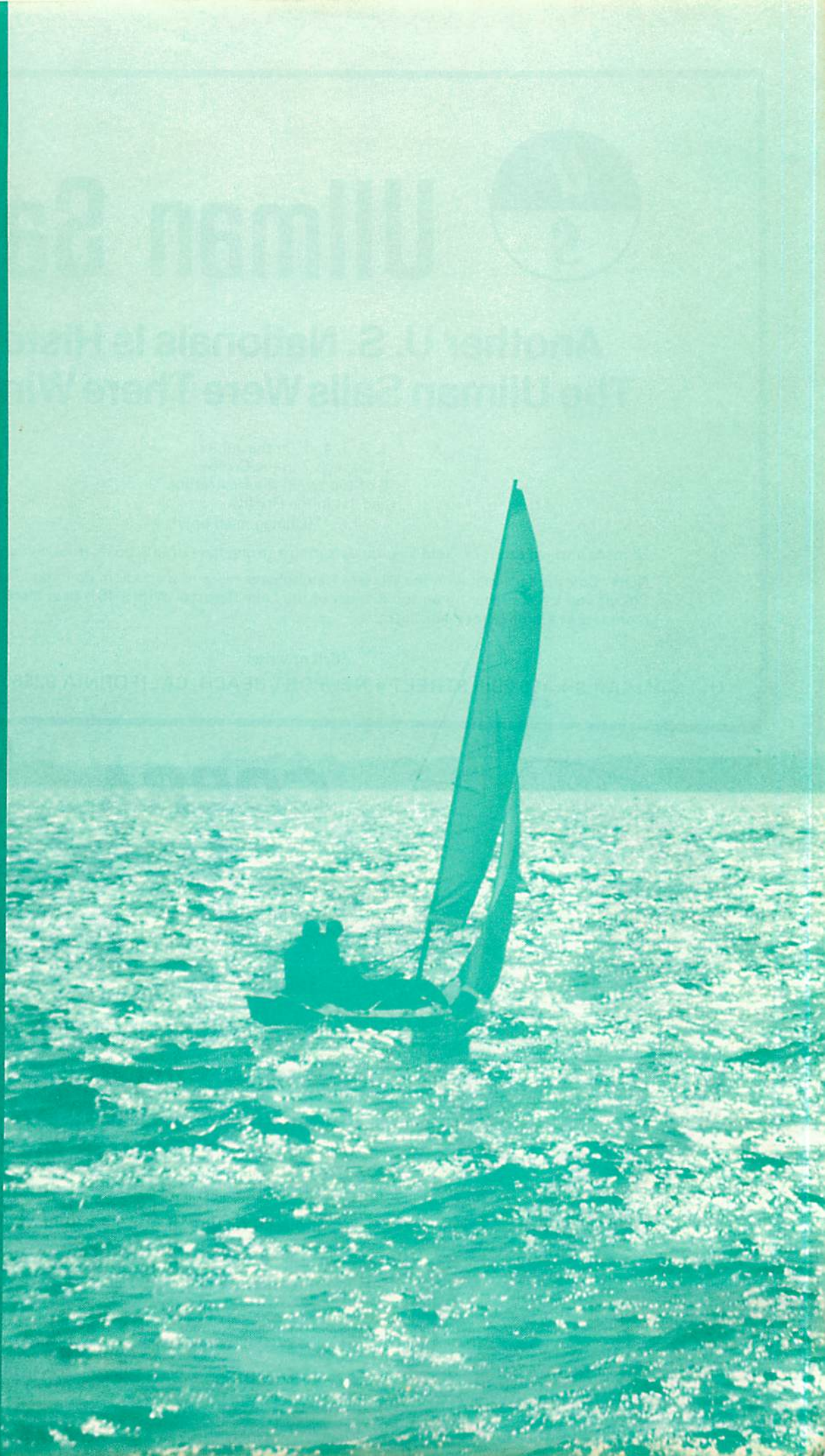




# SNIPES BULLETIN



DECEMBER 1977







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## Anne Meredith Wins C-Mom Trophy

The C-Mom Trophy is a traveling trophy in District III which is emblematic of the best 'B' Fleet skipper. To qualify each skipper must sail in three of the four possible regattas in the series. Since only three were held this year an interested 'B' Fleeter had to sail in the Middlefork Opener, Cowan Lake's "Riff Raff," and the Oxford Accident. The regatta places are totaled and low score wins.

This year's winner, "pert and sassy" Anne Meredith managed to just hold on against Chicago's hard-charging Joe Spain. Anne had 11, 5, 11, for a total of 27 points. While Joe had 6, 20, 2 for 28 points. (Maybe next year, Joe).

All C-Mom trophy holders (men) in the past had served long apprenticeships in the 'B' Fleet and seem to win it by seniority and perseverance. But this year it has been refreshingly different. Anne has just completed her first full year of skippering. Anne is the first Junior — being only 15 years old, and lastly, she is

the first female winner. That is quite a three-fold accomplishment. I sure hope that I am around the next time that this happens because it may be a LONG TIME.

Anne attends Richmond High School, Richmond, Indiana where she plays in the marching band and the orchestra. Along with sailing she enjoys eating "junk food," horseback riding, bicycling and unicycle riding, music and swimming.

She has been sailing since she was 9 years old, taking pram lessons at their sailing club and crewing on their Snipe. She has also crewed on a Flying Junior and in this year's Snipe Junior District Championship at Cowan Lake. In the fall of 76 she skippered her father's Snipe, 18913, "Yellow Bird," at Indianapolis where she finished 14th. Her regular crew is her father, Don Meredith. He seems to be the nervous member of the team. It's hard to tell if it's the competition or the constant attention required to keep tabs



Anne Meredith, popular winner of Dist. III's C-Mom Trophy.

on a very popular, fun loving, talkative, attractive teenage daughter. Which is it, Don?

