

SNIPE
.....
BULLETIN



FEBRUARY 1975

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6 of 7 in the '74 Crosby series qualified for
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Eichenlaub was 1st of the 100 at Atlanta's
Halloween Regatta.
2nd in the Nationals, 1st in the Wells,
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Hand-carved trophies were awarded to the top five skippers.

Consistency Wins Nute the Pacific Coast Title

Tom and Carolyn Nute, sailing their famous Snipe "Half Breed," never won a race but were consistent enough to emerge the winners after 5 hard and fast races September 7 and 8 at Alamitos Bay, Long Beach, CA. The winds never reached Alamitos Bay's famous force, but the third race Saturday came close. A few gear failures and faint hearts put DNSs or DNFs on some score cards. Ten to twenty knot winds and two to four foot chop,

waves and criss-cross wakes gave everyone a chance to improve their sloppy water technique. The results prove that no one "walked away with it."

The Saturday night cook out gave everyone a chance to relax, have dinner and plan the coming season. In most parts of the country September signals the end of the sailing season. In Southern California we do most of our sailing during the winter months. Representatives from several fleets were present and the coming year promises renewed enthusiasm and sailing enjoyment.

Eric Conn, Captain
Alamitos Bay Fleet No. 218

PACIFIC COAST CHAMPIONSHIP (Top 10 of 30 Entries)

Boat	Skipper	Club	Places	Points	Finish
20562	Tom Nute	Mission Bay	2-2-3-5-4	29.7	1
20560	Jeff Lenhart	Mission Bay	8-1-1-4-7	35	2
18923	Tom McLaughlin	Mission Bay	5-3-2-1-12	36.7	3
20561	Lew Bedford	Mission Bay	1-1-10-2-2	39	4
19061	Jack Huthsing	Santa Barbara	3-7-8-6-3	50.1	5
17591	Ron Fox	Alamitos Bay	4-8-6-8-5	57.7	6
20313	Jay Butler	Mission Bay	7-10-7-3-9	62.7	7
20261	Eric Conn	Alamitos Bay	6-6-5-13-8	66.4	8
18321	Doug DeSouza	San Diego	13-5-dns-11-1	70	9
20306	Dave Schibler	Mission Bay	10-4-dns-7-6	85.7	10



Tom Nute makes another good start at the favored end of the line.

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

FEBRUARY 1975
Vol. XXIV No. 2

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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.

THE COVER

If it's true that a picture is worth
10,000 words, this one says it all.

This is our complete Junior Sailing
Article for the month: two kids in a
Snipe having a ball. The skipper, Jackie
Rucks, is all serious concentration on the
problems of tactics and trim. Her sister
Marian, holding the jib sheet, is having
the time of her life and not concentrating
at all!

Photo is by their father Don Rucks,
Wisconsin Rapids, WI.

THE COMMODORE SAYS

I am very honored to serve as your
Commodore for 1975. It will be both a
great pleasure and a challenge.

One of the challenges will be the fact
that I follow Commodore Ralph
Swanson, who for two years has led the
class to the strongest position in its
history. His travels may be impossible to
match, but I will try. It will often not be
clear to the Snipe Bulletin reader whether
I attended a regatta or not, since all too
often I am in the lower half of the scoring
which is not published!

The high points of my past two years
have included attendance at the World
Championship in Malaga and the Western
Hemisphere Championship in San Isidro.
Both were superbly organized, with a
very high level of competition. Meeting
many new friends led to the conclusion
that our class has attracted a most
dedicated, enthusiastic and enjoyable
worldwide group of sailors.

The strength of our class is in its
sailors: those who organize fleet racing,
training programs for the young and the
mature, regional regattas, and the major
championships; and those who write of
their experiences and observations so that
we can share them in Snipe Bulletin.

On the agenda for this year will be:
Reissue of revised Snipe building plans
Decisions on the locations of the
major championships for 1976

Completion of the work of the Rules
Study Committee, and review by the
Rules Committee, hopefully by mid-year
Pan American Games, Valle de Bravo,
Mexico, October 12-26

World Championship and International
Board meeting, Punta de Este, Uruguay,
approximately November 28-December 7

I wish all Snipe Sailors throughout the
world a most enjoyable and successful
1975 season, which is already in full

swing south of the equator. Please be sure
to pass on any questions or problems to
the SCIRA office as they arise.

