville	3-16-14-16-6	81.4	9
17546	Dick Kneulman	Oakville	7-7-11-15-18	88	10
17018	Al Bugbee	Cuba Lake	4-6-18-21-13	89.7	11
17464	Jules Kroeger	Rochester	16-13-7-5-20	90	12
14067	John Ziolkowski	Silver Lake	15-18-6-10-16	94.7	13
20303	David Schaffer	Oakville	27-10-13-13-10	103	14
15086	Giles Hamlin	Cuba Lake	9-12-dns-11-8	110	15
19063	Dick Edwards	Cuba Lake	17-19-15-7-22	110	16
19417	Fred Hutter	Woodstock	10-25-17-14-19	115	17
19450	Graham Hoffman	Keuka Lake	24-14-21-23-9	121	18
16824	Sam Ullbine	Keuka Lake	26-24-9-20-15	124	19
11315	Todd Perrigo	Cuba Lake	14-21-8-22-dnf	135	20

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SUPER SNIPE - Chubasco No. 19830. Mint Condition, Classic Woodgrain fiberglass deck with white hull, Complete Custom Trailer, Elms sails w/extra jib, Cobra mast & boom, Fast board, Custom cover, harken blocks, extra go-fasts and equipment. Ken Pearson (219) 272-2961 South Bend, Indiana.

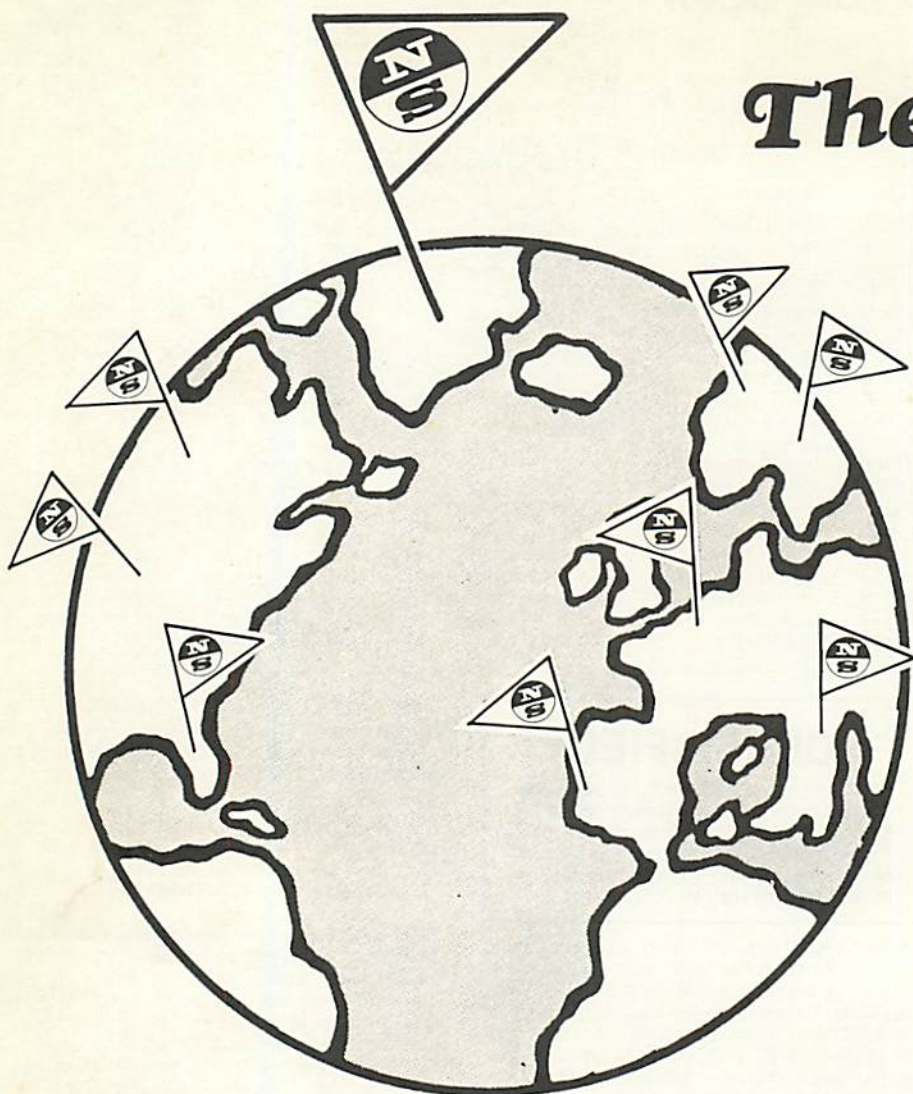
FOR SALE - 18408 Lofland Snipe, Fiber Glass white hull and tan deck, self-rescuing, suit North sails suit Rowland sails, Dry sailed, cover and trailer. Asking \$1,200, and will consider reasonable offer. Carlton Wilson Box 206 Richmond, Indiana 47374 Ph. (317) 962-9451.

FOR SALE - Snipe 12644, Varalayay, blue fiberglass hull, wood deck, minimum weight of 381 with 10 lbs lead, very competitive, full race, 2 suits North sails, Cobra mast, trailer, cover, excellent race record - asking \$900. Martin van Wolfswinkel, 808 Alston Lane, Santa Barbara, CA 93108. (805) 969-0904.

FOR SALE - Lofland 18444, fiberglass hull, Proctor mast & spar, very good Elms Sails, new trailer. Yellow hull with blue deck very good condition. Asking \$1200. Mitch Cegielski, M.D., 2602 "J" Street, Omaha, Neb. 68107; (402) 733-8777.

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