

SNIPE
BULLETIN



DECEMBER 1975

Service Announcement From Mueller/Eichenlaub :

The SNIPE that won the following events:

- 1ST SCIRA Mid-Winter Regatta
- 1ST Dallas Southwestern Regatta
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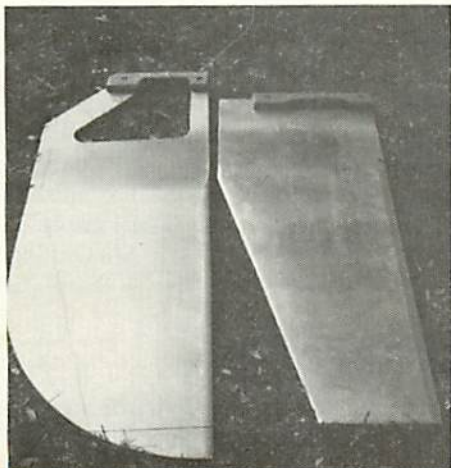


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Letters to the Editor

I was surprised to learn the ease with which my standard Chubasco radiused board for my boat No. 17233 could be converted to the new shape — see enclosed photograph. I thought other Snipers would be interested in one apparent easy solution to a conversion.

Leif Zars



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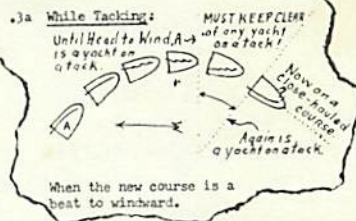
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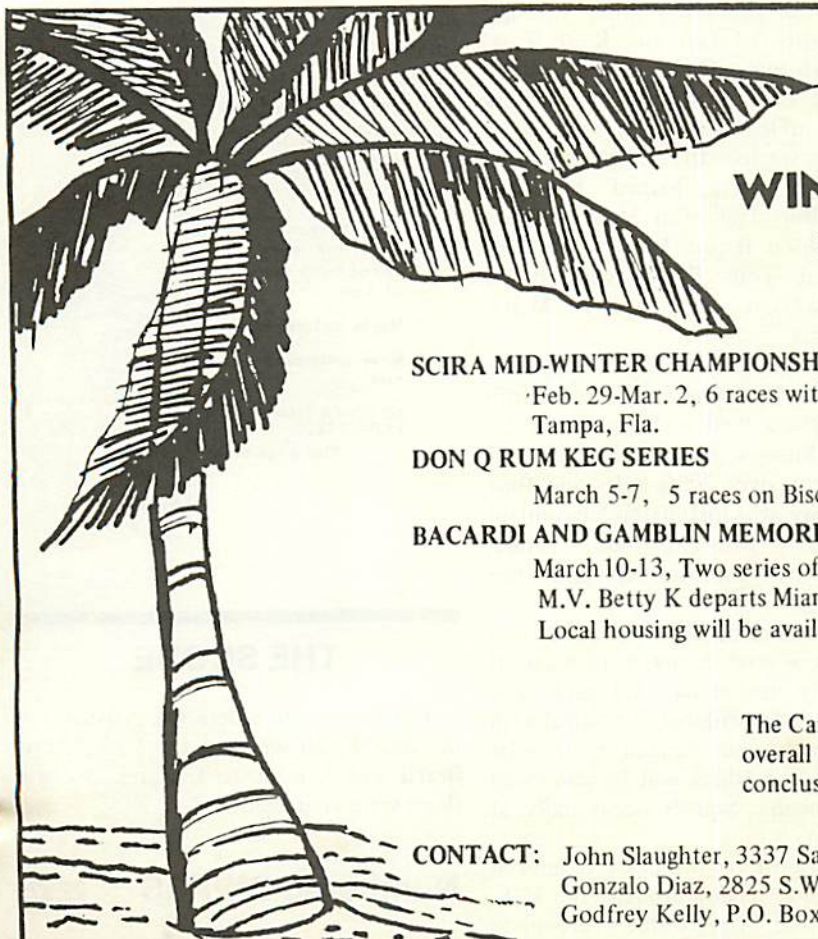


Hot off the press...this 15th edition Fearon D. Moore contains 16 pages of diagrams and explanations of Rules to be used until 1977. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$2.50 for the official IYRU-NAYRU Rule Book, if wanted (one universal price for this book).

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DON Q RUM KEG SERIES

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M.V. Betty K departs Miami March 8, returning March 15.
Local housing will be available. If interested write Godfrey Kelly.

The Carribean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Nassau

CONTACT: John Slaughter, 3337 San Pedro St., Clearwater, FL 33515
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165
Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas

SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

DECEMBER 1975
Vol. XXIV No. 12

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CHANGE OF ADDRESS

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

THE COVER

With the Mexican mountains as a backdrop Argentina covers Bermuda in the fifth race of the Pan American games at Lake Avandaro. Canada is to leeward with Cuba having gained an advantage on the far shore. Photo by Buzz Lamb.

THE COMMODORE SAYS

This column is being written while flying home from Mexico and the Pan American Games. It is the day of the opening ceremonies in Mexico City, and I am returning to preserve enough vacation time to attend the World Championship in Uruguay.

The first part of a very important mission has been successfully completed, that of supplying Snipes at the Pan American Games for the countries which could not bring their own. Buzz Lamb will report separately on the seven race event which will extend over the next ten days.

