



SNIPES BULLETIN



DECEMBER 1979



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Jr. Nationals — 1, 2, 3

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THE PHOENIX SNIPE HAS WON THE FOLLOWING EVENTS
SINCE INTRODUCTION IN FEBRUARY:

- 1 ST MISSION BAY INVITATIONAL
- 1 ST MISSION BAY FLEET CHAMPIONSHIP
- 1 ST DISTRICT 6 CHAMPIONSHIP

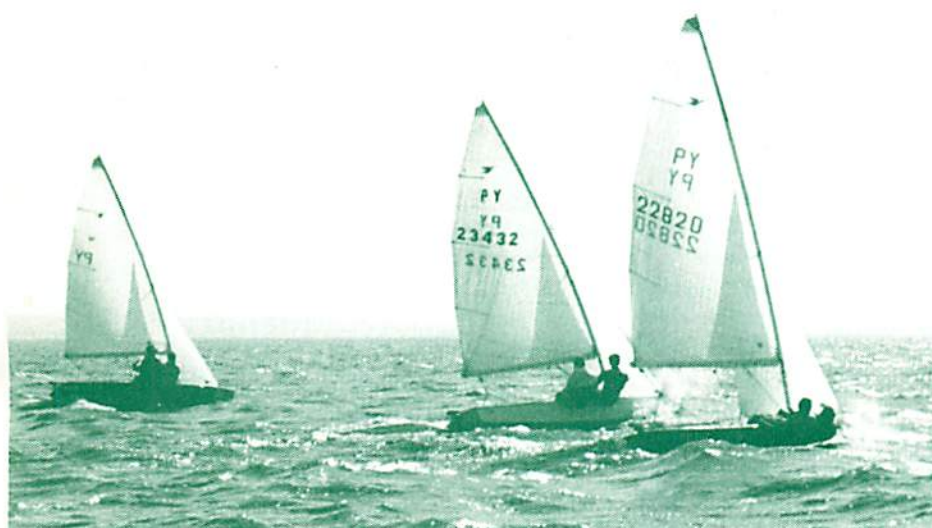


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Snipes del Paraguay: L to R: Tino, Juan, Robert Russell, Carlos Palazor, Bertrand Gayet, Manuel Atria, Gloria, Antonio Esteve, Luis Cordi, Manuel Lopez, Carlos Gorostiaga, Bus Van der Sande.



Going to windward at the start: Manuel and Gloria Atria, Antonio Esteve and Luis Cordi, and leeward boat Bertrand Gayet with Bus Van der Sande.



Antonio Esteve has rounded and is followed by Carlos Palazon and Ruben Bruyn still on the run.

Esteve, Cordi Breeze To Paraguay Nationals Win

On July 29 we finished the third Nationals. We raced 7 regattas, out of which one had very little wind, three had good winds of 13 to 16 knots, and three had very good winds of 17 to 23 knots.

During the third race 3 Snipes out of the six sailing turned over, but they all finished the race.

In the fourth race, with little wind, Manuel Atria and his wife Gloria won with facility.

The fifth race had a strong north wind at the beginning of the race, which blew very little after the first reach. The first place changed several times. Finally Carlos Gorostiaga passes Manuel Atria at the very end, to cross the line one boat length ahead of Manuel.

On Sunday the 29th, the two last races were in strong wind from the north. We raced two triangles instead of the normal Olympic course. We were planing (surfing) most of the time. It was very enjoyable, and spectacular for the few people watching. Antonio Esteve and Luis Cordi won these two races.

We are very pleased that Antonio and Luis won this title of national champions. They have been sailing only for two years. It is Antonio's first year at the tiller, and they only won 4 races out of 7! In second place for the third time we have Carlos Gorostiaga. I think he must be in love with that place. We must recognize that he is a good teacher. His former crews were Luis Cordi and Manuel Atria who, last year were our national champions.

Something I like to see: of the six boats sailing, three skippers were sailing with their wives. I think if we continue this way, Snipe should be extremely popular in the near future.

We want to thank the Yacht Club Ypacarai and Philips del Paraguay for the organization of the championship. Philips gave us several beautiful prizes, plus a supper for 40 in one of the best hotels in Asuncion. I think it is great to finish a championship this way. That night we also raffled a Snipe, "Mr. Grip," to pay the expenses of the first crew selected to go to the worlds in Canada!

*Bertrand Gayet
Western Hemisphere Secretary*

PARAGUAY NATIONAL CHAMPIONSHIP

Boat	Skipper/Crew	Places	Points	Finish
Huevo Frito	A. Esteve/L. Cordi	2-1-1-3-3-1-1	8.7	1
Mania III	C. Gorostiaga/M. Lopez	1-4-2-4-1-2-dns	22	2
Albatros II	M. Atria/G. Atria	4-3-5-1-2-3-2	25.4	3
Oli	B. Gayet/B. VanderSande	3-2-4-2-4-dnf-dnf	33.4	4
Delfin II	J. Escarpetta/A. Escarpetta	5-5-3-6-dns-dns-dns	60.8	5
Caty	J. Fernandez/C. Fernandez		68.5	6

SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS

INTERNATIONAL RACING
ASSOCIATION

DECEMBER 1979
VOLUME XXVIII 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 Commodore Believes

Maybe I should begin my last article
with the old stuff:

"It has been my honour to be your
commodore for the year of 1979" etc.
etc. . . .

Maybe true, but too formal for my
style. Much more than "honor" it was
"fun."