We are all looking for Anne to take this milestone in stride and set even bigger goals for herself and her Dad in 1978. Look out, boys, 'cause here she comes!

Bob Hill



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# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

DECEMBER 1977  
Vol. XXVI No. 12

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month to become effective.

## THE COMMODORE SEZ

It is hard to realize that the year 1977 has almost run its course, and that this is my last Commodore Sez column.

In thinking about this last column, I thought back over the changes that I have seen in the Snipe class in the 25 years that I have been active in it.

My first boat, No. 4430, was a wooden caulked-seam hull with a canvas-covered, high-crowned deck. It had a bronze pivot board, mostly bronze fittings, manila lines, galvanized wire rigging and cotton sails.

A couple of years later, I acquired No. 9747, which was a glued-seam, wooden hull with a plywood deck. Before I retired it 5 years ago, it had a rolled deck, aluminum daggerboard, stainless steel fittings and rigging, and polyester lines and sails.

I now sail No. 19747 which is a fiberglass hull with most of the latest so-called go-fasts. Yet, during each winter's lay-up, I still find something that I want to change on the boat to perhaps make it a little faster or easier to handle.

I think the Snipe Class is fortunate in having a limit on how often the rules can be changed (every four years). But we do recognize that some change is necessary to keep the boat up to date and to attract new sailors.

This point was brought home to me at the recent World Championship in Denmark. Mr. C. S. Reddy, from Bangalore, India, was there to represent India in the Regatta. He mentioned that most of the boats in his fleet were built before World War II out of teak, and weighed about 550 pounds. Naturally, the fleet had been having a hard time surviving.

Recently, however, a professor from the University of Tennessee at Knoxville, who was in Bangalore on a study program, bought a set of "Building a Plywood Snipe" plans. He built a Snipe as a spare time project, even though he was neither a carpenter or a sailor. His mini-mum-weight boat opened the eyes of the local sailors to what a great boat a modern Snipe is. Now, other plywood hulls are being built, and we can expect

much more Snipe activity in India.

Well, 1977 has been a most interesting year and I have thoroughly enjoyed it. As I mentioned in my first Commodore Sez, I am proud and not a little humble to have been SCIRA Commodore this year. I sincerely thank all of my many friends who helped me over the rough spots. I look forward to serving the Class in other areas in the years to come.

See you on the starting line.

DNW

## Dues—Good News and Bad News

The bad news is that inflation is still with us. The dues schedule for the U. S., Canada, Bermuda and the Bahamas will be as follows for 1978: Individual dues \$15.00 per boat, or \$11.25 each in the case of co-owners. The good news is that this is the first increase in 6 years, and no further increases are foreseen in the near future.

## '78 Western Hemispheres Slated for Brazil

Sao Paulo, Brazil will be the site of 1978 Western Hemispheres, from October 19 to 27.

The Clube de Campo de Sao Paulo by the Guarapiranga lake, 17 miles from Sao Paulo's downtown, will hold the championship.

Some of Brazil's best sailors: Conrad, Bruder, Backup and many others, came from that lake. Southeastern winds from

## THE COVER

Victor Sinding-Larsen and Liv Hansen, Norway, were one of three teams with women crew in the 1977 World Championship in Denmark. Photo by Buzz Lamb.



6 to 17 miles come almost every afternoon due to a climatological phenomena. Calms and strong winds are extra rare (four or five days per year). The winds are shift (15°) and to avoid land proximity of marks, the used course (5 to 7 miles) is: triangle, windward leeward, triangle and a beat to windward. Waves are little and competition is very close due to the proximity of marks. You must tack often and right or you are dead. Probably life jackets — flag will not be hoisted: However you must bring your life jackets and sails. Personally, racing for the last 23 years I never capsized my Snipe in Guarapiranga.

Temperature in October goes from 19 to 26° C, and water temperature stays around 18° C. (Air temperature 65-80 F, Water temperature 64.)

Twelve "Chubascos" and twelve "Carajas" (Brazilian-made world champion boat with Ostergren) will be provided, all with Bruder-Pistola masts. Sao Paulo is a huge city of 11,000,000 inhabitants. But a very dull city for tourism. There is not much to see but factories and concrete sky scrapers.

The club, however is very large (1,300,000 m2) and very good. It is a Country Club with five different club

houses: Nautical department, Tennis, Golf, Hipics and the main club house; Swimming pool, sauna, and eight different restaurants and snack bars. I think that except for the club life, the championship will be very dull for wives. However they may come if they wish, of course.

The club will only lodge the competitors and national secretaries. The nearest good hotel is ten miles from the club. The best hotels are downtown, 17 miles from the club. Rental cars are available. Traffic is awful.

The opening ceremony will be very informal, Friday October 20 at noon, in sailing clothes, just before the tune-up race. Long schedule will be used for the races. The closing ceremony will be Friday, October 27, at night, with blazers and long dresses, in the main club house.

All flights should be purchased for Sao Paulo's Congonhas airport, since Viracopos is very far from the city.

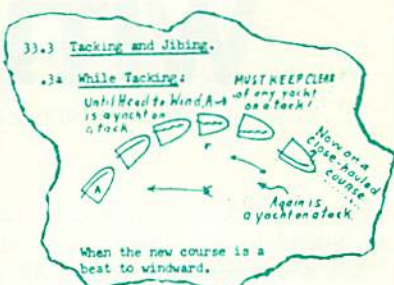
We suggest that competitors arrive the 19th because the club is empty during the working days.