We have organized the loan of eight recent vintage Chubasco Snipes through the generosity of Leif and Keith Zars, Brownie Horner, Gene Tragus, Buzz Lamb, and Lane Griffing. These sailors have given up the use of their boats for at least four weeks. In addition, radius daggerboards were loaned by Dan Williams, Bob Hill, Jim Menzies, Pete Duvoisin, John Braun, Marvin Lee, Tim Prince, and Tom Rolles with much modification work by Mark Schoenberger.

The boats, all on double trailers, were driven south by Buzz and Marge Lamb (Buzz bought a boat in Houston on the way), Bill Simons, Brownie Horner, and me. The trip, over 2000 miles and four days one way, was fortunately uneventful except for plugged fuel filters, uncooperative carburetors, and tire buying.

Valle de Bravo, at over 8000 feet altitude, is several hours drive west of Mexico City near a national park. The lake and club are strikingly beautiful with ample water area surrounded by irregular mountains. The winds will be good and very challenging. Squalls occur daily at about 4 p.m.

Our transport team quickly organized for measuring, having brought the U.S. SCIRA jig, and we were able to complete these often unappreciated duties in two

days. Then, leaving Brownie as our on-site roving ambassador and social director, we departed for a short trip to Acapulco.

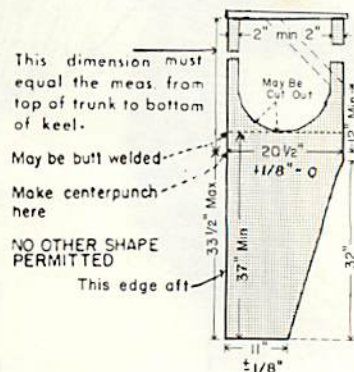
My most sincere thanks go to all those named above, and especially to the transport team remaining in Mexico to maintain and return the boats, who by their efforts and generosity with equipment and time have helped to insure that the Snipe remains the leading Pan American class.

National Secretaries in the Pan American countries should all be aware that a few of our National Yachting Authorities would prefer that the Pan American classes be drawn from Olympic classes only. Please work with your National Authority and representative to the Pan American Sports Organization to assure them that Snipe is the most popular class, with the greatest membership, the best ability to provide boats, and will have the greatest number of entries whenever the Games are held.

Stu Griffing

CORRECTION

The article regarding converting to the new centerboard shape, appearing in the October 1975 issue, contained an error. It stated that the diagonal cut should start at 33½" up from the bottom. This is incorrect, it should start at 32". The centerboard plans are shown below to clear up any other questions. Our apologies for this error.



THE SCORE

Forty-seven numbers were issued for the month. 26 went to the U.S., 20 to Brazil and 1 went to England. No new fleets were chartered.

Numbered SNIPES— 22329

Chartered Fleets— 750

The Snipe Is A Cruiser, Too!



Robert Aronstein, age 11, aboard Cruising Snipe Follow Me. The tent cover, with screen and storm flaps, was made just for the cruise by Robert's dad.

Move over Tinkerbell, you have competition! Young Robert Aronstein has added a new dimension to his Snipe sailing. Robert won third prize in the Yachting Magazine Junior Articles Contest with an account of his cruise to Mystic Seaport with his father Dr. Jesse Aronstein, aboard Follow Me (Snipe No. 17162). This may not be the way to replace Betty K for the Nassau Winter Championships or the ultimate in attending Bermuda Race Week, but it might add something new to the regatta scene. The following is excerpted from: A sailing Trip to Mystic Seaport by Robert Aronstein

"The trip started with thoughts about an overnight trip on Long Island Sound. My father had taken a five-day trip in a 13½ foot sailboat when he was a teen-ager and he thought that I would enjoy a similar experience. We decided upon Mystic Seaport for our destination because they supply dock space and it is an interesting place to visit. In planning for our starting point we picked Clinton Harbor because there is a launching ramp there and it is a reasonable distance from Mystic. We planned for a three day trip. Under the best conditions, we would sail to Mystic the first day, spend the second day visiting Mystic, and would sail back to Clinton on the third day."

On with the actual trip:

"The weather report for July 16, 17, and 18, the first possible dates for the trip sounded good, so we trailed the boat to Clinton on the first morning. We

arrived at our starting point at 10:00 o'clock, and we quickly assembled, loaded and launched the boat. At about noon we raised sail and started on our trip in a fair breeze. I soon noticed that our boat could not go as fast as it did in races and it did not respond as well because it was packed from stem to stern with equipment and provisions. I started a logbook in which I recorded when we passed landmarks. After we were out of the harbor, we ate lunch. We had sandwiches and cold chicken in our food bag, and all sorts of snacks to choose from. The first to go were the doughnuts."

They didn't make Mystic the first night:

"... Then using clothing bags and life preservers as pillows, we lay down in the cockpit with our legs alongside of the centerboard trunk. It was cramped this way! The tent cover kept us sheltered from the heavy fog, but the morning dew collected inside and dripped down on us. If we moved enough to shake the tent, a whole shower of water came down on us."

Later, waiting for a bridge to open in the Mystic River:

"... a big (by our standards) houseboat approached looking for a place to tie up while they waited for the bridge to open. We had a bigger space than we needed, so we let them have our space and we tied up to them after they were docked. They were very friendly and we got a tour of their boat, but they declined

an offer of a tour of ours."

After the arrival at Mystic, getting things ship shape, and doing some touring Robert continues:

"We walked into town to buy some milk and ice cream, and then had supper. A sterno stove served nicely for all of our hot meals on board. We were docked next to a motor cruiser, and there was a young boy my age on board, so I had a companion with whom I toured the seaport grounds in the evening when it is closed to all tourists except those who are docked there."