Stuart Griffing
Commodore

Dues Are Due January 1

Make sure your Fleet Captain gets
your dues and counts you in.

Dues are delinquent on March 31. We
will plan to send first notices to non-paid
members by April 15. If you get a DUES
NOTICE THE SCIRA OFFICE HAS NO
RECORD OF HAVING RECEIVED
YOUR DUES. CONTACT US.

Letters were sent January 15 to all
U. S., Canadian, Bahamian, and
Bermudian Fleet Captains of record, with
dues report forms attached. IF YOU ARE
A FLEET CAPTAIN AND DIDN'T GET
ONE — let us know your name and
address for our Fleet Captain list.

THE SCORE

Twenty-nine numbers were issued in
the last month of 1974. Argentina led the
list with 10 followed by 12 to Chile, 5 to
Norway and 1 each to the U.S. and
Uruguay. Two new fleets were chartered.
Number 737 went to the Club
Universitario Buenos Aires along with 10
numbers for their new fleet. Charter
number 738 went to the Bangalore Saling
Club in Bangalore, India. They have a
number of Snipes sailing there and are
affiliating with SCIRA. Congratulations
are in order for these new fleets.

A total of 654 numbers were issued in
1974. This was down only 39 from our
record number last year. Our 43 year
average is now 505. The list of countries
and numbers assigned is shown below.

Japan	200	England	6
U.S.	126	Sweden	6
Spain	80	Canada	5
Finland	60	Colombia	5
Denmark	42	Norway	5
Argentina	38	Portugal	4
Chile	27	Ecuador	2
Brazil	20	Uruguay	2
Belgium	15	Yugoslavia	1
France	10		

Numbered SNIPES — 21701

Chartered Fleets — 738

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Arkansas, Orlando Fleets Seek Reactivation

Brooks Bradley, Jr., 3224 Summit Court, Little Rock, AR 72207 is most anxious to locate other Snipers in the area and form a fleet for the 1975 sailing season. Contact him. He has 3 now, which is enough for a provisional fleet. Get in on the ground floor.

Dick Tillman, 4360 Carolwood Dr., Orlando, FL 32806 is reactivating Orlando Fleet No. 69 which disbanded sometime in the 60's. Any area Snipers are requested to contact Dick.

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They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

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

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

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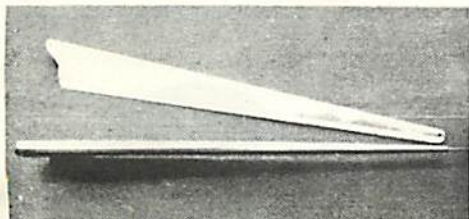
Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sheave.

\$200.00

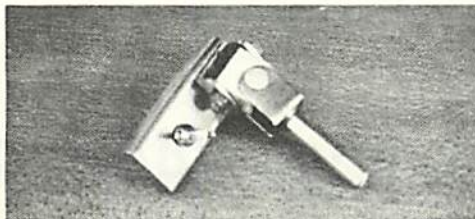
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GO FAST WITH JEFF AND AUGIE

An interview with Jeff Lenhart and Augie Diaz on tuning a Snipe for peak performance

The trip to Buenos Aires presented an opportunity to talk to some of the top sailors in SCIRA. One of the great things about the class is that the better sailors are always willing to talk to you and give you tips. It is necessary to find the right time since they are busy. Flying over the Andes on our return home presented an excellent opportunity for an interview with Jeff Lenhart and Augie Diaz. They had proved they were tops, having finished first and second in the Western Hemisphere Championships. We set up our tape recorder and started asking questions. In spite of the roar of the jet engines, the tape produced about two hours of delightful dialog. The unexpurgated (well, almost) version starts in this issue, to be continued next month.

J = Jeff Lenhart
A = Augie Diaz
Q = Question

Q: Why do you think you were going so much better than in say, Midwinters?