During 1979 I have been to three na-
tionals (U. S. A., Brazil, and Argentina),
one South American, and several regattas
from Beaulieu in France, to Aracaju, way
north in Brazil.

In every place, I found the same
Snipers' fellowship, and strong love for
"Our beloved little boats" as my good
friend Robert Salvat always calls our
Snipes.

Also a great pleasure to see the emerg-
ing youth beating up us old crows.
Chapin didn't tremble in front of Boris
and Gancedo, as Ujvary didn't in front of
Sisti and Labandeira. Just now in our
state of Sao Paulo's Championship, the
three first crews were under 21 years old.
The great Paulo Santos was fourth.

That gives us, on our way out from the
job, kind of a sensation of "mission
accomplished." We are sure the Class will
strongly survive for years and years to
come. Time has come for renewals —
cheers to junior sailors, new officers, and
our ALWAYS YOUNG SNIFE.

Flavio Caiuby
SCIRA Commodore

WARNING!

**CATALYST FOR FIBERGLASS RESIN
IS DANGEROUS** — can be a hazard to
your eyes

*This warning was recently featured in
both the Thistle and Y-Flyer Newsletters.
Please be careful in the use of any poten-
tially toxic chemicals.*

At a safety conference held in Van-
couver, B. C., an eye specialist described a
hazard that could affect each of you and
your families. That hazard is the catalyst
or hardener that is added to fiberglass
resin before the resin is applied. The spe-
cific toxic agent involved is MEKP
(Methyl-ethyl-ketone peroxide).

The eye specialist stated that a drop of
this catalyst in the eye will progressively
destroy the tissue of the eye and result in

blindness, unless immediate action is
taken (WITHIN 4 SECONDS) to wash the
catalyst from the eye. Furthermore, once
the chemical has started to destroy the
eye, there is no known way of stopping
the destruction or repairing the damage.

This type of catalyst or similar types
are available for home use. Before using
any of these catalysts, check their chem-
ical composition and take appropriate
measures.

Protective equipment that should be
used includes clothing to prevent skin
contact and chemical safety goggles and
faceshield for protection of the eyes. The
immediate availability of a source of
bland fluid (such as water) for thorough
washing of the eyes is mandatory.

The cost of a pair of safety goggles is a
very small price to pay for the protection
of eyesight.

Bids Invited For North American Championship

Bids to hold the 1980 North American
Championship should be submitted to the
SCIRA office as soon as possible for con-
sideration by the North American Nation-
al Secretaries.

Preference will be given to areas with
large open bodies of water, and the time
of year is not limited, so as to provide the
best wind conditions.

Competition for the Birney Mills Tro-
phy has become one of the hardest
fought SCIRA championships. The 1979
championship is reported in this issue.

THE COVER

Merry Christmas to all of SCIRA from
Finland, where the reindeer live. This
view of sail testing among the ice floes
was sent by Freddy Wegelius.

THE SCORE

Activity seems to be winding down for
the year, and only four boat numbers
were issued last month with all of them
going to the U.S. No new fleets were
chartered.

Numbered SNIPES — 24021
Chartered Fleets — 760

A Minority Viewpoint

A new rule was introduced at the U. S. National Championships in Pensacola that caused a lot of discussion among the participants. It basically stated that after the second general recall, the Race Committee has the right to disqualify anyone who is over the line early.

After giving it some thought, I have decided that the rule is a good idea, but does not go far enough. Because disqualification without recourse, such as a 720°, makes this infraction just about the worst thing you can do in a Snipe, it follows that a repeated offender should suffer a much worse punishment.

What is to protect us rule-abiding sailors, who just want to race in peace, from the time consuming slow-downs caused by felonious multiple offenders? And what about the rights of Race Committees? Lord knows, they are befuddled and over-worked enough as it is. They don't want to see restarts any more than the rest of us, and they certainly can't be expected to have to set good starting lines every single time.

I propose that if a person is over the

line early twice within a given time period, say, a year, he is clearly an undesirable with strong sociopathic tendencies. He should be stripped of his SCIRA decal, as well as his sail numbers, and not be allowed to participate in sanctioned regattas for a year.

Enforcing this should be no problem because most Race Committee boats are already equipped with a gun for audible signals. If the poor, head-strong turkey tries to clutter up the starting line again and slow things down for the rest of us, he should be shot forthwith.

This might cause some confusion with the preparatory and start signals, but could be cleared up by hoisting a special shape when an execution has occurred. I think that the old white skull and crossbones on a black background would be appropriate. It could mean something such as, "Execution signal. Disregard if you have a current decal."

You might ask what happens if an error occurs and the wrong person is shot. Not to worry! His name could be printed on a special memorial page in the Yearbook where it would be remembered forever.

*Margaret Boswell
Fleet No. 1*

New National Secretaries Named

The following personnel changes have been announced. We express the Class's appreciation to all outgoing secretaries and welcome their successors.

ARGENTINA: Julio A. Labandeira, Argentina National Secretary of Snipes, Alberdi 415, 1636 Olivos, Bs. As., Argentina.

PORTUGAL: Ruy Moreira, Sr., Avenida Montevideu, 236, Foz do Douro, 4100 Porto, Portugal.

PUERTO RICO: Ramon Ruiz C., 933 Banco de San Juan Tower, 654 L. Munoz Rivera Ave., Hato Rey, PR 00918.



