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European National Secretaries Meet

Secretaries meet at Le Havre, France; '77 World Championship slated for August 22-29 in Denmark

Excerpts from the Minutes of European National Secretaries meeting, Sept. 1, 1976

PRESENT: Commodore Svend Rantil, European and African Secretary General Arturo Delgado, Vice Secretary Peter Davies, and Enrico Rosso Secretary for Southern Europe and for Italy. Kjell Hoberg, representative for Norway also acted as representative for Northern Europe. The following National representatives were present: Nils Laursen, Denmark; John Broughton, U.K.; Santiago Mendez, Spain, Ruben Domingos, Portugal; Emile Thorsen, Sweden; Lauri Brimmer, Finland; and Luis Paul Lamarque, France.

WELCOME: Arturo Delgado presided at the meeting and welcomed the commodore and the delegates. Belgium and Yugoslavia were represented in the championship, but not at the meeting. Commodore Rantil expressed thanks to France for holding the championship.

SOUTH EUROPE: Enrico Rosso reported that increased costs of travel have affected all sailing in South Europe, except perhaps in Spain, with both Yugoslavia and Portugal having particular problems. In both Italy and Portugal the sailing federations have sponsored the 470 as a youth boat to the detriment of Snipe sailing. Portugal has active sailing in its 3 Snipe districts. Rosso, who became acting Eastern European Sec. after the death of Alexander Lukez, has had little contact from Turkey, Rumania, or Germany.

NORTH EUROPE: Finland leads in Snipe sailing in North Europe and has two good Snipe builders. Gothenberg and Stockholm are Sweden's major areas of interest with some new fleets in other areas and some areas of decline. There are 4 active fleets in Denmark. In Norway, Bergen has a fleet of 50 boats, but in other areas, particularly around Oslo, Olympic classes cost the class support.

The U.K. reports healthy growth with two good builders who can export boats to continental Europe at favorable rates of exchange.

Nils Toftgaard has indicated that he would like to retire from his position as North European Secretary. As Nils is working on the 1977 WC, the committee asked that he stay on at least until after the championship.

AFRICA: Most of the Snipes in Southern Africa have been returned to Portugal.

The Portuguese representative has had some word of mouth information although he has not heard directly from Carlos Carvalho, South African Secretary. He will report back to the chairman when he has further information.

WORLD CHAMPIONSHIP: Preliminary arrangements have been made for the championship to be held in Denmark August 22nd-29th, 1977. All information will be sent to National Secretaries and bookings of accommodations should be made as soon as possible. An added attraction will be the Snipe Gold Cup to be held in the same waters (the Sound of Skovshoved, just North of Copenhagen) August 19th-21st.

EUROPEAN JUNIORS: Portugal hopes to hold the championship in the Algarve in July. Detailed plans will be submitted later.

SOUTH EUROPEANS: Will be held in Venice, possibly in September, but the dates are not definite.

EUROPEAN CHAMPIONSHIP 1978: Spain and the UK submitted bids. The UK would hold the regatta at Thorpe Bay in the Thames Estuary where the championship was held some years ago. They have a problem with financial backing and will submit final plans in 3 to 6 months.

Spain would hold the championship at Valencia which is having a 75th

anniversary and would like to hold an important sailing event. Finances are not a problem.

No vote was taken but the feeling was that the championship should go to England if financially possible.

The tradition of requiring the feeding and housing of at least the first crews from each country by the hosts was discussed. Commodore Rantil felt that National Secretaries should continue to be guests since this is one of the few rewards for the hard work the secretaries do for the class. This was not an agenda item and no action was taken. It will be placed on the agenda for the 1977 secretaries meeting.

REGULATIONS: Arturo Delgado pointed out that national letters should be clearly positioned on all sails and decals should be clearly positioned on all boats.

ELECTIONS: Arturo Delgado was re-elected Secretary General and Peter Davies was re-elected Vice Secretary.

EUROPEAN CHAMPIONSHIP RULES: 3 boats allowed per country. 1 additional boat allowed for every 25 dues paid in the previous year, up to 7 boats maximum per country.

CALENDAR: Peter Davies, 42 Chase Side, Southgate, London N14 requested dates for the European Calendar at least by December 1st if possible.

Meeting adjourned.

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SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

DECEMBER 1976 1976
Vol. XXV No. 12

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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.

THOUGHTS WHILE SAILING

HELP!

This is the essence of a letter received from Jack Moe. He sails in a handicap fleet and does not often get to compete with the "hot shots". As a consequence he feels he could get greater value from the SNIFE BULLETIN if there were more technical articles. He goes on to suggest some topics such as:

Use and Abuse of the Barber Hauler

Proper Traveler Design and Operation
Techniques for Correcting Lee and Weather Helm and how this Affects Boat Speed.

Mast Bend and Rake, the Whys and Wherefores

Proper Location of Telltales and What They Tell You

When to Use the Whisker Pole
Relative and True Wind

Most of us who have been sailing for a few years forget how much there is to learn. The newer sailors are the ones who will continue to develop the class and it behooves us to help them. Obviously we cannot expect to give a complete course in sailing since this can be found in various books. However, every boat is a little different and there are always techniques that apply strictly to one class. For example, the Snipe has a "floppy" rig and requires special approaches.

So, if you have an idea for an article, please take time to write it up and send it in. Photographs and drawing are always a big help. Your efforts will be a big boost to the class.

New Secretary for Western Hemisphere

Flavio Caiuby, Rua Libero Badaro, 501-16 andar, Sao Paulo, Brazil was elected Secretary General for The Western Hemisphere and Orient at the meeting of Western Hemisphere

Secretaries in Canada. Having served as Vice-Secretary for three years, Flavio is amply qualified to fill this important position. He replaces Roberto Salvat of Argentina, who received an ovation from those present. Roberto served as secretary from 1970 to the present.

Horacio Garcia Pastori, Cerro Largo 1001, Montevideo, Uruguay, was elected Vice-Secretary.

New National Secretaries for Denmark, Colombia

The new National Secretary for Denmark will be Niels Laursen, "Krogslund", Snaptun, 8700 Horsens, Denmark, phone: (o5) 68 34 09. He will replace Flemming Rasmussen.

Jorge Uzcategui, Apartado Aereo 90313, Bogota, Colombia has been elected to succeed Daniel Moreno Grob as National Secretary. Jorge reports plans for a Junior championship in order to qualify an entrant for the World Junior Championship.