They had a good night's sleep and a 6:00 A.M. start home.

"Once past the bridges, we raised sails and had favorable current and good wind for the whole trip back. I had breakfast and a catnap and then I sailed the rest of the way back to Clinton. I vividly remember taking big tacks and navigating by the compass and stopwatch, going from buoy to buoy, since it was cloudy and visibility was limited. At about noon, we arrived at Clinton Harbor. We had covered more than 30 miles in less than 6 hours. It felt good to have completed the trip successfully."

Robert concluded that he had learned a lot, met a lot of nice people, seen things from a different angle and was only distressed by one thing: the floating garbage from the dumping grounds.

"All in all, though, the trip was excellent and I thoroughly enjoyed the experience and would like to take other sailing trips in the future."



A proud moment for the winners who receive their medals as their nation's flags are raised, the band plays and the crowd cheers.
Photo by Buzz Lamb

U.S. team scores rare "zero" points in impressive win over Brazil and Uruguay

Jeff Lenhart Golden At Pam Am Games



1975 was the year in which Brazil was toppled from their place of dominance in the Pan American Games. Their representative this year, Gregorio Pontes and crew Luis Reis were always a threat, but a port/starboard incident in the first race forced them to withdraw and a couple of mistakes in failure to cover was enough to give the U.S. team of Jeff Lenhart and crew Dave Ullman, an early edge not only in points, but perhaps in psychology as well. Jeff and Dave turned the early lead into solid gold in a nearly flawless series — their drop race was a second. Perennial competitor, Pedro Garra, and crew Ricardo Mignone from Uruguay took the bronze medal.

Since the games were scheduled so close to the World Championship, there

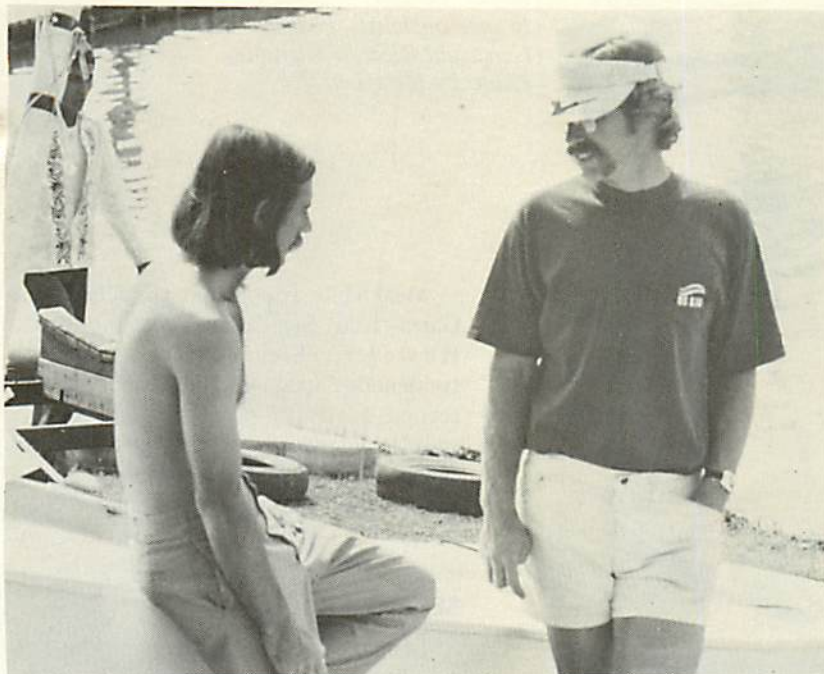
was a possibility that attendance would suffer, so Commodore Stuart Griffing organized an effort to furnish eight boats from the U. S. These boats were towed to Mexico and chartered to the various competitors. The effort was successful, resulting in Snipe again having the largest representation of any class. Eleven countries were represented in Snipe, compared to eight in Finn, 7 in Lightning and 6 in Flying Dutchman.

The Pan American Games, set up to be as close to Olympics as possible, are limited to the countries of the Western Hemisphere. All the games except sailing were held in Mexico City. The sailing was on Lake Avandaro at Valle de Bravo about 120 miles southwest of Mexico City. The lake is at an altitude of about

5,400 feet and surrounded by magnificent mountains, which incidentally provided a great vantage point for spectators viewing the races. The valley drops to a tropical Pacific Ocean some 60 miles away. This results in the appearance of wind every day at mid-morning. In fact, printed information stated "... the wind shall start between 1000 hours and 1100 hours ..." And so it did. The wind range throughout the series was about 8-10 knots at the start and building, usually to 15 knots, with very flat water. Although the mountains cause some tricky shifts the sailing is fantastic as there is wind virtually every day from the same direction.

The schedule was rather extended but the organization was excellent. The

December, 1975



*Gold medal winners
Dave Ullman and Jeff Lenhart.
Photo by Buzz Lamb*

*Silver medalists, Luiz
Reis and Gregorio Pontes.
Photo by Buzz Lamb*



Mexicans provided a great series and are to be congratulated. They arranged for an entire motel complex for the competitors. The facilities included swimming pool, frontennis, volley ball court and bar. It was an excellent place for all to get to know one another. A full schedule of social events rounded out the program.

FIRST RACE

The first race was decided during the first windward leg. Lenhart took the lead half way to the mark with Garra close behind and Pontes in third place. Pontes fouled out at this mark. Siegenthaler, after a bad start, took over the third place during the reaching leg and held it to the finish. On the last leg Simmons, Hains and Juan Jimenez had a real battle for fourth place with Jimenez winning out,

followed by Hains, then Simmons.