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WINTER RACING CIRCUIT

SCIRA MID-WINTER CHAMPIONSHIP

March 9-11, 6 races with one throw-out
On the Gulf of Mexico. Clearwater Y.C., Clearwater, Fla.

DON Q RUM KEG SERIES

March 14-16, 5 races on Biscayne Bay, Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 19-22, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
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Local housing will be available. If interested write Godfrey Kelly.

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

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

National Secretaries Meet At North Sydney

NATIONAL SECRETARIES MEETING,
NORTH SYDNEY, NS, CANADA, Au-
gust 16, 1979

PRESENT: Rear-Commodore Paul Festeren; Dante Ramenzoni, Brazil; Ralph Swanson, U. S. A.; Wayne Soares, Bermuda; John Broughton, U. K.; Jo Broughton, Holland; Roberto Salvat, Argentina; Arturo Delgado, Spain; Louis Paul Lamarque, France; Erling Olsen, Denmark; Id Crook, Canada; Victor Sinding-Larsen, Norway; Per Gothlin, Sweden; Hideo Baba, Japan; Bertrand Gayet, Paraguay; Per-Ole Holm, Finland; Lorenzo Depascale, Ecuador; C. S. Reddy, India; Ramon Ruiz, Puerto Rico; Peter Davies, Secretary General for Europe; Ted Wells, Chm. Rules Committee; and Buzz Lamb, Executive Secretary.

OPENING: Rear-Commodore Festeren, who presided, opened the meeting with greetings to all Snipe countries.

MINUTES: The minutes of the previous meeting were received and approved as printed in the BULLETIN.

REPORTS FROM SCIRA COUNTRIES:

BERMUDA: Wayne Soares reported no major problems. They have a strong emphasis on a junior program, and Wayne is leaving the championship early to be home for Saturday's Jr. session.

FRANCE: Louis Paul reports no cooperation from their national federation as a big drawback for France, since there is major competition from boats sponsored by the federation. Also, they have no Snipe builder.

SPAIN: Arturo Delgado reports Snipe is strongly supported by the Spanish sailing federation. Some areas are strong, some less so. With expensive travel, regatta attendance is down.

ARGENTINA: Roberto Salvat reported that Snipe is the strongest class in Argentina, with good builders to keep the class strong.

CANADA: Things are booming in the Northern area. Oakville feels they are holding their own, with hope for a fleet in London, Ontario. Canada is hampered by lack of a builder.

BRAZIL: Dante Ramenzoni reported that Brazil is very active with big fleets all over the country.

DENMARK: 150 boats reported, an increase of 50, the result of good p. r. work for Snipes.

HOLLAND: Jo Broughton is working to establish the class with 4 Snipes at present — only 2 active. She hopes to keep the interest of the junior sailors.

ENGLAND: There are 2 active builders with some fleets up and some down. John Broughton reported good relations with the Royal Yachting Association, and a successful Junior European Championship this summer.

EUROPEAN SECRETARY: Peter Davies reported that European sailors plan a European Cup Open Race every year, with dates not to conflict with either the European or World Championship. The first championship will be at Palma de Mallorca in 1980.

NORWAY: Victor reported that things in Norway are pretty good. The Norwegian Sailing Association requires a class have at least 30 boats participating to have an official National Championship. Snipe had a record of 38 boats in 1979. Norway has a builder.

SWEDEN: Per Gothlin reports Sweden's situation as mostly static. They have trouble attracting juniors and in importing good boats. They are getting a builder, Norlin, the builder of Scampi. Good P. R. is one of their strong points — the Gothlin brothers are editors of a new sailing magazine in Scandinavia.



Scientific Sailboat Racing

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Don't forget to send the Bulletin a complete report and photos on your Snipe regatta. In the overall results be sure to include names of skipper and crew, home club or fleet, places in each race, total points, and standing in fleet.

INDIA: India has special problems since equipment is almost impossible to import, and they have few manufacturers of sailing equipment. Enterprise masts are cut shorter for the Snipes. The Sailing Association recognizes only a few classes, but things are improving, and Commodore Reddy hopes to hold a national championship next year. Only a few boats are lightweight, but through a special handicap, heavy boats are given a 30 second head start.

JAPAN: Snipe is the most popular class in Japan with 2,000 to 3,000 boats. They would like to hold a world championship at some time in the future.

PARAGUAY: Bertrand Gayet reports progress, with more boats and one new fleet. They held a successful South American Championship, and are working with a builder so that it won't be necessary to smuggle boats into the country.

Bertrand also reported that as Western Hemisphere Secretary he is working with South American countries, Japan, and the Islands to get better organized.

FINLAND: Per-Ole Holm reports the class has grown 5 to 10% over the last 10 years. He is vice-president of the Sailing Association and the class maintains good relations. They have a builder, but also need to import boats.

ECONOMICS: The Finns are selling very attractive warm woolen caps in their national colors to help pay for their trip. Bertrand Gayet mentioned that in his country the class raffled a Snipe to raise funds for this trip. Also government grants are available in many countries. It pays to ask.

ECUADOR: Lorenzo Depascale is being transferred to Venezuela. He has worked to promote the Snipe but feels a coalition of 2 other classes has prevented a really active Snipe organization from taking hold. He will inform the SCIRA office of his replacement in Ecuador.

Arturo Delgado has contacts in Venezuela and will help Lorenzo make contact with the sailing community there.

Bertrand Gayet also has some sailing contacts in Holland which he will pass to Jo Broughton.