J. Midwinters? I blanked that out of my mind!

Q. How about the Pan Am Trials?

J. I don't know, I sort of liked the Wilson mast — made the sails look good.

Q. Was the mast stiffer?

J. Yes, stiffer fore and aft than I've been using. I had a really good crew and the wind blew hard enough so we could use all our weight.

Q. Was the mast stiffer than a Cobra?

A. Yes, fore and aft but I couldn't tell much difference sideways.

Q. Do you think it is better than a Cobra?

A. It's hard to say — everybody asks that — it's hard to tell.

J. Everybody had the same mast — maybe it was better for heavier people.

Q. Augie, you had your's bent a great deal.

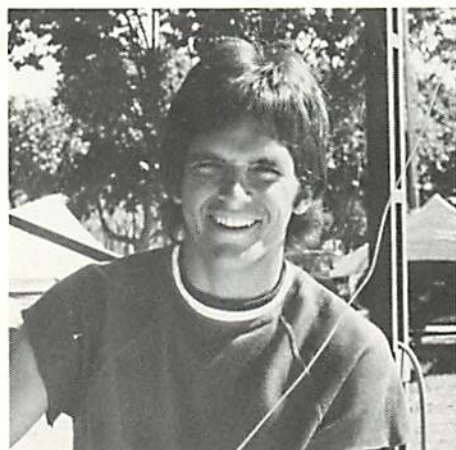
A. Really?

J. Yeah?

A. You're crazy? I was trying to bend



Jeff Lenhart (Buzz Lamb photo)



Augie Diaz (Buzz Lamb photo)

it low but Jeff had a lot more rake than I did.

Q. How much more?

A. I don't have any measurements but just by looking at it. Jeff kept his mast straighter.

Q. You're telling all your secrets now.

J. The secret is that I set the boat up one way and went out sailing. It felt bad so I raked the mast further forward without changing the shrouds. The Japanese seemed to rake their mast pretty far aft.

A. The ones that really surprised me were the Brazilians. They didn't look like they were set up right. They got better

but it looked like they were set up with forward rake — boom way up in the air — really twisting the sail when the wind was blowing 20 with traveler way high and adjustable traveler pulled to the center of the boat.

Q. Bier is a lot better sailor than he showed.

A. I sure hope so.

Q. How about sea conditions? It appeared that there was a lot more chop for the amount of wind than most places.

J. I agree — Shallow water.

A. The chop was more than Biscayne Bay but I felt right at home.

J. That's what I figured.

A. A couple of times waves picked the whole boat up.

Q. What did the wind get to in the 6th race?

A. 20-23, It was really puffing.

Q. Some of the masts were badly bent in that race. What was the cause?

J. I talked to Wilson and he felt that he had not given enough heat treating to the mast.

Q. Then you think with this correction the mast will be good?

J. Yes, I thought they were pretty good. But then I may have been sailing junk lately.

Q. Have you tried a telephone pole?

J. Yes I have one of those, too. A proctor E Double X.

Q. I heard the Wilson mast was supposed to be about half way between the Cobra and the Bruder, what do you think?

A. I think they missed.

J. Who knows, maybe they have come up with something better, nobody's tried it!

A. I think my sails fit the mast pretty good. Maybe I was bending a little too much!

J. It seemed to fit that one of mine, really well.

Q. Jeff, your sails seemed to be fuller.

J. May be!

(Continued on next page)

GO FAST WITH JEFF AND AUGIE

Q. What do you think, Augie?

A. I don't know how they cut their sails.

Q. Did you look at them?

A. Yes, but I'm not that good to be able to tell how the sail is made.

Q. Well, you can tell whether it was full or flat.

A. I always thought that Ullman had less luff curve.

J. Augie's sail looked really good going to weather. The bottom is really flat.

A. Our bottom is really flat.

Q. If this off the record?

J. I don't care.

A. There is nothing that can go on record that I can say is that important. Jeff's sails looked good. I don't really care how a sail looks as long as it is fast. I used a different jib than I ever used, fuller than usual.

J. That story the guy told me he wanted the fullest jib. I told him I had one that was really full. He said I'll buy that jib so I figured I'd better use that one.

A. I started off with a flat jib too and

went to a fuller jib. It helped because of the chop.