SECOND RACE

Winds for the second race were almost the same as for the first, 12-15 knots. This time Brazil got the lead on the windward leg, rounding the first mark 35 seconds ahead of the U. S., Bahamas and Canada. Uruguay, troubled with weeds, rounded in seventh place, but picked up to fourth on the next two legs and passed Bahamas on the windward leg. The finish was Brazil, U. S., Uruguay, Bahamas and Cuba.

THIRD RACE

The tactics after the start had been established by this race. Everyone stayed on starboard for a couple of minutes, then took a port tack to very close to the

shore. The leader usually emerged about halfway to the first mark. In this race, Lenhart did not get the start and Pontes took the lead. He failed to cover and Lenhart rounded the windward mark 3 seconds ahead of Pontes who was followed by Juan Jimenez. This was the same order of rounding at the end of the second reaching mark with Garra having picked up two boats to round in fourth. Lenhart won this race with Pontes second. Garra passed Juan Jimenez on the last beat to finish third.

FOURTH RACE

The winds for the fourth race were 10 knots, and the lightest so far. Again, the majority held to the starboard side of the course. Brazil established an early lead, rounding the windward mark with the



Bronze medalists, Pedro Garra and Ricardo Mignone.
Photo by Buzz Lamb

Meanwhile, back where the action was, Garra lead Siegenthaler at the mark. However, Siegenthaler, showing tremendous speed on the reaches was in second place by the third mark, but wasn't able to hold this position and finished fourth. Lenhart won the race and the gold medal. Pontes finished second followed by Garra.

SEVENTH RACE

Lenhart did not have to sail the last race but elected to do so in order not to give any of the others an advantage. Pontes was virtually assured of the second place silver medal. To pick up the bronze, Siegenthaler had to get a first or second and put 3 boats between Garra and himself. Although they battled for the whole race, it was not to be. The finishes were Lenhart, Pontes, Siegenthaler, Juan Jimenez, and Garra, thus giving Garra the third place overall.

SIDELIGHTS TO THE REGATTA

All the boats were built under the current rules and only one was made of wood. The boats were quite equal and teams chartering boats adapted to them quite well. Particularly impressive was the performance of the Cubans. All of their boats and sails are old, yet they were able to get into a new boat and have creditable finishes.

Nine of the boats had Cobra masts, the other two being Bruder. Eight of the boats had round boards with only Lenhart, Siegenthaler and Hains using the straight cut ones. The Bazilian boat pointed higher than the U. S. boat, but at a sacrifice in speed. Here again there is no positive proof of which is better – the pointers or the footers.

Lenhart was the first man to finish in the Pan Ams with zero points, however, he had to share the honor with Reinaldo Conrad, who had the same finishes in Flying Dutchman. Reinaldo won the gold medals in Snipes in 1959 and 1963. (He says he is going back to sailing Snipes). Snipe sailors were included in all four classes with Andres Lisocki from Columbia taking the silver medal in Lightnings.

PAN AMERICAN GAMES

Boat	Skipper/Crew	Country	Places	Points	Finish
20560	Jeff Lenhart/Dave Ullman	U.S.	1-2-1-1-1-1-1	0	1
12742	Gregorio Pontes/Luis Andre Reis	Brazil	NF-1-2-2-3-2-2	17.7	2
15981	Pedro Garra/Ricardo Mignone	Uruguay	2-3-3-4-5-3-5	38.1	3
21921	Pierre Siegenthaler/John Dunkley	Bahamas	3-4-7-6-2-4-3	42.1	4
20014	Juan Jimenez/Julio Saurez	Cuba	4-5-4-5-4-5-4	52	5
13041	Julio Labandeira/Daniel de Caro	Argentina	10-6-6-3-7-6-7	66.8	6
20689	Ted Hains/Jim Teague	Canada	5-8-5-7-6-8-6	70.4	7
19111	Eugene Simmons/Larry Lindo	Bermuda	6-7-9-8-9-7-8	80.7	8
19392	Jose M. Arnal/Carlos Diener	Mexico	8-9-10-9-8-9-9	88	9
19384	Fernando de La Concha/Mauricio Valenzuela	Columbia	7-10-8-10-10-10-10	91	10
15981	Rookie Jimenez/Celio Reyes C.	Puerto Rico	9-11-11-11-11-11-11	100	11

U. S. next and Uruguay right behind. This order was maintained until the final windward leg with the U. S. and Brazil dueling most of the way. On the last beat, Brazil chose not to cover, the U. S. picked up a lift, gained the lead, and won the race, with Brazil again in second place. Argentina had been pressing Uruguay the whole race, and got a private lift right at the finish line, picking up the third place, with Uruguay in fourth.

FIFTH RACE

Lenhart got his best start of the series and took an early lead, rounding the windward mark ahead of Garra with Pontes in third. Siegenthaler, with good speed on reaches, took over fourth place by the end of the second reaching leg, followed by Juan Jimenez. This order was maintained until the last windward leg. With Lenhart and Pontes waging their own private war, Garra chose not to cover, and lost second place. All three

elected to go to the starboard side of the course. Juan Jimenez chose the port side and Siegenthaler covered him. This paid off as Siegenthaler was able to hold Pontes off, tacked first, and took second place, with Pontes third. Jimenez just barely beat Garra out of fourth place.