One thing I can assure you. It will be fine and keen racing.

Flavio Caiuby,

SCIRA Rear Commodore Chairman

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# TALKS WITH THE CHAMPS

*Individual race leaders at World Championship give insight to race course success.*

These interviews of individual race leaders intend to give insight as to why they felt they were successful. All of them finished in the top five except Felix Gancedo, who probably would have if he had not had an accident. The answers were far ranging; everything from luck, to good starts, to enough wind. No one claimed skill, which was probably the more correct answer.

BORIS OSTERGREN is a perennial top sailor from Brazil. He sailed a Brazilian fiberglass CARAJA with a Bruder mast. This was his second world championship, finishing seventh in Malaga in 1973. He won the first and last races and the championship. This interview was following the first race.

Q. How did you win the race?

A. I was lucky.

Q. Come now, what really happened?

A. It is important to get to the first mark in the lead. I did this and I was very lucky.

Comment from Felix Gancedo: If I may say so, he is not lucky at all, he is a very skilled helmsman.

Q. How did you start?

A. I started in about the middle of the line and then held to the port side of the course. I got a nice shift and was at the windward mark in first place. So you see, it was luck.

Q. How was your boat speed?

A. I didn't seem to be fast at the start but did better as the race went on.

Q. How about the rest of the race?

A. Right after the windward mark, I got a puff that put me out in front. After that I had no problems.

Q. Do you feel fast?

A. Yes, I feel that I have pretty good boat speed.

Q. Do you think you can win the championship?

A. If I am as lucky in the rest of the races, as I was today, I might.

MARCO AURELIO PARADEDA is a three-time winner of the Brazilian nation-

al championship and current holder of the Western Hemisphere title. He was sailing a wooden "twelve-thousand" Snipe built for the world championship held in Brazil in 1959; the mast was a Bruder. This interview was following his second place finish in the first race.

Q. Tell me about the first race.

A. I did well, I got second.

Q. Yes, I know. How did you start?

A. I started near the committee boat and went up the middle, tacking many times. I was second at the windward mark.

Q. At one time you were in fourth place, what happened?

A. I sailed very badly on the second beat and the boat was not fast, and I lost two places. On the last beat the boat went well.

Q. What you mean is the boat is fast and the skipper didn't slow it down on the last beat?

A. Yes, yes, of course.

Q. Do you feel that you are going well?

A. Yes, I think so.

Q. Would you prefer more wind?

A. Yes, a little more. I like the medium wind, about 10 knots. I think this boat (a twelve-thousand) does better

when there are not big waves.

Q. Do you feel you have a good chance to win?

A. Yes, I certainly hope so.

FELIX GANCEDO was the winner of the past two world championships, as well as two European Championships. He was sailing his Skipper Snipe, GRAN NUMA, using a Bruder mast. This interview was after the second race, which he won, and third race, where he pulled his shoulder out of joint and had to retire from competition.

Q. How are you feeling?

A. Not too good, but much better than earlier.

Q. The third race was a pretty painful experience?

A. Yes, of course.

Q. Is it at all possible for you to continue?

A. No, my arm will have to be in a sling for several weeks.

Q. How did you feel you were going?

A. I thought we were going very well and it felt good. It made all those months of practice worth while.

Q. Four years ago you won the championship with your leg in a cast, maybe you should have broken your leg?



*Boris Ostergren (left) and Felix Gancedo*



A. Ha! Perhaps you are right. Sailing with a bum leg is easier than sailing with a bum arm.

Q. As you know, everyone feels very badly about your accident and extends their best wishes for a speedy recovery. We are always happy to see GRAN NUMA do battle.

A. Thanks, but that is one of the risks, especially when one is getting old.

Q. Don't talk to me about getting old. Do you think you will compete in 1979?

A. I don't know, I don't feel as strong as I used to — but it would be fun.

RALF "BOBBI" CASEN is from Finland and a great heavy-weather sailor. This was his first world championship and was sailing a Skipper Snipe. The boat was a brilliant blue one and named MAMY BLUE.

Q. How did you win the third race?

A. I think we have a good chance to win in hard winds as we have sailed very much in Finland in hard wind. The sea was very high here which was good for us as we are very heavy — 162 kilos (352 pounds) for my crew and me. I think it favored us.

Q. You feel you don't do as well in light winds?

A. No, we are not used to it. I like hard wind; it is much easier for me to sail in hard wind.

Q. Do you feel there was anything special that you did, such as picking up a good shift?

A. No, we just sailed hard, the wind was steady. When Felix hurt his arm, I said we now have a chance to win. We had a very hard fight with Brosted but we won.

Q. Do you feel that Felix was at his top?

A. Yes, Felix was sailing very well. In the 2nd race we were in the lead and Felix caught us just before the finish line.

Q. Then if you feel like you have more wind you can win?

A. Yes. We want wind like in the 2nd and 3rd races (25+ knots).

Q. Or more?

A. Or more, SURE!

TOM NUTE, also sailing in his first world championship, is the current national champion from the U. S. A. and a top sailor in his country for many years. He was sailing a Chubasco, borrowed from Ralph Swanson, and was using a new-style Cobra mast.

Q. I'm interviewing the winners...

A. Get away from me — you're a Voo Doo!

Q. Let's put it like this, I interview individual race winners.

A. Since you put it like that, okay.

Q. How did you win the fourth race?

A. I got a good start. It was a perfect start right at the leeward end. We jumped out three boat lengths ahead of everybody right away. We tacked to port and crossed the whole fleet and that's what did it.