Our thanks go to Flemming and Daniel for all their work and we wish Niels and Jorge much success in their new endeavor.

THE COVER

A nice boat. Or is it an ice boat? With ice in the foreground and Christmas trees in the back, we wish you all a Merry Christmas from SCIRA. The picture is by Per and Mats Gothlin, Stockholm, Sweden, where the Viking tradition still prevails.

THE SCORE

Five numbers were issued during the past two months, all to the U.S. It appears, like the economy, we are in a pause. No new fleets were chartered.

Numbered SNIPES — 22592
Chartered Fleets — 751

Western Hemisphere Secretaries Convene

Flavio Caiuby, Horacio Garcia elected at Nova Scotia meeting

The Western Hemisphere Secretaries' meeting was held at Northern Yacht Club, North Sydney, NS, Canada, August 24, 1976, with Secretary General Roberto Salvat presiding. Countries represented were: Bermuda, Brazil, Argentina, Chile, Canada, Ecuador, Japan, Uruguay, and the U.S. Others present were WH Vice Secretary Flavio Caiuby, Vice Commodore Dan Williams, Rear Commodore Bruce Colyer, and Buzz Lamb, Executive Secretary. Carmen Salvat acted as interpreter.

1978 WH CHAMPIONSHIP: Secretary Salvat requested bids for the 1978 WH Championship. Brazil presented a bid for the championship to be held in September or October 1978 in Brazil, with the exact date/place to be decided. The three possible locations are: Macio, a small town in northern Brazil which has good wind and water, but which will require help from other Brazilian fleets; other sites are Sao Paulo, or Porto Alegre, both of which have much experience in holding championship regattas. The U.S. moved that Brazil's bid be accepted. Uruguay seconded. Motion carried.

WORLD JUNIOR CHAMPIONSHIP: Argentina reported on plans made for the World Junior Championship to be held in Buenos Aires in December. A brochure has been prepared and will be distributed to national secretaries. Club Olivos will be the host and will provide housing nearby for contestants. One boat per country will be provided, with possibility of up to 3 boats being available. 5 boats per country will be permitted to compete. The IYRU age limit will apply. Bermuda moved that an age limit be established before the next championship as there has been some question about this limit. Seconded and carried.

RECOMMENDATIONS FOR SCIRA ORGANIZATION: Horacio Garcia Pastori recommended that sailing instructions for WH Championship regattas be provided in both English and Spanish. Agreed. Suggestion was made that Horacio is the best qualified person to make the translations since he understands English, Spanish, and sailing.

ELECTION OF WH SECRETARY AND VICE SECRETARY: Ralph Swanson of the U.S. nominated Flavio Caiuby of Brazil for Secretary of the Western Hemisphere. Horacio Garcia Pastori of Uruguay was nominated by Argentina to the position of Vice Secretary. Some clarification was requested before the vote as to the length of term for each office. The understanding is that the usual length of term for the hemisphere secretary is two years, but he is eligible to succeed himself should he be willing to serve, and should the secretaries wish to re-elect him. The understanding is also that the vice secretary is expected to succeed the secretary in office should he be able to serve, and should he have fulfilled his office as vice secretary. Flavio stated that he intends to serve only a two year term should he be elected.

Flavio Caiuby was elected to the position of Secretary General for the Western Hemisphere.

Horacio Garcia was elected Vice Secretary.

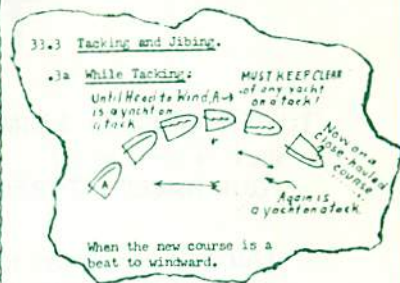
Roberto Salvat expressed his good wishes to those continuing the work of SCIRA in the Western Hemisphere and he will continue to work for the advancement of SCIRA. Appreciation was expressed by those present to Roberto for his years of service to the class.

Flavio Caiuby expressed his desire for more communication with the secretaries and fleet captains in order to make his office as effective as possible. He requested that secretaries send him the addresses of their fleet captains so that there can be a two way channel of communication.

CLARIFICATION: Ralph Swanson requested a clarification of the rule for the number of participants per country in the WH championship in the case of the country of the defending champion. After discussion it was moved by Bermuda, seconded, and passed, that in the case of the defending champion, his country shall be entitled to three representatives in the WH championship. This recommended change will be proposed to the Board of Governors.

Meeting Adjourned.

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PIERRE SIEGENTHALER: the art and science of reaching

We were most fortunate in being able to get an interview with "Powerful" Pierre Siegenthaler during the Western Hemisphere Championship in North Sydney. Pierre is a recognized authority on reaching in medium and above winds. He demonstrated his expertise on at least two occasions during this regatta. Rounding the windward mark pretty far back, he picked up 10 boats in one race and 12 in another. After two reaching legs he was in third place going into the second beat. This is quite an accomplishment when you consider the ones he passed were the top Snipe sailors in the Western Hemisphere.

Pierre is a delightful person with a very interesting background. He was born in Switzerland and learned sailing on the lakes there. He now lives in Nassau, Bahamas with his wife, Karen and baby girl. He met Karen in Rio de Janeiro while sailing in the World Championships in 1971. He is always in the top group in international competition and was World Champion in Sunfish.

P: I'll stick to reaching in a breeze 10 knots or more and with waves, because when it's flat calm or light wind and flat water you don't find too much difference in boat speed. The big difference in speed comes only when you have a chop. It means, obviously, it's a question of playing the waves. There are lots of other things one can do when reaching which will help. Like the ones that I'm not even convinced help, such as reaching hooks or barber haulers. They may help, but when it blows I forget about those completely

and concentrate on surfing.

So I think anybody who wants to practice reaching should go surfing or windsurfing. That is the best possible training; concentrating on getting the boat in the right position relative to the waves. And that means, very often, being off course, up to 30°, but don't worry about it. When you have to go up with the wave to stay on it, never mind, go with it. At some stage, when you lose the wave, you correct your course and catch the next one, but it's strictly playing each wave, hanging on to it as long as you can — getting on to it as fast as you can. And that means occasionally a little sheeting-in. Strong, one-time sheeting-in — if you do it at the right time — will get you going a little sooner.