SIXTH RACE

With the fleet spread out, Siegenthaler got the start at the pin end with Pontes and Garra close. Lenhart started at the Committee boat and was the first to tack to port. Lenhart needed only a fourth in this race to win the gold. Pontes needed to win the next two races and have Lenhart in fifth spot. Both decided to go it alone. Pontes hoping for a lot of luck, and Lenhart playing it conservatively. As it turned out, Pontes had a couple of bad shifts, which put him behind almost from the start. At the windward mark Lenhart was first with a lead of a minute over Pontes.

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Ullman Sails

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1-2-4-5 MIDWINTERS AT TAMPA

1-2 CITY OF MIAMI

2-3-4 DON Q AT MIAMI

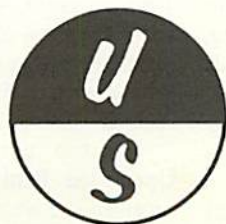
3-4-5 BACARDI AT NASSAU

1-2-3 GAMBLIN AT NASSAU

1ST ZIMMERMAN TROPHY

1-2-3 WEST COAST MIDWINTERS

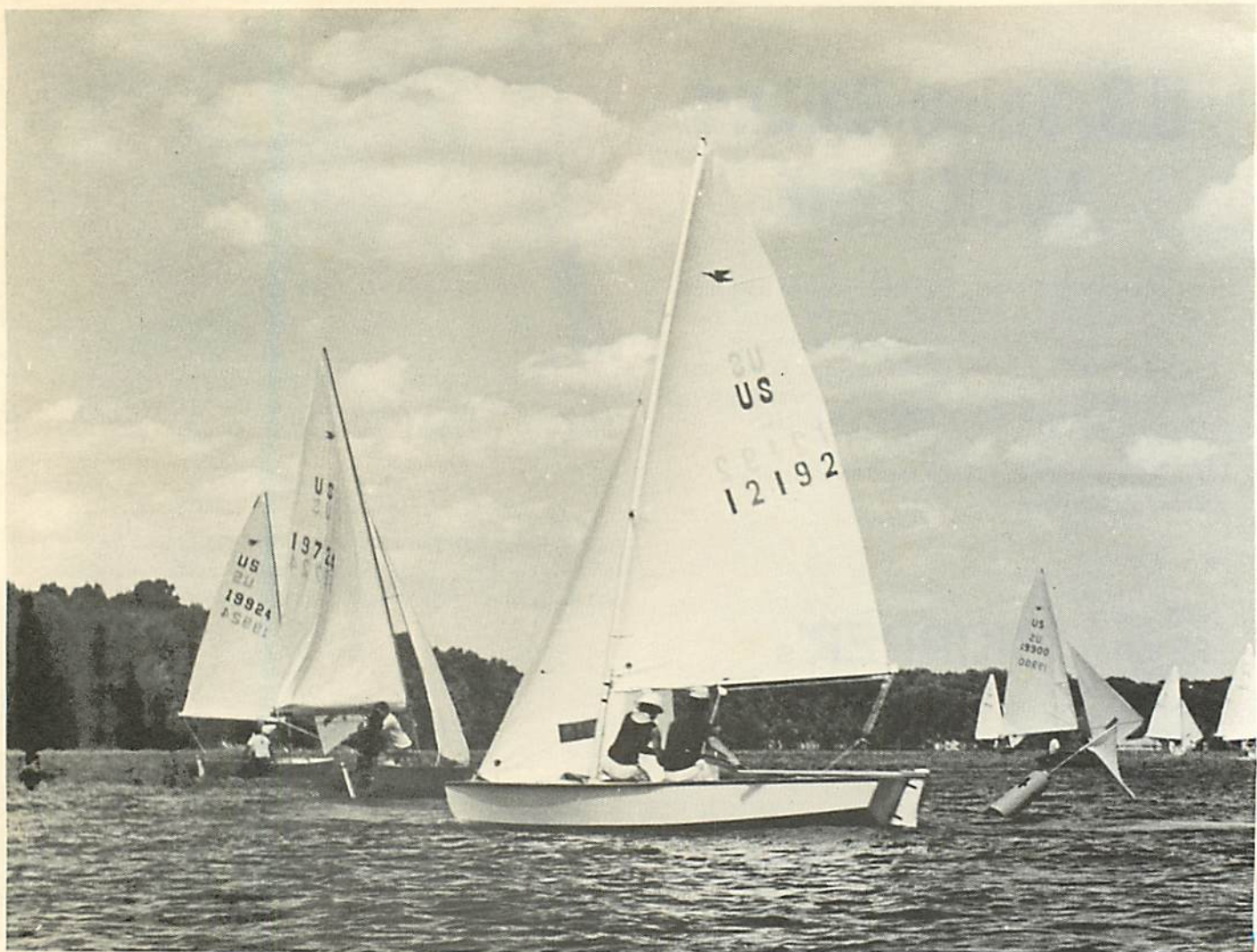
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"If that old boat would get out of the way we could see some of the action." Harry Levinson works his way to another win in the Indiana Open.

Levinson, Allen Top Indiana Open Fleets

Snipe fleet 409, Indianapolis, was host to the 21st annual Indiana Open on September 6 and 7. The weatherman provided one of the year's best sailing weekends, with sunny days and good winds. Seventy-nine boats from several states and Canada sailed in two divisions for the Lilly and Call championships.

On Saturday evening, a superb steak dinner at the Indianapolis Sailing Club was followed by films of the 1939 and 1950 U. S. nationals, with Buzz Levinson describing the action.