UNITED STATES: Ralph Swanson reports that U. S. Snipe has held the interest of the junior sailors who are the high hopes of the class. The class is active, well, and growing. He will present a bid at the Board meeting to hold the 1981 Worlds at Alamitos Bay, California, in honor of Snipe's 50th Anniversary.

PUERTO RICO: Ramon Ruiz, new National Secretary for Puerto Rico, reported they will hold the Central American Games in June 1981 at San Juan,

with Snipes in attendance. Puerto Rico now has 12 boats with 4 on order.

NEW BUSINESS:

LOANER BOATS: Arturo Delgado requested that when boats are lent for championships they be made available 5 days in advance, so that competitors may have a chance to practice in them.

WORLD CHAMPIONSHIP ROTATION: Several countries expressed hopes for entering bids for future World Championships, including: Portugal, Spain, Brazil, and Japan. The U. S. is requesting the championship out of rotation, but the Europeans feel strongly that the next championship after 1981 must be in Europe. Delgado said that Spain will hold the championship if other countries do not enter bids. Brazil strongly wants to hold a world championship, and will stand ready to make a bid in either 1983 or 1985. Porto Alegre, Brazil, has new facilities and new boats will be available.

Arturo Delgado reported that a club near Palma de Mallorca will bid for the 1980 World Junior Championship. The dates are in question and will be confirmed.

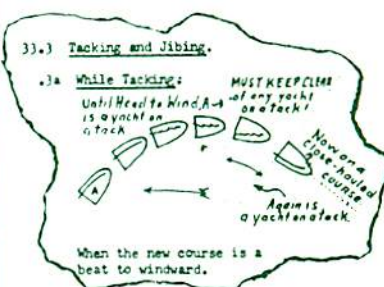
RULE BOOK: Buzz Lamb reported a proposal will be presented from the study committee to print the Rule Book every 4th year, to coincide with permitted rules changes. The February BULLETIN will contain the SCIRA directory, with updated lists of personnel and addresses.

METRIC MEASURE: Will be discussed at the Board Meeting.

RULES CHANGES: General discussion of proposed changes presented in the BULLETIN.

There being no further business, the meeting was adjourned.

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Chapin Captures North American Trophy

Molletts place second as Frederic, flukey winds spice '79 event

Dave Chapin completed his quest of 1979 Snipe titles by easily winning the North Americans with a 2-1-5-1 finish.

The regatta got off to a great beginning with boats arriving from across the country. Friday morning found 53 boats registered and ready to go when the rains from Hurricane Frederic hit. The lake level rose 26 inches in 15 hours, and all races were canceled as the rains poured down. The weather broke in time for the cocktail party, and barbecued chicken dinner, and the Race Committee promised an early start the next morning.

A 9:00 A.M. harbor gun found everyone prepared for a hard day of sailing. For the first time all year, the docks were not too high. In fact, the smaller dock was useable only after wading through 3 feet of water.

After one general recall, the first race started about 10:00 with the winds blowing 10-15 mph. The Levinsons started off well with Harry finishing in first place, and Buzz in third. Dave Chapin placed



Dave Chapin adds the Birney Mills Trophy to his impressive 1979 string. (Gail Colyer photo)

second, Tom Nute fourth, and Greg Fisher fifth. Many boats had a hard time

avoiding the flotsam and jetsam generated by the storm, as well as coping with the choppy seas.

The second race started immediately after the first, found Chapin placing first, Jeff Lenhart second, Fisher third, Fritz Gram fourth, and Sam Mollet fifth. Although the winds were puffy, only a few boats capsized. The sailors then headed for home for a short lunch break.

In the third race, the boats that started on the port side of the line had a definite advantage as they rounded the mark ahead of the others. Sam Mollet was off to an early lead, which he kept. He was followed over the finish line by Bill Buckles, Fritz Gram, Robin Gales, and Dave Chapin.

The winds had dropped by the fourth race, which was started after one recall. Consistency in placing gave Chapin an easy first place for the day as he finished first in the last race. He was followed by Tim Woodford, Bill Buckles, Buzz Levinson, and Sam Mollet. Most of the sailors found themselves with one, and sometimes two poor showings.

By evening, the sailors were hungry and thirsty. The keg disappeared as quickly as the steaks, and everyone slept well after sailing four races.

Sunday dawned warm and sunny and practically windless. After several postponements, the races were finally canceled.

Wayne Soares from Bermuda did a super job of presenting the trophies by giving a brief introduction of each of the top 15 finishers as they were awarded their prize. The trophies of the first five skippers were framed candid pictures taken during the regatta. Since the shots were not posed, they portrayed interesting examples of crews working well, and not so well together.

Everyone had a good time, and felt that although there was only one day of sailing, it was a full one!