Q: What you are saying is that if you can plane, do so even if it takes you way off course?

P: Definitely.

Q: Is there anything particular in setting of sails?

P: Nothing out of the ordinary. Obviously, you want to keep your sails full at all times. Now this means that since you are going to have tremendous course variations you have to follow with the sails. And it means, naturally, also when you get up on a plane and your speed increases all of a sudden, you have to sheet in immediately. And that is obvious, otherwise the sail will flap. It's not so obvious when you slow down, and you lose the wave, then you must slack off. You either slack off or point higher. You are constantly slacking and trimming. It is very important.

Q: Just exactly how do you handle the wave?

P: The first thing is to pick your wave. There are always smaller waves and bigger waves. On the smaller ones, if it is marginal planing, you are not going to get going, so when you find a big one, you luff up a little bit to get up speed. That gives you a little extra speed to get you planing.

Q: Just as you hit the wave?

P: No. Let's say the wave is approaching you, as the top reaches your transom, it brings the stern of the boat up. Once you get that feeling, you should probably sheet in a little, pick up speed, then bear off to stay on it. The more perpendicular you are to the wave, the longer you will stay with it. The theory is that the wave is moving faster than you. There are exceptional conditions when you go faster than the waves and that is a totally different game — you have to plow through them. Normally, the game is to stay on the wave as long as possible, since it goes faster than you, and you can stay on longer if you go exactly with it. Now, if by any chance, you do go faster than the waves, and your bow starts plowing into the next wave ahead of you, that's the time to luff up, and then you are really surfing. Then you are playing exactly the game of the surf board — that is to have the right angle to stay in the groove.

Q: Trying to stay at the same speed as the wave?

P: Right. You very often find you have to vary your course as you are
(Continued on next page)

SIEGENTHALER...

(Continued from preceding page)

planing. If you go too fast, you'll bump into the next wave, so head up. If you head up too much, you'll lose the wave, so you have to bear off again. You should be very careful to keep your boat absolutely flat.

Q: How about tactics? Do you go to windward, say, if you are rounding in the pack?

P: Garry Hoyt put it clearly in his book. If you know you are fast — at least as fast or a little bit faster than anybody around, go up right away. Go above the pack — I don't care what it takes — don't fiddle with anyone. Clear the whole thing, if necessary go way off course, and then get going. Get into a separate lane — the passing lane, and concentrate on speed. If you start playing each boat, then you cannot concentrate on your surfing. Very often you get mixed up in somebody's wake and that is one reason for going up, not just having clear air. If you are behind 5 or 6 boats, you will be confronted with a very difficult chop. And it is much more difficult to surf on a confused wake than on a regular sea.

Q: The reason for not going below then is because your air is chopped up?

P: Yes, but it can work below. You have to go pretty far down, but do it right away. If you decide everyone else is going too far up, immediately go way off course below and then you do your thing. But you'd have to go 5 to 10 boat lengths.

Q: The boat that goes alone goes the fastest; so you concentrate on being alone on a reach?

P: Oh, yes. Whenever you get mixed up with someone else you find you slow down.

Q: You don't use the barber haulers at all?

P: I'm not satisfied that it is an improvement. The harder it blows, the more I tend to forget about it — the harder it blows the less adjustments I make. I forget about the outhaul, the barber haul; and even the board is not immediately important. I concentrate on getting on a plane, then decide whether I can get the board up without losing the plane. Very often you find someone going around the windward mark, the crew goes down in the middle of the boat which then heels way over and slows

down. You could scream by him if you concentrate on sailing.

Q: If you are planing, it doesn't make any difference whether the board is up or down?

P: No, the board doesn't slow you down that much in winds of around 15. Under that it is difficult to plane.

Q: This is your game anyhow?

P: Oh, yes. We have chop all the time. Very rarely we don't have chop, and without it we don't know what to do. Then we find we go about the same speed as everyone else.

Q: How much effect has crew weight?

P: With our technique you do best with a relatively light crew, say 290-300 lbs. In marginal planing conditions you can get on a plane when the others can't. Then the speed differential is fantastic.

Q: Do you move back in the boat?

P: I think that depends on the boat. In the Chubasco I find you have to move way back, it really pays off to sit as far back as you can. In the Eichenlaubs, I don't know. I've tried it and it didn't seem to make much difference. When you were not quite planing, moving weight didn't seem to help. Boats are built differently. In my opinion the Chubasco is faster on the reaches.

Q: How can you apply these techniques to lake sailing?

P: It is very difficult. You need waves to lift you off. Another consideration is that the boat is more buoyant in salt water.

Q: Any more pointers on learning the techniques?

P: The way Elvstrom put it: "always try to sail for the lowest part of the wave." In other words, aim the boat to go down to the lowest part of the wave. It is a different way to put it but I think he is talking about the same thing.

Q: Keeping your stern toward the wave is the same thing?

P: Yes, that's the idea. When you are planing, always remember to try to keep the bow pointed for the bottom, and not into the next wave.

Q: How about the whisker pole?

P: All this applies whether you are reaching with a pole or without. You have more flexibility without the pole since you need to change course. When it is marginal as to whether to carry the pole, I feel you are better off to put it up.



Pierre Siegenthaler, 20306, leading a group of boats on a run.

Q: What are the criteria?

P: If your tell tales are pointing abeam, then it is time to put up the pole. Of course, in winds over 20, it gets a bit hairy. The lighter it is the sooner you must use it.

Q: How do you handle waves going to windward?

P: You have to try to weave your way up. You can't sail a straight course. It depends on the length of the waves. When the waves are short it is difficult to negotiate one by one. If they are big enough you go down on the back of one then up into the next one. When you get on top of the wave, you bear off a little. When you get to the bottom, you point a little higher. You'll find in short waves you can do that up to a point, and then at some stage you'll hit one. It is very difficult, the point is to try to hit as few as possible. Don't worry about not sailing a straight course, you'll find you'll sail faster and end up further to weather.

Q: How about on the run?

P: The same thing applies; if it blows hard enough, you'll surf.

Q: Which do you jibe first, the main or pole?

P: I jibe the main first, but I don't think it makes too much difference. We let the mast go forward with the pole up.

Q: Do you rake your mast on a reach?

P: I'm not convinced that you should rake the mast on a reach. In light air you probably should keep the forestay tight. In a blow, I'm not sure that it makes much difference.