Q. You led the whole race?

A. Yes, no one came close to us.

Q. You haven't been starting at the leeward end?

A. Normally, I have been starting at the weather end but the leeward end was very favored, about 20 degrees. I couldn't figure why no one else was down there.

Q. How about the fifth race?

A. The line was equal and I figured I'd

start better at the windward end, to get clear air. We got out about 400 yards and the wind swung a little, favoring those that started at the leeward end. We still weren't that far behind; the boats that were running fifth and sixth came out and went behind us. The right side of the course later on paid off. We kept going left and lost out.

Q. Didn't you pick up during the race?

A. Yes, after the weather mark, where we were about twelfth, we worked back up to finish sixth.

Q. You figure you have good boat speed?

A. Yes, we have the speed if we can just keep it going. With this light air we should do pretty well. All the other teams are pretty heavy, probably 30 pounds more than our 320 pounds.

Q. How about the new Cobra mast, is it holding up in the heavy wind?

A. The mast is holding up just fine. We had to jack the spreaders way out but other than that it is doing real well.

Q. Are you sailing tight?

A. No, not really, there is about six to seven inches of play. The measurement is about 21'5" aft and 22' forward, maybe 21' 11".

Q. That's looser than usual?

A. Yes, looser than I normally sail. We tried sailing tighter but the wind was so heavy we couldn't hold the boat down, so we loosened up. I kept raking the mast back until the mast bent just right. I started out with the mast pulled up tight like I normally do then let the halyard off until I got the bend I wanted.

Q. You figure it's a fast boat?

A. Yes. Ralph was right — it's not the boat.

Q. Tom, many thanks, I won't ask you any Voo Doo Questions.



Marco Aurelio Paradedda



Bobbi Casen



Tom Nute



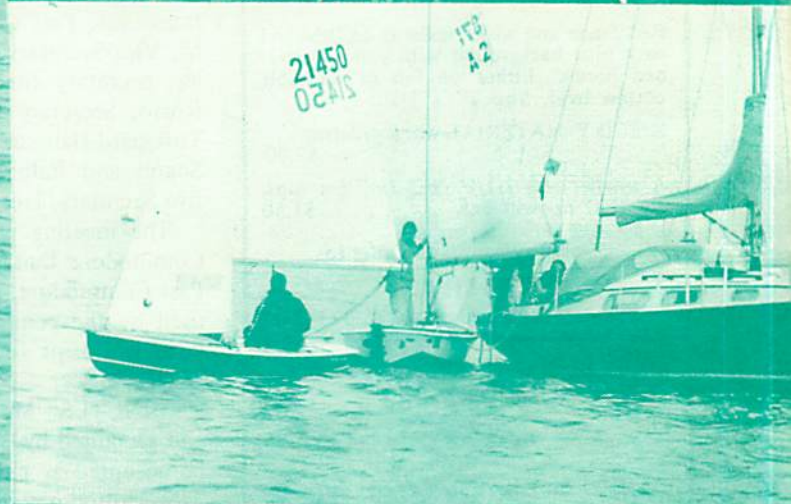
# W O R L D S



Top to bottom, first column: Boat weighing, note the ladders and C-clamps. An aborted start on the last day, five minutes after the start, the starting line is on the left. Flavio Caiuby, Bruce Colyer and Ralph Swanson enjoying a joke with Pia Elvstrom. Second column: One of the boats that didn't measure in. Marco Aurelio Paradedda seeking a little guidance. He thought we were taking HIS picture. Third column: First photograph shows C.S. Reddy just after he fell out of the boat near the reaching mark and the second one shows his crew, Finn Carlsen helping him back in the boat. One just cannot be happy on a stake boat when it is raining. Erling Olsen, builder of Skipper Snipe, taking a break from making a movie of the championship. Fourth column: Enrique Rosso, South European Secretary and lovely wife. Lunch break. Paul Elvstrom, 1959 Snipe World Champion and beautiful daughter, Pia. Commodore Dan Williams and measuring crew celebrating the final measurement.









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# SCIRA Board of Governors Meet at Copenhagen

Copenhagen, Denmark, August 25, 1977

Present: Commodore Dan Williams, presiding; Vice-Commodore Bruce Colyer, Rear Commodore Flavio Caiuby, Immediate Past Commodore Svend Rantil, Vice-Secretary for Europe Peter Davies, Secretary for South Europe Enrico Rosso, Secretary for North Europe Nils Toftgaard-Hansen, Board members Wayne Soares and Ralph Swanson, and Executive Secretary/Treasurer Buzz Lamb.

The meeting was called to order by Commodore Dan Williams. Svend Rantil, Past Commodore, presented a gavel to be used by the commodore at board meetings, and kept for that purpose by the SCIRA office.

**MINUTES:** Motion made by Colyer and seconded by Soares that the minutes be accepted as published in the BULLETIN. Motion passed.

**FINANCIAL REPORT:** The financial report was presented by Lamb who reported continuing problems with inflation. A comparison of boat numbers issued since 1972 by year showed 562 numbers issued in 1972, 693 in 1973, 654 in 1974, 660 in 1975, and 361 in 1976. From early figures, 1977 will be higher than last year. Discussion centered on the worldwide problems of boat costs going up while business has been generally bad. Now things appear to be better. Peter Davies moved that the treasurer's report be accepted as presented. Seconded and passed.