Harry Levinson wins Lilly series

Forty-six entries in the Lilly series were divided into four fleets. The first race was sailed in shifty winds of 8-10. In the first flight, Harry Levinson, with wife

Alinda crewing, sailed to an early lead, kept stretching it out and won by a large margin. Van Wesley finished second, followed by Tom Townsend. In the other section, another pair of Levinsons, Buzz and Winnie, sailed a steady race to win. Berkeley Duck was second, with Jim Richter third.

In the second race, Harry Levinson demonstrated his fantastic skill in shifty winds by starting slowly, then tacking on each shift to gain the lead on the fifth leg, after sailing through most of the fleet. Greg Gust, who sailed a consistent series, won the other section, followed closely by Paul and Mary Levinson. Bill Buckles finished third.

Sunday's winds were fairly steady at 12 mph (a rarity at Geist Reservoir). In the first section, Steve Holdeman got a

great start and was never headed. Paul Levinson was second again, nosing out Bill Buckles. Two-time Indiana Open winner, Don Hite, put it together to win the other section, keeping Harry Levinson in second place.

Call Series to Bob Allen

Bob Allen of Indianapolis, with wife June as crew, sailed an excellent series, with finishes of 1-5-2 to win the Call series. Bob was pushed by Cindy Braun, a young gal from Cincinnati, with a 2-3-8 record.

The top junior skipper of the Indiana Open was Paul Levinson. Cindy Braun received the best girl trophy.

Dan Blodgett
Indianapolis Fleet No. 409



The winners and friends, Indiana Open, 1975.

INDIANA OPEN
LILLY "A" SERIES (TOP 20 of 46)

Boat	Skipper	Club	Places	Points	Finish
12192	Harry Levinson	ISC	1-1-2	3	1
21109	Greg Gust	Muncie	5-1-4	18	2
19267	Don Hite	Lake Angeles	5-4-1	18	3
21027	Van Wesley	Privateer	2-3-6	20.4	4
21008	Jim Richter	ISC	3-4-5	23.7	5
21119	Buzz Levinson	ISC	1-5-8	24	6
20988	Paul Levinson	ISC	12-2-2	24	7
21888	Bill Buckles	Cleveland	7-3-3	24.4	8
16856	Tom Townsend	ISC	3-6-4	25.4	9
21549	Greg Fisher	Cleveland	4-7-5	31	10
20908	Berkley Duck	ISC	2-7-9	31	11
21106	Steve Barb	Muncie	10-2-8	33	12
15020	Bill Simons	Privateer	6-5-16	33.7	13
20689	Ted Hains	Oakville	9-9-7	43	14
21710	Jeff Troeger	Diamond Lake	4-10-13	43	15
21702	Steve Holdeman	Muncie	10-22-1	44	16
19487	Tim Prince	Cowan Lake	9-8-13	48	17
19724	Scott Cline	Privateer	13-20-3	50.7	18
19062	Mike Zalzal	Acton Lake	8-13-12	51	19
13020	Paul Dovey	ISC	14-10-10	52	20

"B" SERIES (TOP 15 of 33)

Boat	Skipper	Club	Places	Points	Finish
19433	Bob Allen	ISC	1-5-2	13	1
20007	Cindy Braun	Cowan Lake	2-3-8	22.7	2
20659	Ray Schmidt	Chicago	5-4-5	28	3
17467	Earl Purtee	Richmond	3-8-7	32.7	4
19386	Marshall McCuen	ISC	16-6-1	33.7	5
20869	Dick Brackett	Burnham Park	8-10-3	35.7	6
17515	Larry Best	Wall Lake	10-2-16	41	7
15509	Dave Congdon	Decatur	21-1-9	42	8
21118	Mark Wilson	Richmond	11-11-6	45.7	9
21508	Don Hite, Jr.	Lake Angeles	4-7-19	46	10
12099	Chuck Vreeland	Wall Lake	13-15-11	57	11
18107	Dave Allen	ISC	18-9-13	58	12
19897	Felicia Bamer	Carlyle	7-12-21	58	13
21116	John Mc Allister	Cleveland	6-DNS-4	58.7	14
16401	George Nichols	Decatur	15-16-10	59	15

Official Pocket Patch



(1/2 actual size)

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

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A smaller size 2-1/8" x 2-3/4" for caps, etc., but in twill only . . . \$1.50

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Winners in the '75 Wolverine Regatta, left to right: Don Hite, Jerry Thompson, Dick Crookston, Terry Timm, John Meredith. Crews in front.

Light Air Stymies Wolverine Fleet

Barton Boat Club was host to the annual Wolverine Regatta at Ann Arbor, June 28-29. Saturday morning dawned in a sea of mist without a breath of wind, raising the spectre of a weekend of drifting. After postponing the first start, all dug into the picnic lunch provided by the club members. By afternoon, enough of a breeze had sprung up to permit two races to be completed in extremely variable air. Once again Don Hite proved the master of these tricky conditions, winning both races in a very competitive, thirty-boat fleet. In the first race he overcame a seemingly insurmountable lead of several hundred yards built up by Steve Smith, Lansing, who fell into a "hole" from which he barely salvaged a second place.

Saturday afternoon's enormous thirsts were amply quenched that evening at a cocktail party given by the club, while everyone hoped that Sunday would bring wind. This was not to be, however, and defending champion John Johns, this

year's race committee chairman, was hard-pressed to set good lines in the shifty winds. Only a set of walkie-talkies and a fast mark-laying speedboat made this possible, and three more exciting races were sailed. The first was won by Bill Grabb of the host club, who found clear air at the windward end of the line and was never challenged. Hite took a ninth in this one and for a brief moment it appeared that he might be beaten. By winning the fourth race, however, he salted away the regatta. Jerry Thompson, Akron, sailed consistently to finish second, with Dick Crookston, Gull Lake, third. Terry Timm of the host club dropped to fourth, getting caught back in thirteenth place as he 720's his way through the final race. John Meredith, Whitewater Valley, picked up the fifth place trophy and also that for the best junior.