LL: Pierre, this has been great and I know it will make a fine article for the BULLETIN.



Front, left to right: Pat Zars, Beverly Weston, Rachel DeArman, Scott Shirly, Bill Wightman; Back row: Lief Zars, Keith Zars, Sydney Wild, Jim Wild, Toby Ricks, Brownie Horner, Scott DeArman, Carol Gardinier, Danny Geil.

Lief Zars Dominates Texas Championship

The oldtimers told us there would be no wind on Labor Day weekend — but we tried it anyway. They were right. 24 Snipes from Texas, Oklahoma, and Kansas gathered for the Texas Snipe Championship which had been postponed from May because our replacement clubhouse wasn't finished. The old clubhouse had burned during a winter fire.

District Governor Lief Zars with wife Pat as crew found the light going just right for them as they dominated the regatta with two firsts, a second and a throw-out fifth. The senior Zars were able to find the wind patches and stay in them better than anyone else. Son Keith, with Toby Ricks crewing, came up with a clutch victory in the fourth and final race to move into second place. Sydney and I drifted faster than most, and secured third place. Brownie Horner grabbed 4th with young Scott and Rachel DeArman continuing to sail well in 5th.

This year we tried for a five race series which has not been customary in this district. Despite the very light air, excellent race committee work by Jim Wilding allowed us to squeeze in 3 back-to-back races on Saturday. Sunday morning was even lighter, and we managed only one of the two planned races. Races three and four were shortened because of the light going.

The general consensus among those attending was in favor of the five race format. The local fleet voted to return the regatta to the customary spring date for 1977 in hopes of better wind and to come before the National championships which will be on Lake Ray Hubbard in July.

TEXAS SNIPE CHAMPIONSHIP

Top 15 of 24 Entries

| Boat | Skipper/Crew | Club | Races | Points | Finish |
|-------|-------------------------------|--------------|-------------|--------|--------|
| 18850 | Lief Zars/Pat Zars | Lake Canyon | 1-5-1-2 | 3 | 1 |
| 19449 | Keith Zars/Toby Ricks | Lake Canyon | 5-3-14-1 | 15.7 | 2 |
| 19439 | Jim Wild/Sidney Wild | Lake Canyon | 16-1-2-9 | 18 | 3 |
| 19392 | Brownie Horner/Beverly Weston | Lake Canyon | 2-10-4-5 | 21 | 4 |
| 19176 | Scott DeArman/Rachel DeArman | Sequoyah | 4-8-6-3 | 25.4 | 5 |
| 22317 | Bob Henry/Dave Weston | White Rock | 9-2-18-6 | 29.7 | 6 |
| 20818 | Pete Fenner/Ali Clayton | White Rock | 8-6-7-4 | 32.7 | 7 |
| 17151 | Bruce Hurst/Mike Axton | Sequoyah | 3-12-11-7 | 35.7 | 8 |
| 20183 | Bill Wightman/Bob Wightman | Lake Houston | 22-11-3-8 | 36.7 | 9 |
| 18025 | Ted Wells/Tony Leal | Wichita | 10-4-8-nf | 38 | 10 |
| 19485 | Chuck Laird/Phil Laird | White Rock | 13-20-5-11 | 46 | 11 |
| 19906 | Payton Cooper/Susan Fleener | White Rock | 18-7-9-12 | 46 | 12 |
| 21351 | Lin Johnson/Hal Binion | White Rock | 7-9-21-nf | 55 | 13 |
| 22283 | W.R. Smith/Par Durham | White Rock | 11-15-12-nf | 56 | 14 |
| 20653 | Darwin Breeding/Dan Breeding | Abilene | 12-17-17-10 | 57 | 15 |

Junior Race

| | | | | | |
|-------|----------------------------|--------------|---|-----|---|
| 20183 | Bill Wightman/Scott Shirly | Lake Houston | 1 | 0 | 1 |
| 20909 | Danny Geil/Carol Gardnier | Lake Houston | 2 | 3 | 2 |
| 13024 | Anita Geil/Toi Geil | Lake Houston | 3 | 5.7 | 3 |

The food for the regatta, provided by Pat Zars, was excellent. We had cook-them-yourself 16 oz. steaks Saturday night, and the free beer lasted until Sunday morning.

Bill Wightman and Scott Shirley won

the junior race over their Lake Houston rivals. Is Lake Houston the only fleet with juniors racing?

Jim Wild

Lake Canyon Fleet 681



View of Lake Canyon from the clubhouse, before start of Saturday's race.

Choquette, Tulsa Sailors, Pace Joe Ramel Memorial

The Sequoyah Yacht Club of Tulsa dominated the standings in the annual Joe Ramel Memorial Regatta sailed at Lake Lotawana, Mo., September 18 and 19. The beautiful Ramel Trophy has left the mantelpiece of Omaha's Henry Davis where it has resided since its dedication in 1971, and has taken up residence in the home of Mike Choquette.

The two races on Saturday were sailed under sunny skies with shifty, gusty, southeast winds ranging from 5 to 12 knots. In the first race Choquette, Bruce Hurst, Scott DeArman and Davis worked the leeward shore and left the rest of the fleet muddling around among themselves.

The starting line for the second race was set so close to the windward shore that it appeared certain that any port end starters would surely be trapped. Indeed, only one port ender, Henry Davis, got away, but the lead he obtained grew to a quarter mile at the finish. Host fleet champion, Doug Day, tacked past four other boats in the final hundred yards to take second.

The third race on Sunday was sailed in sporadic southwest winds varying from 1 to 8 knots. The lead shifted back and forth between Choquette and Lou Joline, while Davis labored in 10th place. Needing to finish ahead of Choquette to

retain the title, Davis gambled on the downwind leg by taking the windward shore. From his vantage point, he was able to view the rest of the race in peace and calm. Meanwhile, the wind shifted to the northwest and brought up fresh

troops for the downwind finish, including the winner, Doug Day. Choquette hung in for a third, enough for first place overall.

Social activities were highlighted by the Friday night party at the distinctive "no walls" home of fleet leaders Guthrie and Ann Carroll, where visitors polished off a twenty-seven pound smoked catfish pulled from the lake earlier that week.