**WORLD JUNIOR CHAMPIONSHIP:** The committee: Bruce Colyer, Angel Belles, and Roberto Salvat, was not ready to present a suggested deed of gifts for the Lasino Trophy. After discussion of the background of the championships held so far: Italy, Finland, and Argentina; the matter was referred back to the committee. Questions to be considered included housing of contestants (preferably in private homes), number of boats to be allowed, and interval of the championship (whether every other year, every year, or possibly at the same time as the senior championship). There was also a question as to the maximum age of the contestants.

If there is a championship next year, Chile may want to bid for it.

## NEW BUSINESS:

**DUES:** Ralph Swanson of the US proposed the following dues increase: The standard dues per boat to be increased from \$2 to \$3 with the charge for BULLETIN subscriptions to be increased to \$5 per year. The price for the Rule Book would also be increased to \$5. Discussion followed. Flavio Caiuby stated that poor organizations can't provide the services needed. Peter Davies asked if this proposed increase would take care of the increasing needs over a substantial period of time. Ralph Swanson answered that this increase is projected to take care of increased costs through the year 1982. Ralph Swanson moved and Flavio Caiuby seconded that this proposal be accepted. Motion carried.

**RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL REGATTAS:** The following actions were taken on the proposed changes in these rules for conducting championships.

1. (b) Omit reference to the eight mark circle as this is no longer used. Passed.

2. (c) Omit second sentence. Add "This buoy shall be set so that the angle between the starting line and the wind direction is 90 degrees, plus or minus 5 degrees." Passed.

2. (g) Omit second sentence referring to 5 degree advantage. Passed.

4. (a) Omit present rule. Substitute "The starting procedure shall be in exact accordance with the procedures specified by the International Yacht Racing Union as adopted by the Yacht Racing Authority of the country in which the regatta is held." Passed.

5. (b) Add sentence "If the wind velocity exceeds 25 knots after the race has started, the Race Committee shall abandon or cancel the race." Not Passed.

5. (f) Add to the present paragraph "... Until the signal is lowered or the boat reaches the dock." Passed.

8. (a) Change to read "Any five boats in any race should be checked." Passed.

11. (c) Change first sentence to read "An official SCIRA Representative shall be appointed for each regatta to see that the regatta is run in full accordance with the deed of gift for the specific regatta and the Rules for Conducting National



and International Championship regattas. The current officeholder, or his appointee, shall be the Official SCIRA Representative as follows: World Championship, Commodore; European Championship, General Secretary for Europe; Western Hemisphere Championship, General Secretary for the Western Hemisphere, National or other international championships, the National Secretary of the country in which the regatta is held." Passed.

11. (f) Add new rule "The same boat must be used throughout the entire regatta unless it is so severely damaged as to be incapable of being sailed." Passed.

12. Non-compliance with these rules shall be considered justification for a request for redress under IYRU racing rule 68, paragraph 5 (a). If the protest committee finds that non-compliance did occur, they shall abandon or cancel the race.

First Sentence "Non-compliance . . ." Passed. Second sentence "If protest committee . . ." Not Passed.

**RULES FOR CONDUCTING SANCTIONED REGATTAS:** The following proposed addition to the rules was passed.

11. Right to appeal: The only restriction permitted in sailing instructions on the right to appeal is that decisions of the

race committee, judges, protest committee, and official representatives are final as far as award of trophies and the determination of the winners are concerned. They may be appealed to the Board of Governors or any other authority subject to IYRU rules for future guidance." Passed.

**PARAGRAPH 66:** Proposed change of next to last sentence of Paragraph 66. "The foot and the head grommet to midpoint of the foot of the jib, and leeches shall be subjected to a direct line pull of 8 lbs. when being measured." Passed.

**EUROPEAN NATIONAL SECRETARIES REPORT:** Peter Davies, Vice-Secretary for Europe made the following report of decisions, problems, and suggestions from the European Secretaries:

The 1978 European Championship will be held in Valencia, Spain.

The 1980 Championship will be held in Esbjerg, Denmark.

Portugal has offered to present a bid for the 1981 WC.

Most countries of Europe are holding their own as far as numbers are concerned, and a few are growing, although most remain about the same. Holland has shown some revival of interest. Norway has a problem with their Yachting Feder-

ation which has refused to recognize the SCIRA requirement for a decal.

There are some problems of measurement not being done strictly enough, but they will attempt to cure this problem on a local level. The Europeans plan to publicize the hull weight only, rather than the "all up" weight when advertising the boat. Other classes do this to make the boats appear more attractive to prospective sailors.

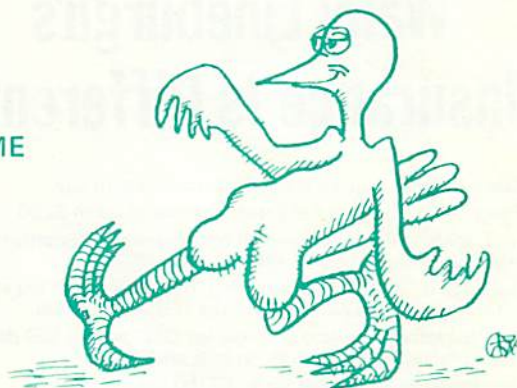
**WORLD CHAMPIONSHIP BID:** Canadian National Secretary, Alex Winstanley, read a letter of invitation to hold the 1979 World Championship at Northern Yacht Club, North Sydney, NS, Canada. John Brennan, Commodore of Northern Yacht Club, and Steve Astaphen, Regatta Chairman of NYC, were invited into the meeting to elaborate the plans and answer questions. There will be new facilities developed with the help of the Canadian Government ready in time for the championship. Suggested dates would be between August 15 and September 15, with September 15 being the limit of suitable weather.