Doug Behrendt
Barton BC Fleet 520

WOLVERINE REGATTA (TOP 20 of 30)

Boat	Skipper	Club	Places	Points	Finish
19267	Don Hite	Lake Angelos YC	1-1-9-1-16	37.0	1
17387	Jerry Thompson	Akron	6-2-6-3-9	47.1	2
20881	Dick Crookston	Gull Lake	3-7-10-5-2	47.7	3
20707	Terry Timm	Barton Boat Club	8-3-4-2-13	49.7	4
18913	John Meredith	Whitewater Valley	12-6-2-4-14	60.7	5
20992	George Drake	Lake Angelos YC	15-5-12-13-1	68.0	6
19740	Steve Smith	Lansing Sailing Club	2-15-14-4-12	77.0	7
17560	Jerry Makela	Richmond Sailing Club	7-14-8-7-15	81.0	8
19388	Joe Pearson	Barton Boat Club	20-4-15-8-7	82.0	9
16790	Mike Harvey	Lansing Sailing Club	4-11-11-11-20	85.0	10
21598	Doug Behverd	Barton Boat Club	5-9-13-16-18	90.0	11
20686	Pete Bristow	Open	10-8-16-22-5	90.0	12
21116	John McAllister	Detroit River	13-24-22-6-3	94.4	13
21103	Bill Grabb	Barton Boat Club	21-19-1-14-10	95.0	14
21412	Bob Borer	Barton Boat Club	28-23-3-19-4	101.7	15
21550	George Crook	Oakville Yacht Squadron	11-22-5-26-11	104.0	16
19947	Bob Eshelmon	Barton Boat Club	19-17-7-10-21	104.0	17
21596	Rob McKenzie	Barton Boat Club	17-10-18-20-10	105.0	18
20006	Pamela Johns	Barton Boat Club	18-18-24-15-6	110.7	19
17202	Bill Foss	Barton Boat Club	14-20-17-12-22	115.0	20

Alexandra Y.C. is host for title series

Niel Martin Gains British Championship

British Snipe Nationals 1975 held at the Alexandra YC, Southend-on-Sea, Essex, drew a good contingent of helmsmen for the three day event in early August. Six races were completed over the Olympic courses set in the Thames Estuary with our present reigning champion Niel Martin retaining the title.

Winds throughout the championship varied from light to medium and other than the fourth race when the sea did show its teeth the racing was done in light chop under constant sunshine.

Niel Martin helming 19893 was outright winner for the first four races with the fifth race being won by Tony Hunt 22211 of the Blue Circle, S. C., and Gary Lewis slipping 19895 into first for the final race under the burgee of his

home club Northwich, SC.

Final positions for the overall result went to Niel Martin 1st, Tony Hunt, Blue Circle 2nd, Percy Douglas, Stone Fleet 3rd, Gary Lewis, Northwich 4th, Peter Davis, King George 5th, and Peter Wright also of King George coming into sixth place.

Niel gained the championship for the second successive year in a Skipper boat with American North Sails and Bruder mast, the same Snipe that he hopes to ship out to contend for the Worlds in Uruguay — and with Niel's present score for 1975 he could well return in December with the Isaack Trophy!

Tony gained second position in his British built Bryland fiberglass with a Needlespar and Musto sails. Percy took

third in a Skipper with U. K. North sails. The first of the new design Skippers to reach this country was present, and created quite an interest. North Sails from the U. K. loft were well in evidence, and so were an encouraging number of remodelled older Snipes.

During the championship the class held the A.G.M.; main decisions being general help and advice to modernize the older boats, continuing our aim to seek sponsors to run a European/African championship, and encouraging inter-fleet travelling and higher attendance at European meetings by purchasing double trailers.

John Broughton
U. K. National Secretary

Niel Martin adds U.K. National Championship to his 1975 victories which include U.K. Junior Championship and Stone International Trophy.