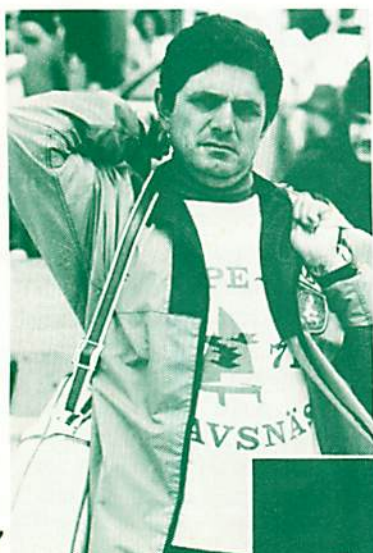
*Candy Larson
Chautauqua Fleet 124*

SNIPES NORTH AMERICANS 1979 (Top 25 of 53 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
23620	D. Chapin/G. Knapp	Island Bay	2-1-5-1	13	1
23624	S. Mollett/B. Mollett	Portage Lakes	6-5-1-5	31.7	2
23619	G. Fisher/R. Gillildud	Hoover	5-3-7-7	41.7	3
23834	B. Buckles/P. Fisher	Cleveland	16-16-2-3	52.7	4
23060	R. Gales/I. Gales	Mission Bay	13-6-4-9	53.7	5
20560	J. Lenhart/P. Lenhart	Mission Bay	8-2-12-13	54	6
22285	H. Levinson/H. Levinson	Indianapolis	1-12-15-11	56	7
23661	B. Levinson/P. Levinson	Indianapolis	3-17-14-4	56.7	8
20707	T. Timm/L. Hersey	Barton Boat	14-7-9-10	64	9
19712	S. Callison/D. Spicer	Severn SA	12-8-10-12	66	10
23963	T. Nute/K. Butler	Mission Bay	4-13-23-6	67.7	11
16699	F. Gram/T. Williams	Cuba Lake	27-4-3-17	69.7	12
22217	T. Woodford/S. Dunlop	Brass D'or	11-18-20-2	70	13
23279	J. Johns/G. Kuizema	Barton Boat	15-14-21-8	83	14
19059	J. Thompson/K. Thompson	ABYC	10-9-28-14	85	15
19714	K. Yellott/S. Yellott	Severn SA	9-22-8-27	90	16
19091	P. Duvoisin/J. Duvoisin	Privateer	23-10-16-19	92	17
23290	G. Soltero/J. McGrail	Dallas	24-15-19-24	106	18
19793	L. Bugbee/R. Schroder	Cuba Lake	7-21-39-16	107	19
19915	E. Purdon/P. Bradford	Severn SA	20-11-33-20	108	20
20004	L. Griffith/C. Menzies	Barton Boat	17-24-27-18	110	21
19721	L. Larson/C. Larson	Chautauqua	32-20-13-25	114	22
20562	D. Hand/J. Herndon	Portage Lakes	18-39-18-15	114	23
21800	I. Brown/D. Maybank	Port Credit	22-34-6-37	122.7	24
18100	J. Bartlett/A. Stout	Severn SA	25-25-17-35	126	25

Personality Parade

World Championship, 1979



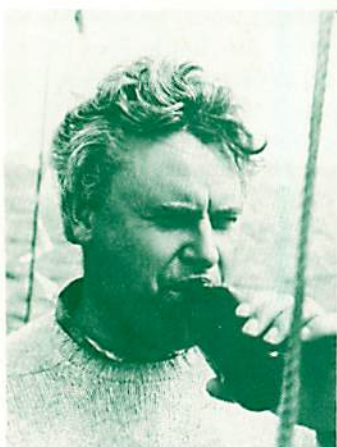
7



1



2



6



5



4



3

Clockwise, starting at upper right, (1) Marco: "What went wrong on the last beat?"; (2) Neil Martin: "Did he say something about the English being too loud?"; (3) Denmark's Brodsted: "We went like a Steamer on the runs – but had a hard time up wind."; (4) Commodore C.S. Reddy, India; (5) Victor Sinding-Larsen: "The Canadian boats were not like those in Brazil. They leaked in different places."; (6) Erling Olsen: "Almost like Danish beer."; (7) Arturo Delgado, Spain. Center photo: Shootout at the Northern Corral – Per-Ole Holm let Mark Reynolds draw first!

Per and Inga Gothlin

First, second positions fiercely contested

Canadian Nationals Sailed At Northern Yacht Club

The Northern Yacht Club of North Sydney, Nova Scotia hosted the Canadian Nationals August 5-8, 1979. Twenty boats were entered with 16 from Nova Scotia and 4 from Ontario. Conditions were generally medium with the wind speed not topping twenty mph all week.

Ted Hains and crew Bill Davey from Oakville began the series in fine style with three firsts and a fourth in the first four races. Tim Woodford and crew Shawn Dunlop of Baddeck also did well with a first and three seconds in the same four

races. By the fifth race it was very clear that a real contest was developing between Ted and Tim. Tim won the fifth and sixth races making the series a tie with a drop race.

The seventh race was the deciding one since whoever won would win the series. During the final race Tim covered Ted very carefully and in a duel on the run Tim slowed Ted enough to allow John Astephen and Pat Buis to slip into second for the remainder of the race.

Tim's win was, to say the least, very

popular with the Cape Bretoners as he was the first from the island to win the regatta in many years and the first Baddeck sailor ever to win it. The win was well deserved as a result of the effort he and his crew have put in over the past two seasons starting with no experience in Snipe.

The top five were rounded out by John Astephen and Pat Buis, third; Peter Astephen and David Buis, fourth; Mike and Dennis Astephen, fifth.

The yacht club again went all out in hospitality. Many thanks to the ladies for their efforts in feeding the hungry sailors and race officials. The club facilities were much improved with a new boat house and locker facility, new ramp, new wharf and renovations to the main clubhouse. All these improvements were made in preparation for the Worlds the following week. The race committee work was very good with Ray Pillon of Petpeswick Y. C., Art Rooney and Steve Astephen heading this group.

The Canadian Nationals in 1980 will be at Oakville. Everyone is welcome to help make it 30 years of Snipe Nationals.