After the presentation was made the Canadian delegation left the meeting and the board discussed the proposal. Moved and passed that the bid be accepted.

*(Continued on next page)*

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## SCIRA Board of Governors...

(Continued from page 11)

**1981 WORLD CHAMPIONSHIP:** Nils Toftgaard stated that he feels the US should be encouraged to make a bid for the 1981 championship.

**PROMOTION OF THE CLASS:** Flavio Caiuby is concerned for the continued growth of the class. He feels that some attempt at promotion using the "One Boat for All" theme should be made; perhaps a contest with a prize for the best photo showing the "One Boat for All" concept.

**DELINQUENT COUNTRIES:** Commodore Williams discussed the problem of some countries which have difficulty in getting payment of SCIRA dues out of their countries and to the SCIRA office. The current policy is that if a country is delinquent, their representatives may not sail in either a World Championship or a Hemispheric Championship. This policy will continue.

**EUROPEAN BULLETIN:** There has been a proposal to publish a European BULLETIN, but the problems are such that Peter Davies doubts that this will come to fruition. Many countries now publish their own BULLETINS.

**SHIFTING OF MARKS:** The following change in rules was proposed: "When a mark is shifted by the Race Committee, boats must pass between the previous mark and the committee boat or auxiliary vessel flying the international code flag C. It is not necessary to loop the previous mark." This is an addition to the Rules for Conducting National and International Championships. Passed.

There being no further business, the meeting was adjourned.

## European Secretaries Meeting Reported

Skovshoved, Denmark, August 22, 1977

Present: Peter Davies, Vice-Secretary for Europe, Chairman of the meeting in the absence of the European Secretary, Arturo Delgado; Lennart Frigen, Sweden; Claus Carpelan, Finland; Nils Toftgaard, North Europe; Enrico Rosso, South Europe; Perini Enzo, Italy; John Broughton, England; Jo Broughton, Holland; Louis Lamarque, France; Finn Hansen, Norway; Vasco Talone, Portugal; Niels Laursen, Denmark.

**MINUTES:** The minutes of the 1976 meeting were approved.

**COUNTRIES NOT REPORTING:** The European Secretary is requested to write to Carlos Carvalho, South Africa and Drago Puhlovic, Yugoslavia for news of Snipe activities in those countries.

**EUROPEAN JUNIOR CHAMPIONSHIP:** 15 Portuguese Juniors and 9 foreign Juniors participated in the championship held in Portugal for 1977.

**EUROPEAN CHAMPIONSHIP:** The 1978 Championship will be held at the Real Club de Valencia, Spain late in September. Two bids were received for the 1980 championship. The bid from Denmark to hold the championship at Espergaerde Yacht Club, N. Zealand, Denmark was accepted, date to be announced.

**LENDING BOATS FOR INTERNATIONAL OPEN MEETINGS:** Requirement that a boat to lend be provided by a member of the host club for international meetings was discussed at length. Decision to adopt this idea for an experimental period of two years adopted by the meeting.

**BRIEF REPORTS BY COUNTRY:**  
**SWEDEN:** Slight increase in number, 1 new fleet. **FINLAND:** Very active especially among Juniors. Members prefer class regattas to multi-class ones. Advice of National Secretaries to enter multi-class regattas. **ITALY:** 25 new Snipes but feel that activity is not really good. They have problems with scattered fleets. **JUGOSLAVIA:** Had hoped to send two boats to this WC but had money problems. **ENGLAND:** Reported 2 new fleets are being formed and two builders are fairly active. They will try to hold the 1979 European Junior Regatta. **HOLLAND:** is being reactivated. They will try to have an open regatta in 1978. **DENMARK:** Has 7 active fleets and hopes for

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4 more. Two Snipes have been purchased for the use of Juniors and these will be lent to clubs at their request. **FRANCE:** The French Federation will not support the Snipe as it is not considered modern. They have experimented with spinnaker and trapeze — but find that racing against standard boats this did not produce any better results. **BELGIUM:** Some problems between East and West factions. The Copper Cup will be held probably the first weekend in May 1978. **NORWAY:** has a problem with the Federation not being willing to require a SCIRA decal, but are otherwise in good standing with their federation. They need a local builder. **PORTUGAL:** The government no longer supports sailing but activity is good. They would like to hold the 1981 WC.

**RULES:** (1) They will present a request to the Board that the rule governing the top section of the mast be removed. (2) They wish to advertise the hull weight only as the weight in order to compete better with other classes. (3) The batten length was discussed and a report on experimentation with longer battens or full battened sails will be presented to the board.

**PROPOSED RULES CHANGES:** No action taken, pending discussion at the World National Secretaries meeting and the meeting of the Board of Governors. Meeting adjourned.

## World Secretaries Meet at Copenhagen

Copenhagen, Denmark, August 22, 1977

The meeting was called to order by Commodore Dan Williams who presided. Present were: Vice Commodore Bruce Colyer, Rear Commodore Flavio Caiuby, Vice Secretary for Europe Peter Davies, South European Secretary Enrico Rosso, North European Secretary Nils Toftgaard-Hansen, and Executive Secretary/Treasurer Buzz Lamb. Countries represented were: Italy, Brazil, Argentina, England, Finland, Canada, Chile, Spain, Bermuda, Denmark, Norway, Uruguay, Sweden, France, and the United States. Holland, which is reviving its interest in Snipe sailing, was represented by Mrs. Josephine Broughton of the UK.

Commodore Williams asked that all present introduce themselves and, there being no formal agenda for the meeting, asked for discussion in turn from those present.