J. You were much better after that,

Q. Augie, you were not pulling your cunningham real tight?

A. No, I was not unless it was blowing hard. Whenever we were fully hiked out, I had it pulled hard. Whenever we started to come in I let the cunningham go.

Q. Is the trend now towards flatter sails? Than say - four years ago?

J. I don't know if that much has changed. I think Augie's sails looked different. I noticed that Ostergreen sails at the Worlds were really flat at the bottom. We haven't tried anything like that yet, but I was thinking about it. Less luff curve, I think., rather than less broad seaming. Everybody like Elms is building their sails for those "bendy" old Proctor E masts and you know how Elms sails - everybody just copied what he did. He just sheeted in and let the mast bend all over the place.

A. The bad thing in that is in light air - when the mast is straight in light air and you get stuck with all that cloth right by

the mast and that's deadly, I think. Draft aft in light air.

Q. The draft goes too far forward?

J. The same with the North sails 10 years ago. The sails seem to be getting flatter. They are better in light winds and may not be as fast in heavy wind. Most people sail in winds under 15.

A. Yes, that is why the trend is towards less and less luff curve. Unless you live in Miami, and you're a heavy weather war monger, then you keep that luff curve in there.

Q. The trend now is more and more mast rake. Why?

J. I don't know. Maybe it was because Ullman did that in the Nationals. He got away with it with that boat he had. They tried to do everything they could to get the center of effort aft. Like cocking the daggerboard back. Ullman likes to have a lot of rake and then not sheet hard at all.

A. I think in heavy air the boat balances out better like that - with lots of rake. 470's are that way. It used to be the other way around. When it blew hard, pull the mast forward to get rid of weather helm. I think people get faked out by the weather helm. When the boat heels the chine digs in. The boat balances better when you drop the mast back and

Ullman Sails

DOMINATES LAST HALF OF 1974

6 OF TOP 7 - U.S. NATIONALS

1ST - U.S. PAN AM TRIALS

1ST & 3RD - CANADIAN NATIONALS

1ST - CANADIAN PAN AM TRIALS

1ST - WESTERN HEMISPHERES



CONTACT DAVE ULLMAN OR JEFF LENHART

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also with the cut-off board.

J. All boats go better with the mast raked back. Just the raked mast approaching the wind or whatever it does makes a boat go faster. Also if you rake more it is the same as moving your jib leads aft and that's one of the things you want to do.

A. It loosens the shrouds and also helps your slot. It's like that on the FD too.

J. Right, with my boat (Eichenlaub) I get carried away. When I went to the Nationals I set it up with all kinds of good rake. I didn't do any good in the Crosby's so I set it back to the standard recommended rake — 21'6" to 22'4" type of thing.

A. I don't know any numbers. I've got to measure mine.

J. I started all over again and it just seemed to start going.

Q. If you rake pretty far aft when you go downwind the mast doesn't go very far forward.

J. Yeah, but you don't win races downwind. It helps Augie sometimes. If you are buried at the start you have to get off the line fast. If you slow upwind, you've had it.

A. Races are won upwind.

Q. I've won races downwind.

J. That's because you are so light.

Q. Horse feathers!

A. I definitely think that letting the mast go forward anytime you have the pole up is good.

J. Yeah, but it can only go so far forward if you have a lot of rake.

A. If the mast goes a long way forward then upwind the shrouds are too loose.

Q. How do you compare masts, say Proctor Ex and Cobra.

A. Aren't they similar in bending?

J. I think the Cobra bends more, at least the EX I have. The old E section bends more than the EX.

Q. Do the new Cobra's bend more than the old ones?

A. I don't know. I don't remember what the old Cobra does.

J. Tom Nute had a Proctor E on his old boat. We weighed it and compared it to my Cobra. At that time his Proctor E was lighter than my Cobra.

Q. How much slack do you have fore and aft?

J. Actually, I never measured mine either since I sail on the jib halyard. I just try to set it up so it feels good. You can change rakes while you are sailing.

Q. Unless you don't know what you

are doing.

J. Well, you can still change it.

Q. What about side bend?

A. Anytime you have too much side bend it hurts.

J. You lose power.

A. It distorts the shape of the main too much. If you have fore and aft bend it actually aids especially if you have a lot of luff curve. It aids the shape of the main. Side bend is only a means of releasing power — it's not good for speed.