*Chris Hains
Oakville Fleet 321*

XXIX CANADIAN NATIONALS (Top 10 of 20 entries)

Skipper/Crew	Port	Places	Points	Finish
Tim Woodford/Shawn Dunlop	Baddeck	2-1-2-2-1-1-1	6.0	1
Ted Hains/Bill Davey	Oakville	1-4-1-1-2-2-3	11.7	2
John Astephen/Pat Buis	Northern	3-2-5-8-5-3-2	37.4	3
Peter Astephen/David Buis	Northern	9-3-3-3-3-4-7	43.0	4
Mike Astephen/Dennis Astephen	Northern	4-5-11-5-7-8-5	65.0	5
Gweneth Crook/Ild Crook	Oakville	7-6-6-4-6-9-8	70.1	6
Chris Hains/Donald Hains	Oakville	10-8-8-6-4-6-6	71.1	7
Harry Henderson/Sandy Greig	Northern	5-11-9-nf-10-7-4	79.0	8
Fred Hutter/Glenyce Hutter	Woodstock	6-15-13-11-11-5-9	89.7	9
Alex Winstanley/Ward Brooks	Northern	11-9-10-7-9-nf-10	92.0	10

John Lally tops 25-boat fleet

New England Championship Sailed On Mass. Bay

On July 14 and 15, Fleet 244 held the New England Snipe Championship at Cottage Park Yacht Club, Winthrop, MA. Twenty-five boats were on hand and the contestants were able to get in one day of good racing before fog and rain caused Sunday's racing to be cancelled. However, there was no question about the winner, as John Lally won both races with authority.

The races were sailed in a typical Boston afternoon sea breeze, starting as light to medium, and picking up to occasional planing puffs in the second race. In the first race Lally rounded the windward mark first, but was passed by Dave Lence on the second off-wind leg. On the second beat, a combination of going the right way, thus minimizing the adverse tide, and good upwind speed put Lally back in front, a lead he maintained through the third and final beat.

The second race found Ed Lally, sailing Chuck Loomis' boat, starting well and getting to the windward mark slightly ahead of brother John. Planing away effectively, Ed suddenly found himself out of the straps and in the water, minus his hat. A quick recovery and he was on

his way, even finding his hat on the second beat — still wrapped around the leading edge of the daggerboard. This was all the opening John needed as he led the rest of the way. Chip Canty, moving well this year, was second, followed by Dave Lence, who had to make a mild recovery.

A buffet was served Saturday evening and Snipe sailors enjoyed the various amenities of Cottage Park, including of course, the bar. Early Sunday afternoon, silver trophies were awarded to the top five boats. The Junior Trophy went to fourteen year old Chris Lanza of the home fleet.

Cottage Park is also the site of the annual Mass. Bay Open, generally held in

NEW ENGLAND CHAMPIONSHIPS (Top 10 of 25 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
21917	Lally/DeVillaFranca	Cottage Park	1-1	0	1
23328	Lence/Barriello	Windester	2-3	8.7	2
19705	Canty/Canty	Cottage Park	4-2	11	3
23426	Lally/Lally	Cottage Park	3-5	15.7	4
21629	Kelley/Caggiano	Cottage Park	5-4	18	5
20685	Abels/Porter	Sea Cliff	10-6	27.7	6
20569	Rogers/Montalto	Quassapog	6-12	29.7	7
19702	McGinnis/McGinnis	Narragansett	9-9	30	8
17461	Dimes/Barasso	Cottage Park	8-11	31	9
22999	Swanson/Laraggi	Windester	12-10	34	10
19257	Tabor/Donovan	Cottage Park	14-8	34	10

mid-September, and usually featuring good winds.

*John Kelley
Mass. Bay Fleet 244*



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Consistency Takes Wesselhoff To Top Of Diamond Lake Open



Above: A Fleet winners Dan Wesselhoff and crew Bobby Leonard. Top, right: B Fleet winners Stan Salzenstein and crew Debbie Salzenstein.



Thirty-seven boats attended the 37th Diamond Lake Open Championship which was held July 14th and 15th. The reduced number of boats was probably due to the fact that the Districts had been held the week previous and the Nationals scheduled for the week after.

Dan Wesselhoff of Peoria took first place in the "A" fleet with consistent 2,1,2 finishes. Dave Chapin of Springfield took second and Jamie Hill of Cincinnati took third. Dave Troeger of Diamond won the Junior Trophy in the "A" fleet.

In the "B" fleet Stan Salzenstein came back from retirement to win first place. Dave Neuhooff of Ann Arbor took second and Terry Conway of Grand Rapids took third. Eric Witt of Indianapolis won the Junior Trophy.

The first race was sailed in 5 to 10 miles-per-hour winds with a 2 1/3 triangular course. John McAllister led at the first mark and it became apparent that a persistent lift existed near shore. On the last lap McAllister was overtaken by Wesselhoff and Chapin with Chapin coming out on top at the finish.

The second race was started immediately after the first with a slightly different windward mark position. This time those that started down the line were able to keep moving out in the center of the lake and were lifted into the mark. The lead changed hands several times with Wesselhoff winning. Chapin came back from being on the wrong side of the course and being 18th at the first mark to finish 2nd.