Lou Joline
Lake Lotawana Fleet 49



"A" Fleet leaders, left to right, front - Rita Carroll, Steve Kersey, Josh Reynolds, Alane Day, Sonja Joline, Rachel DeArman, Mike Axton; Back row - Doug Goppert, Bob Fugit, Mike Choquette, Doug Day, Lou Joline, Scott DeArman, Bruce Hurst. (photo by Louis and Sonja Joline)



Mike Choquette and Josh Reynolds receive Ramel Trophy from Eddie Williams. (photo by Louis and Sonja Joline)

JOE RAMEL REGATTA A Fleet - Top 15 of 25 Entries

| Boat | Skipper/Crew | Home | Races | Points | Finish |
|-------|------------------------------|-----------|----------|--------|--------|
| 17240 | Mike Choquette/Josh Reynolds | Tulsa | 1-3-3 | 11.4 | 1 |
| 21501 | Doug Day/Alane Day | Lotawana | 8-2-1 | 17 | 2 |
| 17151 | Bruce Hurst/Mike Axton | Tulsa | 2-5-6 | 25.7 | 3 |
| 19176 | Scott DeArman/Rachel DeArman | Tulsa | 3-6-4 | 25.7 | 4 |
| 20402 | Lou Joline/Sonja Joline | Lotawana | 7-4-5 | 31.7 | 5 |
| 21700 | Henry Davis/Leslie Tucker | Omaha | 4-1-20 | 34 | 6 |
| 22327 | Doug Goppert/Rita Carroll | Lotawana | 10-14-2 | 39 | 7 |
| 21762 | Bob Fugit/Steve Kersey | Wichita | 9-8-10 | 45 | 8 |
| 21806 | Dick Goppert/Cindy Goppert | Lotawana | 14-7-8 | 47 | 9 |
| 20500 | George Croasdale/John Domm | Weatherby | 5-21-11 | 54.7 | 10 |
| 19585 | Ken Rix/Mary Ann Rix | Wichita | 19-11-7 | 55 | 11 |
| 20266 | John Murphy/Fran Murphy | Lotawana | 12-20-9 | 59 | 12 |
| 19544 | Jim Hoyt/J.T. Harding | Quivira | 6-16-22 | 62 | 13 |
| 21097 | Phil Morse/Lana Morse | Topeka | 15-9-21 | 63 | 14 |
| 17683 | Bruce Gosse/Jean Gosse | Wichita | 21-12-12 | 63 | 15 |

B Fleet - Top 5 of 13 Entries

| | | | | | |
|-------|-------------------------------|-----------|--------|------|---|
| 21604 | Jon Skoog/Eric Skoog | Omaha | 1-1-8 | 14 | 1 |
| 20907 | Ray Goppert/Russell Fetters | Lotawana | 2-12-1 | 21 | 2 |
| 22318 | Hank Freeman/Mark Freeman | Weatherby | 6-2-4 | 23 | 3 |
| 22214 | Tom Clevinger/Nancy Clevinger | Quivira | 3-3-6 | 23.4 | 4 |
| 22539 | Gary Pierce/Jayne Pierce | Wichita | 4-7-2 | 24 | 5 |

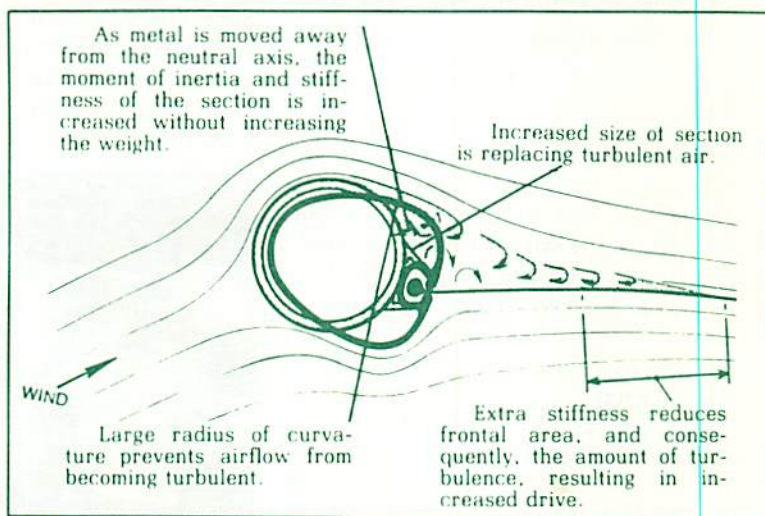
Anchorman (Finished all races)

| | | | | | |
|-------|----------------------------|----------|----------|----|----|
| 14731 | Dick Lebec/Mary Jane Lebec | Lotawana | 11-10-10 | 49 | 12 |
|-------|----------------------------|----------|----------|----|----|



"B" Fleet leaders, left to right, front - Erik Skoog, Russell Fetters, Mark Freeman; Back row - Jon Skoog, Ray Gopert, Hank Freeman. (photo by Louis and Sonja Joline)

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District V Regattas

Retzhaupt Trophy to Fritz Gram

By the end of the first day Fritz Gram was already in command with three firsts in three races. Russ Cook had a consistent three seconds. And Doug Weeks, almost as consistent, had two thirds and a sixth.

The occasion was the Briody Regatta (Lake Ontario Open), held on Irondequoit Bay August 21 and 22. The host Newport Yacht Club hoped to commemorate its fortieth anniversary by providing perfect weather for the 24 boat regatta. However, the weatherman was a bit slow to get the message, and it was almost noon before the wind steadied enough to start the first race. The clear, hot weather finally induced a 10 to 15 knot thermal, which prevailed for the rest of the day.

After the races the four hour entertainment included motorboat-towed hang gliders (not arranged by Newport). During the start of the third race one daredevil had flown over the Irondequoit Bay Bridge; another, we are told, flew under it. A steak dinner, followed by sailing talk in the balmy evening air beside the bay, rounded out a thoroughly enjoyable day.

According to Race Committee Chairman Warren Duerr, Fritz had won the first race by 500 yards, the second by 300, and the third by 100, and was therefore doomed to lose the fourth race by 100 yards. In fact Charlie Webster won the fourth race and Russ Cook, the fifth, but Fritz hung in there for second on both races and won the regatta. Russ Cook took second in the regatta, followed by Doug Weeks, Charlie Webster, and George Hock.