Q. Hans Fogh wrote in YACHT RACING that sidebend does not hurt speed to windward. What do you think?

A. I read the article. It is at the top of the mast. He's mostly talking about FDs and a boat like the FD has to have it even though they are going away from that now. They are going to a stiffer sideways section.

The second installment will discuss chocking the mast and types of centerboards.



U.S. Snipe Sailors LOOK HERE

SKIPPER SNIPES are made in Denmark, but does that mean that SKIPPER SNIPES are more expensive? No, on the contrary — we can deliver you our complete standard SKIPPER SNIPE furnished with a Cobra mast and our very stiff plank alu-boom, ex. sails, at nearly all bigger U.S. ports at very competitive prices, e.g., total C.I.F. New York (carriage paid) \$1,540.00, total C.I.F. Houston \$1,600.00, or total C.I.F. Chicago \$1,750.00.

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SKIPPER'S
INTERNATIONAL A/S

Bybjergvej 8, DK 3060 Espergaerde, Denmark



Skipper Felix Gancedo and crew Rafael Parga in their standard SKIPPER SNIPE with which they won the 1973 World Championships and the 1974 European Championships.

Besides being 1st - 2nd - 3rd at the 1973 World Championships, SKIPPER SNIPES won 13 national championships and many other major international regattas in 1973.

Buckles' Spooks' Halloween Fleet

The 21st Annual Halloween Regatta was held at Atlanta Yacht Club on November 1-3. Despite the economy, or perhaps because of it, an even 100 Snipes traveled from 12 states and 27 fleets for a fun-filled weekend in the sunny south.

As so often happens the Y-Flyers used up all the wind at their regatta the week before leaving an absolute vacuum. Sailing was like driving across a desert — you just kept going and going but the scenery never changed. Race Committee Chairman Fred Pember did a masterful job of shortening courses to get "races" completed and sailors off the water before frustration or darkness set in. Sunday was no better than Saturday, so the same pattern prevailed.

Still — perhaps due to the magic of Halloween no one seemed very disgruntled; even the Champ Bill Buckles who should have been uptight as he sat tanked going to C-mark. Bill proved the old clean-air-makes-the-difference-theory. After rounding the mark, he went to the center of the lake and finished in the top 15 of the boats in the division which started 10 minutes ahead of him. Those sneaking up the shore also made out like bandits over those clumped in the middle.

Then there was Nick Longworth gliding along, with Elke stretched out on the deck — knitting! And Mark Swanson with car trouble-again. (He swears it works except at regattas.) And a really

good band. And the kids and Gail Colyer saying, "But surely you have a sextant ... how about a golf tee ... is Jody or Harry the youngest skipper — they're both 14 ... how about Ted Wells's zip code ..." as they massed the items for the scavenger hunt. There was the pride and happiness on Ed and Maggie's faces as they delivered a new Cyclone, and the look of relief as Means stepped down from 3 years of D-4 Governorship knowing that Ken Simons would be a capable, efficient, and dedicated governor. There was last year's Halloween Champion in 38th place, the first-ever Halloween Champion down from N.Y. the last Spook, world-champ-in-everything-Tillman in 33rd. There were 3 old Snipes with 4-digit numbers winning top silver.

And faces missed because of conflicting with Western Hemispheres. And pumpkins, and a strange GO*Rilla enlivening the Friday night party. And kids making candy sailboats and marshmallow ghosts. And old folks and young folks and lots of folks in between dancing fast and slow. And non-sailors traveling from N.C., IND., FLA., MICH., and Washington, D.C. just to watch and enjoy the regatta. And a certain Valdosta sailor making the trip twice because he thought it was the week before. Truly, happiness is — Halloween and friends, but a little more wind would be nice too.