The third race was sailed Sunday morning in variable 5 mile per hour winds with a long beat up the lake and 2 1/3 laps. Paul Dovey led at the first mark with Joe Petrucci a close second. On the second beat the wind filled-in from the center of the lake and the leaders who had chosen the shore were in trouble. Bob Hill and Jamie Hill were one-two at the mark. Jamie went on to win and Wesselhoff came up to take second.

The dinner Saturday night was a repeat of last year's hog roast and was again very well received.

Bob Foster
Diamond Lake Fleet 158

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DIAMOND LAKE OPEN

A Fleet (Top 10 of 22 entries)

Boat	Skipper	Club	Places	Points	Finish
18266	Dan Wesselhoff	IVY	2-1-2	6	1
19432	Dave Chapin	Island Bay	1-2-9	18	2
23288	Jamie Hill	Acton Lake	11-4-1	25	3
22851	Joe Petrucci	Mass. Bay	6-3-7	30.7	4
20659	Ray Schmit	Chicago	5-8-4	32	5
21116	John McAllister	Detroit	3-12-6	35.7	6
23200	Skip Baxter	Grand Rapids	10-5-5	36	7
20007	Cindy Braun	Cowan Lake	7-7-13	45	8
22285	Harry Levinson	Indianapolis	12-6-12	46	9
18918	Chuck Felton	Diamond Lake	4-10-18	48	10

B Fleet (Top 8 of 15 entries)

Boat	Skipper	Places	Points	Finish
18329	Stan Salzenstein	1-2-7	16	1
22733	Dave Neuhooff	3-4-2	16.7	2
23840	Terry Conway	4-1-9	23	3
23332	Dave Kerper	2-3-10	24.7	4
20400	Sue Hayden	10-5-1	26	5
22350	Eric Witt	6-10-3	33.7	6
21109	Jerry Best	8-7-4	35	7
18501	Kathy Hitchcock	9-6-6	38.4	8



Above: Skippers behind crews. First place starting at left. Right: Bruce Wiland leading Jamie Hill around mark.

Storms allow only one of three scheduled races

McAllister, Weather Dominate District III Junior Regatta

On August 4th and 5th Diamond Lake hosted the District III Junior Championship. Twenty-three boats from eleven fleets were registered by 11:00 A. M. and the winds were a steady 15 miles per hour with a cloudy sky.

The first of three scheduled races got off to a good start with John McAllister of Crescent Yacht Club in Detroit, leading at the first mark. He increased his lead at each mark and finished by a comfortable margin. Dan Orr, also of Crescent, sailed a fine race to finish second ahead of Buddy Leonard from Diamond Lake and Tick Ticknor from Gull Lake.

The second race was started immediately and McAllister worked his way up the right shore to lead again at the first mark. As the last boats rounded the first mark a storm approached and the race was cancelled. The boats headed for the nearest shore as lightning and heavy winds moved in. Several boats capsized near shore without incident. Racing was over for the day.

Two races were scheduled for Sunday morning and winds were steady at 10 miles per hour. However thunder showers were still in the forecast. Chris Croasdale of Gull Lake led at the first mark after working his way up the middle. He was followed by Ticknor and McAllister who had come up the right shore.

As the fleet rounded the first mark a storm again moved in and the race was cancelled. One boat capsized prior to reaching shore. The boys were taken off as lightning flashed and the boat was left to fend for itself. Heavy rain and lightning persisted for over an hour to end the regatta.

John McAllister was awarded the Hook Trophy as the new District III Junior Champion. He richly deserved the championship as he was always leading or right among the leaders.

Bob Foster
Diamond Lake Fleet 158



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DISTRICT III JUNIOR CHAMPIONSHIP (Top 10 of 23 entries)

Boat	Skipper	Club	Places	Points	Finish
21116	John McAllister	Crescent	1	0	1
17395	Dan Orr	Crescent	2	3	2
19299	Buddy Leonard	Diamond	3	5.7	3
19055	Tick Ticknor	Gull Lake	4	8.0	4
23754	Chris Croasdale	Gull Lake	5	10	5
21710	Dave Troeger	Diamond	6	11.7	6
21120	Jamie Hill	Acton Lake	7	13	7
13427	Dave Dunakin	Grand Rapids	8	14	8
22194	Lane Griffing	Cowan Lake	9	15	9
22584	Bruce Wiland	Richmond	10	16	10



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1979 Maritime champions Boris Ostergren, left, and Ernesto Neugebauer, right, shown with Canadian Secretary Id Crook. (Per and Inga Gothlin photo)

Pre-Worlds competition held at Northern YC

Ostergren Triumphs In Maritime Tune-Up Races

The Northern Yacht Club of North Sydney, Nova Scotia was host of the 1979 Worlds and as part of the racing the Maritime Championship was run August 11-12, 1979 as the tune-up series. The event was open and 25 boats were entered. There were 2 Brazilian, 3 American, 1 Bermuda, 1 Swedish, 1 Danish, 1 French, 1 Spanish and 15 Canadian boats racing. Racing was confined to Saturday as there was not enough wind Sunday to have a race.

The first race Saturday was won by Dave Chapin and Tim Dixon of the United States followed by Ivan Pimental and Paulo Olivera of Brazil and Felix Gancedo and Carlos Llamas, Spain, third. The wind was dying during this race and continued to die in the second race.

At the start of the second race there was a pile-up at the pin end causing a gen-

eral recall. The pin end was still favoured for the second start and another pile-up occurred although no general recall was needed. Dave Chapin was over early and withdrew from the race.