BRIODY MEMORIAL REGATTA

Top 15 of 24 Entries

| Boat | Skipper | Club | Races | Points | Finish |
|-------|-----------------|------------|----------------|--------|--------|
| 16699 | Fritz Gram | Cuba Lake | 1-1-1-2-2 | 6 | 1 |
| 19491 | Russ Cook | Keuka | 2-2-2-3-1 | 14.7 | 2 |
| 16333 | Doug Weeks | Chautauqua | 3-3-6-7-6 | 47.8 | 3 |
| 3518 | Charlie Webster | Newport | 16-7-4-1-3 | 48.7 | 4 |
| 21458 | George Hock | Onandaga | 5-11-5-6-4 | 56.7 | 5 |
| 20311 | Chuck Fox | Newport | 13-4-3-8-8 | 60.7 | 6 |
| 19175 | Ellen Lawton | Onandaga | 6-5-15-4-10 | 66.7 | 7 |
| 19119 | Sam Ulbing | Newport | 11-6-9-5-9 | 68.7 | 8 |
| 19793 | Tersh Bugbee | Cuba Lake | 8-12-7-9-5 | 70 | 9 |
| 19912 | John Bickmore | Newport | 9-9-8-12-14 | 82 | 10 |
| 18088 | Bud Booth | Onandaga | 10-13-13-14-11 | 91 | 11 |
| 21411 | Mel Young | Newport | 7-23-17-11-12 | 100 | 12 |
| 11389 | Howie Fletcher | Olcott | 4-20-23-13-13 | 101 | 13 |
| 20568 | Ted Horvath | Newport | 14-14-19-16-15 | 108 | 14 |
| 22472 | Norm Dahl | Newport | 15-16-18-23-7 | 109 | 15 |

Fritz Gram won the Retzhaupt Trophy for the fifth time. He did it by winning the Briody and District V regatta and by placing second in the New York State. The winner is the person who has accumulated the fewest olympic points in the races of the three regattas. In second place was Russ Cook, followed by Chuck Fox, Tersh Bugbee, and George Hock.

RETZHAUPT TROPHY

| Skipper | Olympic Points | Place |
|--------------|----------------|-------|
| Fritz Gram | 49.4 | 1 |
| Russ Cook | 63.4 | 2 |
| Chuck Fox | 167.7 | 3 |
| Tersh Bugbee | 173 | 4 |
| George Hock | 187.4 | 5 |

Norm Dahl
Newport Fleet 103



Top Five, Briody Fleet, left to right, front - Buffy, Terri Cook, Susan Palmer, Marge Halliday, Allen Guins; Back row - Fritz Gram, Russ Cook, Doug Weeks, Charlie Webster, George Hock. Photo by Rosemary Dahl

SHIPE REGATTA

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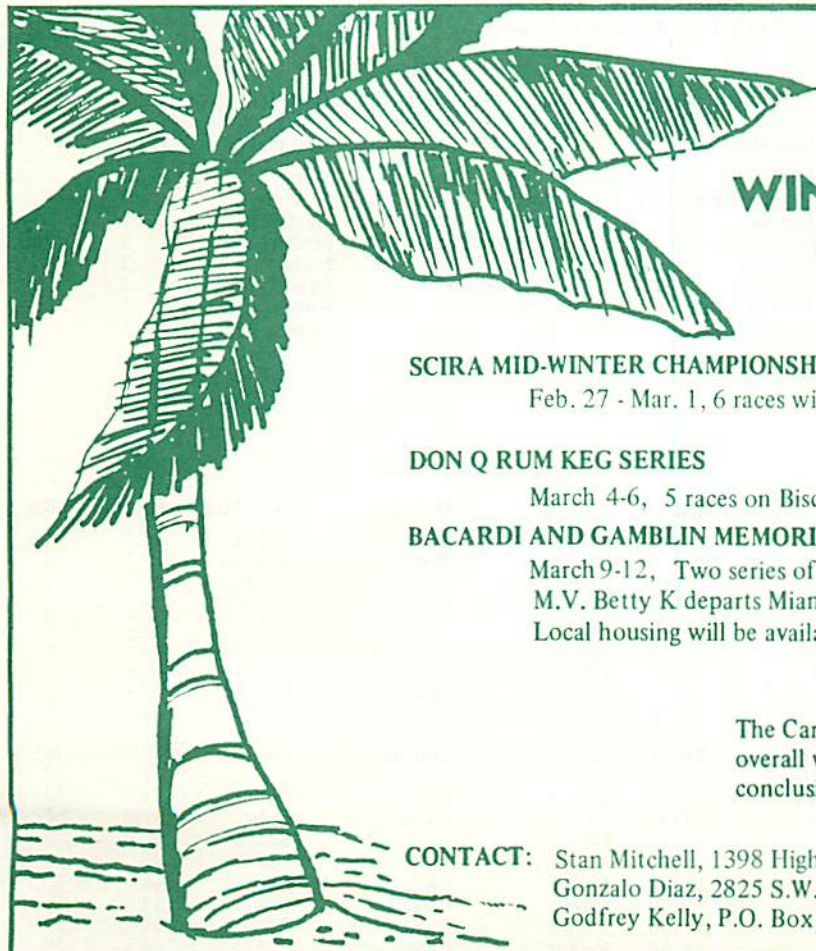
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WHO? WHAT? The flying object in the picture is Rear Commodore Bruce Colyer who represented the class, as North American Champion, at the recent Championship of Champions at Lake Carlyle. He and his crew, Junior Champ Dave Chapin, finished a creditable 6th in the series sailed in a round robin in borrowed Y-Flyers. Tom Ehman of the Flying Scot class won. Bruce reported that low freeboard plus high winds equals a lot of cold water in the boat when the wind is 25 plus and the temperature is around 30. Photo by Ellen Horan, Yachting Magazine



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MARCH 9-12, NASSAU WINTER CHAMPIONSHIPS, Nassau Fleet 391, Godfrey Kelly, P.O. Box N 1113, Nassau, N.P., Bahamas.

APRIL 23-24, WORLD SINGLEHANDED SNIPE CHAMPIONSHIP, Atlanta Fleet 330, Brad McFadden, 6364 Warren Dr., Norcross, GA 30071.

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Don and Kathy Hite Best District III Fleet

Visitors to Diamond Lake from 5 states found superb wind conditions for the seven race schedule of the District III Snipe Regatta for 1976. Once again Don Hite of Lake Angelus proved master of Diamond Lake as he put together two wins and an 8th in the qualifier on Friday and followed up with 2-3-1-4 finishes in the Chalmers Burns Championship Series.