Peggy Davis
Atlanta Fleet 330

HALLOWEEN REGATTA Spooks (A-Fleet) — Top 25 of 52 Entries

Boat	Skipper	Club	Places	Points	Finish
21555	Bill Buckles	Cleveland	1-6-3	17.4	1
8653	Harold Gilreath	AYC	4-5-1	18	2
20991	Jim Richter	Indianapolis	5-3-2	18.7	3
21365	Dan Blodgett	Indianapolis	2-1-10	19	4
18023	Lloyd Cox	PYC	6-3-2	20.4	5
9123	Quin Dennis	Jackson	2-6-3	20.4	6
17163	Frank Pontious	Diamond Lake	11-1-9	32	7
21021	Van Wesley	PYC	7-5-5	33	8
9126	Matt Gregory	AYC	8-4-7	35	9
21112	Herb West	AYC	15-8-1	35	10
19896	John McGowan	Jackson	3-12-6	35.4	11
21102	Ken Simons	PYC	1-7-18	37	12
19021	Bill Simons	PYC	19-2-8	42	13
20322	Kelly McGinnis	Jackson	16-2-12	43	14
21884	Means Davis	AYC	17-4-9	46	15
20387	Sue Mitchell	Clearwater	3-22-7	46.7	16
13361	Delkin Jones	AYC	11-17-4	48	17
19267	Don Hite	Detroit	8-10-14	50	18
6995	Francis Seavy	Clearwater	6-15-12	50.7	19
21612	Wilby Coleman	Valdosta	12-7-15	52	20
19844	Bryson Lesley	PYC	17-13-5	52	21
19062	Mike Zalzal	Cincinnati	18-11-6	52.7	22
20262	Albert Lamar	Jackson	9-10-19	56	23
20536	Peter Keen	Cincinnati	10-15-15	58	24
14789	Mark Swanson	Boca Raton	13-20-8	59	25

Goblins (B-Fleet) — Top 25 of 48 Entries

Boat	Skipper	Club	Places	Points	Finish
11943	Andy Kolb	Columbus	10-1-1	16	1
17232	Eddie Craig	PYC	1-4-7	21	2
20309	Fred Spriggs	Valdosta	7-7-2	29	3
19056	Ron Brockett	AYC	17-9-3	42.7	4
17113	Ted Reissing	Atlanta	8-14-5	44	5
9007	Kathy Bronaugh	PYC	12-3-18	47.7	6
20251	Bill Humphreys	PYC	11-2-25	51	7
12884	Jeff McCowan	Atlanta Barefoot	21-5-12	55	8
20659	Ray Schmit	Chicago	4-28-14	62	9
10482	Martin Burnup	AYC	31-13-4	64	10
19337	Emmy Kohler	AYC	5-27-16	65	11
21101	Kerry Lamb	PYC	13-22-13	66	12
14206	Erle Bennett	Memphis	18-12-20	68	13
21142	Harry Aguero	Miami	14-8-30	70	14
16158	Paul May	Greenville	9-26-22	75	15
19500	Bill Cobb	AYC	19-15-24	76	16
20357	Bill Gee	Valdosta	25-25-8	76	17
18015	Jody Hearn	PYC	2-24-38	77	18
17467	Earl Purtee	Richmond	33-21-6	77.7	19
7198	Paul Whittier	CSC	3-33-29	79.7	20
13358	Ham Clark	Columbus	6-nf-15	83.7	21
7370	Lee Burnup	AYC	34-10-23	85	22
21001	Phil Blair	Clearwater	24-35-9	86	23
21625	Will Murray	Atlanta	20-41-11	90	24
17756	Joel Furman	Jackson	15-31-28	92	25

Cook, Kunkel Win District V Honors

Ten Juniors and thirty-three Seniors competed in the 1974 District 5 Snipe Championship Regatta held July 12, 13, 14 at Newport Yacht Club, Rochester, New York.

The Juniors sailed three races on Friday in 10-15 MPH winds, under clear blue skies with the temperatures in the 80's. Glen Kunkel of Chataqua showed the way with 2 firsts and a second. Jim Gale of Newport came in second with Rob Hays of Cuba Lake taking third.

The weather held, but not the wind. It just would not cooperate for the two days of Senior sailing. Russ Cook and his daughter Terri sailed to a first over all for the weekend. George Hock sailing "Factory Second" won the first race, Chuch Fox the second, and Dave Bouckhuys the third.

In all, the weekend proved a challenge to all sailors.