Flavio Caiuby made two proposals from Brazil: First: That schedules of events for world and hemisphere champi-

onships be lengthened to at least 5 days of racing. Discussion disclosed that the problem is in scheduling events in yacht clubs which can devote that much time and money to the event which is already expensive. The current schedule is minimum, and calls for no more than 2 races in any one day. There was some discussion on cutting measuring time, which is also difficult.

Dan Williams made the statement that he has done a lot of measuring and that we are gradually getting to be more and more a "one-design" class. One way to cut down the time is to measure one model from each builder, picked at random from those present. Weighing etc. for all boats must continue. Flavio discussed the possibility, used in some places, of measuring winning boats after championships. Bruce Colyer felt this is "chancy" and unfair since it might involve some minor flaw which had been overlooked, and might occur in a borrowed boat, furnished by the sponsors.

A show of hands indicated that those present were in favor of a longer schedule if the host country can manage it. Flavio's second proposal was that SCIRA representatives pay particular attention to the length of races, which should not exceed the 7 miles specified in the rules.

Buzz Lamb requested secretaries present send in reports to the BULLETIN of their countries' activities, at least the National Championship reports.

Bernardo Berdichsky of Chile requested that rules for South American Championship be formulated. Flavio Caiuby elaborated on the problems that the championship has experienced. The South American Secretaries will get together and formulate rules to be presented for approval in the future.

Peter Davies presented both the recommendations from the European Secretaries, and also presented a tentative bid for the 1981 World Championship from Portugal. One suggestion was that the mast be freed from a minimum diameter above the hounds, because it is difficult, at least in England, to get a stock mast with the proper dimensions. The stock masts in question are only a little smaller (approximately 1/4") than the minimum Snipe mast dimension. There is also a suggestion that a fully, or partially battened main be considered. Action was deferred pending further investigation.

The IYRU rule on appeals of protests, as related to Sanctioned Regattas, was discussed. (This rule prohibits the abridgement of the right of appeal.) Action will be taken by the Board of Governors. No formal recommendation

made.

Canada will present a bid to the Board of Governors to hold the world championship in North Sydney, Nova Scotia, in 1979. Later in the meeting, after discussion of boat transportation, the group went on record as approving the bid of Nova Scotia, and recommending its acceptance by the Board of Governors.

Ralph Swanson of the US presented a tentative bid to hold the World Championship somewhere in the US in 1981. This would be out of turn in the informal rotation of the championship between hemispheres, but since it would coincide with the 50th anniversary of SCIRA, the US would like to be host then. Flavio Caiuby announced that Brazil had a tentative bid to hold the championship the same year, but would withdraw it in favor of the US bid.

The Western Hemisphere National Secretaries were requested to convene with Ralph Swanson to discuss the 1979 Pan American Games. The SCIRA/US has agreed to furnish boats for charter for this event, but needs to know what countries will plan to bring their own boats, and who will plan to charter. This will need to be coordinated with plans for the World Championship, since the Pan Ams are in early August, and the WC will

(Continued on page 15)

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## Sanctioned Snipe Regattas

FEBRUARY 27 — MARCH 1, MID-WINTER CHAMPIONSHIP, Clearwater Fleet 46, Phil Blair, 1609 Levern St., Clearwater, FL 33515.

MARCH 4-6, DON Q RUM KEG, Miami Fleet 7, Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165.

MARCH 9-12, BACARDI and GAMBLIN MEMORIAL CHAMPIONSHIPS, Nassau Fleet 391, Godfrey Kelly, P. O. Box N 1113, Nassau, Bahamas.

AUGUST 5-6, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

AUGUST 7-11, U.S. NATIONAL CHAMPIONSHIP, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

SEPTEMBER 22-24, NORTH AMERICAN CHAMPIONSHIP, Annapolis Fleet 532, Eric Purdon, 3 Perry Avenue, Annapolis, MD 21403.

OCTOBER 19-27, WESTERN HEMISPHERE CHAMPIONSHIP, Clube de Campo de Sao Paulo, Sao Paulo, Brazil, Flavio Caiuby, Rua Libero Badaro 501 — 16º andar, Sao Paulo, 01009 Brazil.

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Top finishers of the Pacific Coast Championship, left to right: Dick Buckingham, Judy Buckingham, Marsh Pearson, John Pearson, Dean Pratt, Judy Pratt, Ingrid Gales, Robin Gales, Mandi Smith, Ken Weiss.

### Seattle Fleet 444 sponsors title

## Pratt Wins Pacific Coast Championship

Seattle Snipe Sailors were host to the 29th Pacific Coast Championship September 10-11 on Seattle's Lake Washington. Seattle, in deference to her California guests provided beautiful weather with clear sunny skies, temperatures in the low 70s and 5-15 m.p.h. winds. The PCC traveling trophy lived up to its name logging 2700 miles as Dean and Judy Pratt made sure it returned to Mission Bay with their 5-1-1-1-2 series.

In the five race, one throw-out series, three races were run back to back on Saturday, and two on Sunday. Since Seattle summer winds are not the most dependable, a triangular course twice around with a leeward/windward leg was set to allow for shortening. The winds held for the weekend, and Robin and

Ingrid Gales of San Diego sailed to second overall, with 1-3-2-4-1 finishes, and Ken Weiss and Mandi Smith also of San Diego, followed with 3-4-3-6-3.

In the third race Dick Buckingham of Seattle, acting as a good host should, took himself out of contention for one of the top spots by fouling John Headlund while returning from an early start. Other Seattle sailors, not to be outdone by Dick, marked the holes left by flukey winds by sitting in them.