As subsequent events were to show during the following week, losing the tune-up was a good thing for Dave. Boris Ostergren led the whole race. The wind shifted on the second beat to make it a close reach. This shift prompted many competitors to withdraw.

A new leeward mark and new windward mark were laid and the race continued in a light and shifty offshore breeze. Ostergren was followed across the line by Ted Hains and Bill Davey of Canada and Ivan Pimental, Brazil in third.

*Chris Hains
Oakville Fleet 321*

MARITIME CHAMPIONSHIPS (Top 10 of 25 entries)

Skipper/Crew	Port	Places	Points	Finish
B. Ostergren/E. Neugebauer	Brazil	4-1	8	1
I. Pimental/P. Olivera	Brazil	2-3	8.7	2
T. Hains/B. Davey	Canada	5-2	13.0	3
C. Gilborne/B. Larsson	Sweden	6-5	21.7	4
F. Rasmussen/K. Schultz	Denmark	7-6	24.7	5
D. Chapin/J. Dixon	U.S.	1-dnf	28.0	6
J. Astephen/P. Buis	Canada	8-9	29.0	7
F. Gancedo/C. Llamas	Spain	3-dnf	31.7	8
P. Morland/F. McKinnon	Canada	20-4	34.0	9
Fred Hutter/G. Hutter	Canada	11-13	36.0	10
J. McNamara/T. McNamara	Canada	17-7	36.0	10
A. Winstanley/W. Brooks	Canada	12-12	36.0	10
Dennis Astephen	Canada	16/8	36.0	10

Oakville Tops District V In Team Racing Series

The Oakville Fleet is noted for its "Green Can," and, amongst other things a great enthusiasm for team racing. In January the idea of a team race series was put to District V by Oakville. District V accepted the challenge and on September 8-9, 1979 the first Oakville vs. District V Team Series was held at Oakville. By mutual agreement each team sailed three per side due to a shortage of crew in the District V camp. The best three out of five races were agreed upon and everyone was to sail their own boat. Low point scoring was used.

Three races were held on Saturday. Oakville won the first two very handily by scores of 9½ to 11 and 8½ to 12. The third race was won by District V by a slim ¾ points due to some skillful team work by George Hock and Tersh Bugbee in preventing an Oakville boat from getting a third. Conditions were generally medium with east winds gradually clocking to South and lots of chop to keep everyone honest.

A party was held at the Hains house in Oakville that evening and was a great success. The participants were quite willing to help clear out some of your reporter's surplus private stock for Christmas replenishment. Many thanks to those who contributed food and helped cleaning up afterwards.

Conditions on Sunday were ideal for team racing with light winds from the SSE putting a premium on tactics. Oakville won this race 7½ to 13. Ted Hains demonstrated excellent team play in slowing down George Hock on the first reach to allow Carl Holtved and Chris Hains to catch up. By now the District V team was learning fast and a real battle developed amongst the first four boats on the run. Despite his best efforts a Canadian boat got ahead of George Hock and any chance of District V forcing a fifth race was gone.

There was a fifth race with the winning team having to buy beer at The Club on the hill above the harbour and OYS. Ted Hains won the race and Oakville came out the winner 9½ to 11. After the race everyone went to The Club where Oakville bought for District V. Race committee chairman Id Crook presented the Internorth Cup to the Oakville Fleet Captain, Chris Hains.

The District V team went away quite

enthusiastic about team racing, saying that next year they should host the series and each side have a full team of five boats. It would appear that we now have a new and interesting event on the schedule.

Many thanks to Id Crook, Gweneth Crook, Richard Saurstein and Bob (The Bell) Johnston for their work on Race Committee. Particular thanks to Dick Kneulman for the use of his yacht PALLITER as committee boat and to Richard Saurstein for the use of IRIS as mark boat.

The teams were as follows:

Oakville: Kent Babcock, Ted Hains, Noreen Hains, Donald Hains, Christopher Hains, Carl Holtved and Chris Holtved.

District V: Tersh Bugbee, Julie Kroeger, George Hock, A. Crooks, Ron Lewis and Susan Lewis.

*Chris Hains
Oakville Fleet 321*



Sanctioned Snipe Regattas

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MARCH 9-11, SCIRA MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, Francis Seavy, 1840 Stevenson Ave., Clearwater, FL 33515.

MARCH 14-16, DON Q RUM KEG, Miami Fleet 7, Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165.

MARCH 19-22, BACARDI CUP and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey Kelly, P. O. Box N 1113, Nassau Bahamas.

AUGUST 2-3, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

AUGUST 4-8, U.S. NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

AUGUST 16-23, EUROPEAN CHAMPIONSHIP, Espergaerde Fleet 585, Espergaerde Sejlklub, Strandvejen 167, Postbox 59, 3060 Espergaerde, Denmark.

DECEMBER 7-14, WESTERN HEMISPHERE CHAMPIONSHIP, Yacht Club Uruguay Fleet 506, Jose Luis Murguía, Buxareo 1116-301, Montevideo, Uruguay.

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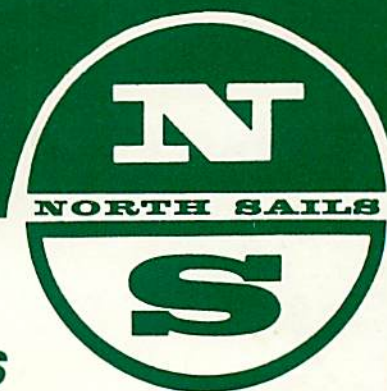
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