Bob and Sandy Rowland almost matched this effort as they brought in 1-5-2-3 finishes for second place. Terry Timm and his crew Matt Haywood, sailed steadily for 5-2-3-2 marks, leaving only 5 olympic points between first and third. 1975 National Junior Champion Dave Chapin garnered two wins and a fourth in the last three races, but a 19th in the opener, took him out of the running. Rounding out the top five was our host fleet captain Jeff Troeger with young Phil Parttz as crew.

The consolation series Dunphy Trophy was won handily by Jeff and Jackie Baker, in their first season of sailing. The Bakers sailed steadily with two wins, a second, and a seventh in the series. Berkley Duck and Jim Richter followed

in second and third respectively. Top junior skippers Dave Chapin and Dave Troeger earned trophies for their fine efforts.

Moderate winds greeted the sailors on Friday for all three scheduled races, which got off without a hitch. More of the same on Saturday, with a repeat of moderate southeasterly winds making possible three fine courses of two triangles and a windward. Temperatures got into the mid 90s, but no one seemed to notice. Our final race on Sunday brought a change to westerly howlers and superb planing conditions for a 2-1/3 triangle through our picturesque channel which few had time to notice. The jibes at the reaching mark were a generous mixture of comedy, panic, and some tragedy. Little damage to body and boats ensued however, and all participants heartily congratulated race officials Earl Troeger, Frank Pontious, John Gore and Larry Balok for a well prepared, precision run regatta.

EQUIPMENT SURVEY - DISTRICT III CHAMPIONSHIP

| Hull Make | Sail Make | Mast Make |
|---------------------|-----------|------------|
| Chubasco | 26 | Ullman |
| Mueller/Eichenlaub | 17 | North |
| Lemke | 10 | Vector |
| Homemade | 2 | Murphy/Nye |
| Lofland | 1 | Rowland |
| Southern | 1 | McLaughlin |
| Mills (1 of a kind) | 1 | Ulmer |
| Cyclone | 1 | Thomas |
| Shock | 1 | Elms |
| Lippincott | 1 | Levinson |
| Irish | 1 | |
| | 63 | |
| | | 71 |
| | | 60 |

Top 20 of 63 Boats

| Skipper | Sail No. | Sail Make | Hull Make | Mast Make | Points | Finish |
|-------------------|----------|--------------|------------|------------|--------|--------|
| Don Hite | 19267 | North | Chubasco | Cobra | 16.7 | 1 |
| Bob Rowland | 22355 | Rowland | Mueller | Mueller | 18.7 | 2 |
| Terry Timm | 21704 | Ullman/North | Chubasco | Cobra | 21.7 | 3 |
| Dave Chapin | 19432 | Ullman/North | Chubasco | Cobra | 33 | 4 |
| Jeff Troeger | 21710 | Ullman | Cyclone | Cobra | 55.7 | 5 |
| Bill Coberly | 21790 | Vector | Eichenlaub | Eichenlaub | 59 | 6 |
| Buzz Levinson | 22350 | Ullman | Mueller | Cobra | 59.7 | 7 |
| Lee Griffith | 20004 | Ullman | Chubasco | Cobra | 60.4 | 8 |
| John Johns | 20006 | North | Chubasco | Cobra | 61 | 9 |
| Jerry Thompson | 17387 | | Eichenlaub | | 64.1 | 10 |
| Mark Schoenberger | 18921 | Ullman | Chubasco | Cobra | 73 | 11 |
| Harry A. Levinson | 20933 | | Mills | | 77 | 12 |
| Dan Wesselhoff | 18266 | Vector | Chubasco | Cobra | 79 | 13 |
| Bud Leonard | 19299 | Vector | Chubasco | Cobra | 81.7 | 14 |
| Lou Dixon | 18226 | Ullman | Chubasco | Bruder | 85 | 15 |
| Jeff Evans | 20026 | Ullman | Chubasco | Cobra | 86 | 16 |
| Dave Wesselhoff | 19447 | Vector | Chubasco | Cobra | 88 | 17 |
| Tom Rolfes | 19800 | Ullman | Chubasco | Cobra | 89 | 18 |
| Sterling Beimfohr | 21460 | Vector | Eichenlaub | Proctor | 91 | 19 |
| Mike Zalzal | 19062 | Vector | Chubasco | Cobra | 94 | 20 |

CHALMERS BURNS CHAMPIONSHIP SERIES

Top 15 of 25 Entries

| Boat | Skipper | Races | Points | Finish |
|-------|-------------------|--------------|--------|--------|
| 19267 | Don Hite | 2-3-1-4 | 16.7 | 1 |
| 22355 | Bob Rowland | 1-5-2-3 | 18.7 | 2 |
| 21704 | Terry Timm | 5-2-3-2 | 21.7 | 3 |
| 19432 | Dave Chapin | 19-1-4-1 | 33.0 | 4 |
| 21710 | Jeff Troeger | 3-10-7-15 | 55.7 | 5 |
| 21790 | Bill Coberly | 20-4-5-9 | 59.0 | 6 |
| 22350 | Buzz Levinson | 9-9-13-6 | 59.7 | 7 |
| 20004 | Lee Griffith | 13-6-6-12 | 60.4 | 8 |
| 20006 | John Johns | 8-12-10-7 | 61.0 | 9 |
| 17387 | Jerry Thompson | 7-8-20-5 | 64.7 | 10 |
| 18921 | Mark Schoenberger | 4-19-11-17 | 73.0 | 11 |
| 20933 | Harry Levinson | 18-15-9-11 | 77.0 | 12 |
| 18266 | Dan Wesselhoft | 14-14-17-10 | 79.0 | 13 |
| 19299 | Bud Leonard | 6-16-23-13 | 81.7 | 14 |
| 18926 | Lou Dixon | 10-20-12-dnf | 85.0 | 15 |