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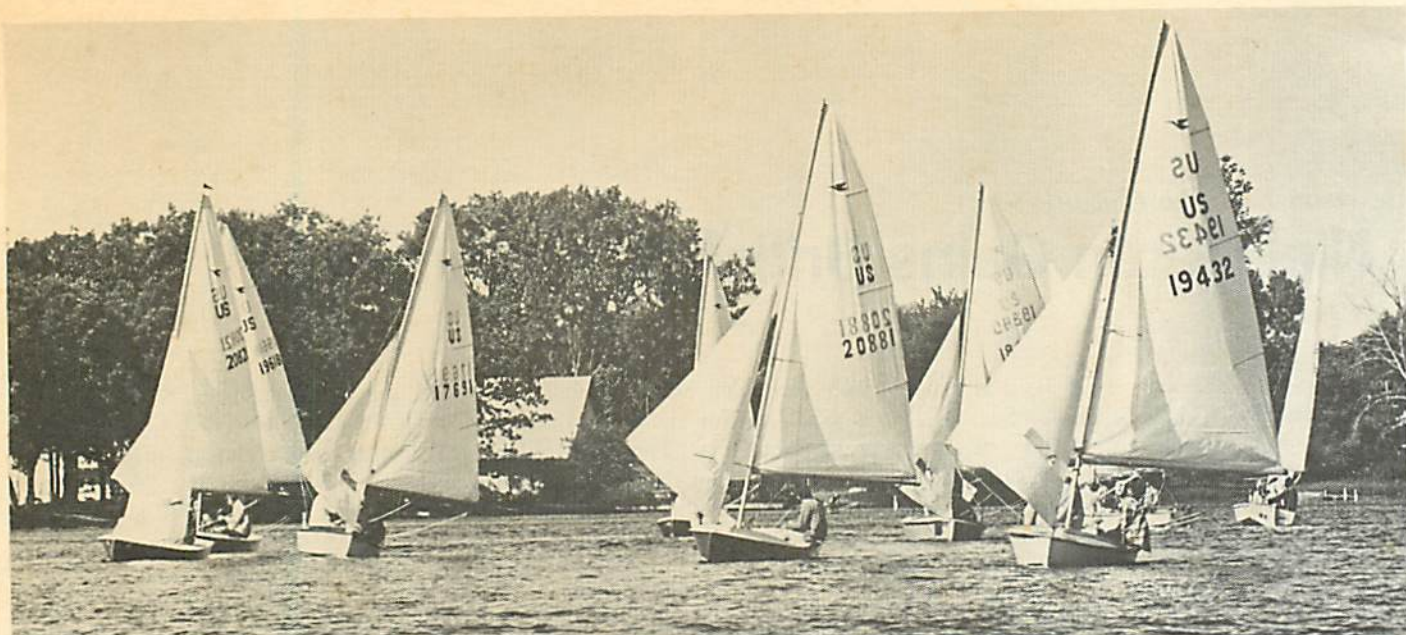


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Downwind in the Last Chance Regatta; that's Dave Chapin (19432) en route to a first place win.

Dave Chapin Tops "Last Chance" Regatta

It was a beautiful sight on Crystal Lake Illinois during the weekend of September 13-14 as twenty Snipes competed for trophies in Crystal Lake Yacht Club's 1975 Last Chance Regatta.

Some of the visitors trailed their Snipes from as far away as Kalamazoo and Detroit. Under perfect weather conditions, and with brisk breezes generally out of the southwest, the race committee set excellent courses which received favorable comments from many of the Skippers.

After the fourth race on Sunday, the trophies were presented to the first place Skipper Dave Chapin of Springfield who recently won the Junior National Championship at Green Lake, second place to Don Hite, third place to our local Skipper Wally Broadhead, fourth place to Dick Crookston and fifth place to Brian Sherry. Listed below are the standings of all of the competitors including a fine example for aspiring women Skippers,

Crystal Lake's own 65-year-old Skipper Margaret Beber.

Although only Snipes raced in this Regatta helpful members from the Yacht Club's M16, Laser and Mixed fleets

contributed to its success. The enthusiasm of the participants and spectators indicated that sailing is surely a sport which can be enjoyed by all — young and old, male and female.

LAST CHANCE REGATTA

Boat	Skipper	Places	Points	Finish
19432	Dave Chapin	1-1-2-1	3	1
19267	Don Hite	2-2-1-2	9	2
18645	Wally Broadhead	5-7-4-6	42.7	3
20881	Dick Crookston	20-3-3-3	43.1	4
19718	Brian Sherry	3-4-10-8	43.7	5
19715	John Stanley	7-5-7-5	46	6
21364	Frank Pontious	4-11-8-4	47	7
20625	Dick Jones	6-5-9-11	53.7	8
20880	Frank Vicent	8-12-6-12	61.7	9
20821	Lee Shames	9-6-15-9	62.7	10
17691	Phil Hoaglund	14-13-9-10	70.	11
19618	Lou Spencer	12-14-16-7	73	12
20659	Ray Schmit	11-17-12-13	77	13
18324	Lee Brahos	10-16-13-14	77	14
18647	Jim Pyott	17-8-11-18	78	15
19414	Dave Rhodes	15-10-17-15	81	16
21099	Allen Quirk	13-15-18-17	87	17
21508	Don Hite, Jr.	19-18-14-16	91	18
16661	Margaret Beber	18-20-19-19	100	19
21116	Skip Remter	16-20-20-20	100	20

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Sanctioned Snipe Regattas

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

DECEMBER 10-13, JANGADEIROS INTERNATIONAL REGATTA, Jangadeiros Fleet 426. Boats returning from the World Championship are invited to attend. Edmundo Soares, Rua Ernesta Paiva 139 — Triesteza, 90,000 Porto Alegre, Brazil.

FEBRUARY 28-29 SNIPES AU CARNAVAL and MEDITERRANEAN CHAMPIONSHIP, Yacht Club Beaulieu (French Riviera), M. Celerier, Les Coqa, 06360 Eze sur Mer, France.

FEBRUARY 29-MARCH 2, MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, John Slaughter, 3337 San Pedro St, Clearwater, FL 33515.

MARCH 5-7, DON Q REGATTA, Miami Fleet 7, Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165.

MARCH 10-13, BACARDI SERIES and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey Kelly, P. O. Box N 1113, Nassau, Bahamas.

APRIL 11-17, VII CAMPEONATO DEL ATLANTICO SUR DE CLASSE SNIPE, Club Uruguayo Fleet 506, Jose Luis Murguia, Luis de la Torre 423, Montevideo, Uruguay.

JULY 31-AUGUST 1, U.S. JUNIOR NATIONAL CHAMPIONSHIPS, Association Island, Dr. Graham Hoffman, 149 Ontario St., Honeoye Falls, NY 14472

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