The series was enjoyed by all, but especially by the Seattle sailors, who wish the Californians would bring their good weather to Seattle more often.

Dick Eagle  
Seattle Snipe Sailors Fleet 444

### PACIFIC COAST CHAMPIONSHIP

Boat	Skipper/Crew	Club	Places	Points	Finish
17387	Dean/Judy Pratt	MBYC	5-1-1-1-2	3	1
20259	Robin/Ingrid Gales	MBYC	1-3-2-4-1	8.7	2
17769	Ken Weiss/Mandi Smith	ABYC	3-5-3-6-3	25.1	3
18648	John/Marsh Pearson	MBYC		31	4
18915	Dick/Judy Buckingham	CYC		31.7	5
17767	Ken/Pat Remine	CYC		49.4	6
17737	Dave North/Chris Allen	CYC		50	7
17764	Spencer Allen/Martha Packard	LMSC		50.7	8
18345	John Headlund/Jack Jensen	CYC		56	9
18021	John Rose/Cliff Wright	CYC		63	10
22541	Jerry/Nancy Webber	LMSC		65.7	11
20686	Pete/Libbie Bristow	American Lake		69	12
14968	Dave/Karin Leisy	CYC		70	13
16307	Stein/Ray Larsen	CYC		73.7	14
22416	John Albertson	CYC		74	15
17591	Ivor/Jan Thomas	CYC		77	16
20985	Dick/Peg Eagle	CYC		80	17
17500	Terry Fowler/M. Goodfellow	CYC		81	18
16752	John Bush/Nadean Tally	CYC		93	19



# CHAMPAGNE REGATTA (Top 10 of 32 Entries)

Boat	Skipper	Club	Places	Points	Finish
21716	Dirk Kneulman	Oakville	10-1-2-1	19	1
20689	Ted Hains	Oakville	6-3-4-2	28.4	2
16333	Doug Weeks	Keuka	1-4-6-6	31.4	3
16699	Fritz Gram	Cuba	9-2-2-8	35	4
17016	Dan Blodgett	Crescent	2-6-1-dnf	37.7	5
19491	Russ Cook	Keuka	5-5-5-7	43	6
19119	Sam Ulbing	Newport	8-9-9-5	54	7
21513	Julius Kroeger	Cuba	7-17-7-4	57	8
21550	Tom Rocks	Cleveland	12-10-12-3	57.7	9
20442	Alan Parsons	Keuka	3-18-17-16	74.7	10

## Canadians Sweep Champagne Regatta

Once again the Champagne Regatta, hosted by Keuka Snipe Fleet 382 on September 24, 25, maintained its reputation for providing a wide variety of sailing conditions.

A pair of Canadians, Dirk Kneulman and Ted Hains, both from Oakville, Ontario, gave a short lesson in sailing consistency by finishing first and second in the 32 boat fleet. They were followed by local Keuka sailor Doug Weeks, Fritz Gram from Cuba Lake and Dan Blodgett of the Crescent Yacht Club in the trophy presentation.

Saturday's racing began in light conditions with boats alternately sailing and drifting to chase the puffs. Doug Weeks' knowledge of local conditions paid off as he picked up a private puff at the leeward mark and, followed by Dan Blodgett, sailed past the early leaders on the short beat to the finish. The rest of the day's sailing was canceled as the wind left and the rain came.

Saturday evening all participants were treated to a candlelight champagne punch and dinner, courtesy of the heavy rain

and the local power company. Some boats were still hanging half way up the electric lifts the next morning.

By Sunday morning the rain had stopped and the wind returned. Kneulman found the 15-20 m. p. h. gusts to his liking, as he put a first, second and first with his tenth on Saturday to take the trophy. Ted Hains was close on his heels with a third, fourth and second. Doug Weeks faltered from his first place finish on Saturday with a fourth, sixth and sixth, but managed to hang on to third place in the regatta when Fritz Gram slipped to an eighth in the last race after putting together a second and third in the earlier two.

Dan Blodgett led the fleet after the first two races on Sunday with a sixth and first, but failed to finish the third race and had to settle for fifth place trophies.

Despite all adversities the racing was close and the companionship great. Next year the weather has promised to cooperate also!

James Nordine  
Keuka Fleet No. 382

## World Secretaries (Continued from page 13)

be in late August.

Ralph Swanson discussed a proposal which had been made at the US meeting, that a positive maximum wind velocity for continuing races be spelled out in the rules. There was general discussion with Nils Toftgaard of Denmark, and Wayne Soares of Bermuda, both of the opinion that races should not be called in late stages simply because of minor variations in an already high wind. Both stated that the decision should be left with the race committee as to what constitutes too much wind in a given situation. A show of hands indicated that the secretaries prefer to leave the rules as they are in the rule book.

Flavio Caiuby brought up the question of mast weight and the adding of lead to masts to make weight. Bruce Colyer suggested that the question of mast measurement, weight, and center of gravity be tabled and discussed further. Buzz

Lamb mentioned that since rules are changed only every 4 years, 2 years are left until some decision must be made on changing rules.

The World Junior Championship was discussed. A committee has been appointed and will present a deed of gift for the championship. Enrico Rosso of Italy mentioned that the trophy was presented by Mrs. Vieri Lassino in memory of her husband. She would like to have a copy of the results of all the championships sent to her and hopes that the host country will be encouraged to quarter the contestants in the homes of local people in order to promote understanding and friendships among young Snipe sailors in the various countries.

Flavio Caiuby suggested that the secretaries give thanks and congratulations to Denmark for their excellent preparations for this regatta. All agreed.

Meeting adjourned.

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