DUNPHY CONSOLATION SERIES

Top 20 of 38 Entries

| Boat | Skipper | Races | Points | Finish |
|-------|------------------|-------------|--------|--------|
| 22511 | Jeff Baker | 1-7-2-1 | 16.0 | 1 |
| 20908 | Berkley Duck | 4-1-4-5 | 26.0 | 2 |
| 21008 | Jim Richter | 7-4-1-nf | 44.0 | 3 |
| 19716 | Harry Huff | 9-2-11-6 | 46.7 | 4 |
| 22267 | S. Mollett | 16-5-5-3 | 47.7 | 5 |
| 16730 | Bob Forsman | 2-3-15-nf | 52.7 | 6 |
| 21596 | Rob McKenzie | 6-6-10-10 | 55.4 | 7 |
| 17465 | Jill Gore | 3-8-17-14 | 62.7 | 8 |
| 20659 | Ray Schmidt | 19-9-8-8 | 68.0 | 9 |
| 22440 | Skip Baxter | 8-nf-6-2 | 70.7 | 10 |
| 22515 | Marvin Lee | 17-10-22-9 | 82.0 | 11 |
| 16953 | Dave Troeger | 15-13-13-nf | 82.0 | 12 |
| 20989 | W.T. Reid III | 35-19-7-4 | 87.0 | 13 |
| 20880 | Frank Vincent | 11-11-nf-nf | 94.0 | 14 |
| 16851 | Larry Colter | 20-20-14-nf | 95.0 | 15 |
| 21119 | Frank Hiatt | 5-14-16-ns | 96.0 | 16 |
| 19711 | Tom Athanas | 14-18-25-nf | 98.0 | 17 |
| 20969 | Richard Brackett | ns-31-3-7 | 99.7 | 18 |
| 14374 | Wayne Woodwarth | 23-26-23-15 | 101.0 | 19 |
| 17163 | Frank Pontious | 22-27-12-11 | 102.0 | 20 |



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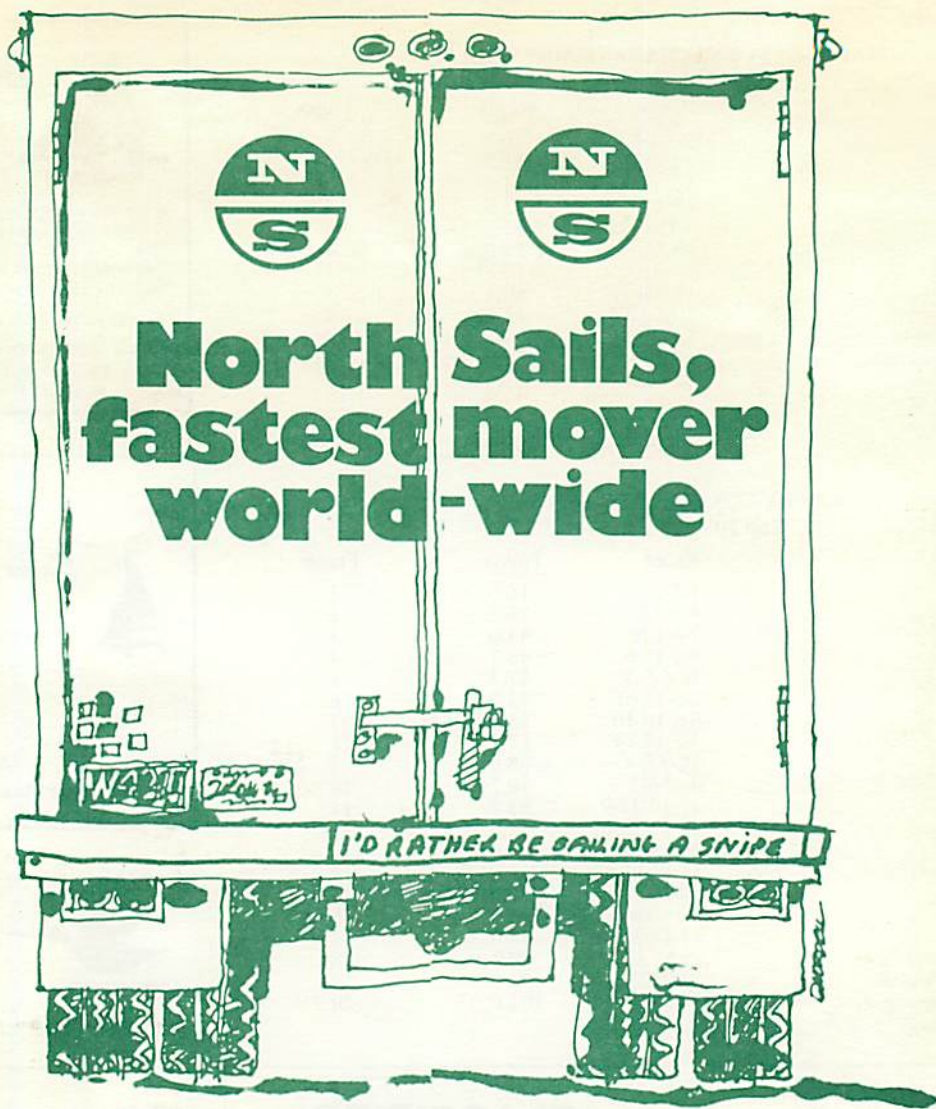
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1975 Results

| | | |
|--|-----|---|
| SWEDISH SILVER SNIPE..... | 1st | JUNIOR NATIONALS, DUFFY SERIES... 1, 2, & 4 |
| NORWEGIAN CHAMPIONSHIP..... | 1st | SENIOR NATIONALS, WELLS SERIES... 1, 2, & 3 |
| FINNISH NATIONALS..... | 1st | SENIOR NATIONALS, CROSBY SERIES... 2nd - 6th |
| YUGOSLAV OPEN CHAMPIONSHIP..... | 1st | SENIOR NATIONALS, HEINZERLING SERIES... 9 of top 15 |
| GOTHENBURG MAYSNIPE..... | 1st | CHILEAN NATIONAL CHAMPIONSHIP..... 1st |
| WHITSUN REGATTA, HELSINKI..... | 1st | RACE WEEK DE PALMA..... 1st |
| INT. OPEN FRENCH CHAMPIONSHIP... 1, 2, & 3 | | MASSACHUSETTS BAY OPEN..... 1st & 2nd |
| FRENCH CHAMPIONSHIP..... 1, 3, & 4 | | DISTRICT 1 CHAMPIONSHIPS..... 1st & 2nd |
| NASSAU: BARCARDI..... 1st | | U K NATIONALS..... 1st |
| NORTHEASTERN CHAMPIONSHIP..... 1st & 2nd | | SPANISH NATIONALS..... 1, 2 & 3 |
| NORTH AMERICAN CHAMPIONSHIP... 1st & 3rd | | |
| DISTRICT 3 CHAMPIONSHIPS..... 1st & 3rd | | |

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