Mel Young
District 5 Regatta Chairman

Richters Extend Win Streak to Indiana Open

Jim and Julie Richter continued their current hot streak by winning the 20th annual Indiana Open in a shortened series on September 7 & 8 in Indianapolis. In the 15 or so years that Jim has sailed in the Open, he has finished in a tie for 1st twice, only to be awarded 2nd place in the scoring. This year's victory was a long time coming and well deserved.

Seventy-one boats sailed in 2 fleets in no-wind conditions in a one race series. The 1st race on Saturday was scheduled to start at 12:30. Lack of any wind whatsoever promoted the usual water games, with Paul Dovey in the role of the villain. Sea chantys were broadcast over the R.C. boat sound system, to everyone's delight. After 2 hours, R.C. Chairman, Dick Gallmeyer wisely postponed the races and all boats paddled to shore.

By Sunday morning, the wind increased to around zero, and everyone was hauled off the volleyball court for a race. (The only race.) In consideration of the conditions, an excellent course was set and a race got underway with 2 fleets of about 35 boats each. Following his recent pattern, Jim Richter was over early at the



Jim and Julie Richter with their Indiana Open Trophy.

start (a sign of imminent victory, according to Buzz Levinson). Most of the boats tacked to the favored port tack after the start, with Harry Levinson, Berkley Duck, John Brannan, and Dan Wesselhoft out in front. After several minor wind shifts, the folks from the other side were golden, with Hite, Richter, and Bob Hill leading the way. At the mark, Richter had a 3 boat lead, with the next 15 or so boats closely bunched. Two good reaches followed, with a final long beat to finish. Richter clearly

dominated the race, and lead by a wide margin at the finish.

In the Call series, it was a 2 boat race from the start with Dave Congdon holding off Harry Alan Levinson to win. Earl Purtee, Chuck Vreeland, and Cindy Braun finished 3rd, 4th, and 5th. Cindy Braun, from Cowan Lake, also won a trophy for top gal skipper. Lee Griffith from Acton Lake was awarded a trophy as the best junior skipper.

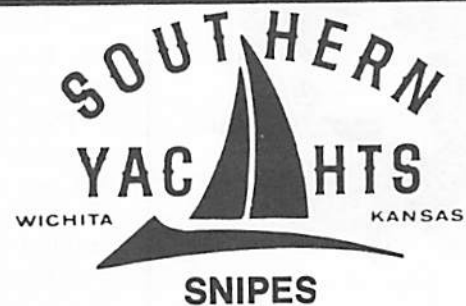
Dan Blodgett
Indianapolis Fleet No. 409

INDIANA OPEN (Lilly Series - Top 20 of 38 Entries)

Boat	Skipper	Club	Finish
20991	Jim Richter	Indianapolis	1
12192	Harry N. Levinson	Indianapolis	2
21120	Robert Hill	Acton Lake	3
19267	Don Hite	Lake Angelus	4
16856	Tom Townsend	Indianapolis	5
20006	John Johns	Barton Pond	6
18886	Bill Coberly	Decatur	7
19366	James McDonald	Indianapolis	8
20988	Buzz Levinson	Indianapolis	9
20908	Berkley Duck	Indianapolis	10
20878	John Brannan	Indianapolis	11
18266	Dan Wesselhoft	Peoria	12
21365	Don Blodgett	Indianapolis	13
20666	Don Casey	Green Lake	14
18119	Frank Hiatt	Indianapolis	15
20305	Fritz Goulding	Indianapolis	16
20004	Lee Griffith	Acton Lake	17
13020	Paul Dovey	Indianapolis	18
20551	Frank H. Levinson	Indianapolis	19
19062	Mike Zalzal	Acton Lake	20

(Call Series - Top 15 of 33 Entries)

15509	Dave Congdon	Decatur	1
12192	Harry A. Levinson	Indianapolis	2
17460	Earl Purtee	Whitewater Valley	3
12099	Chuck Vreeland	Wall Lake	4
19268	Cindy Braun	Cowan	5
17560	Jerry Makela	Richmond	6
20536	Peter Keen	Cowan	7
17170	Bob Langfpels	Houston	8
19386	Marshall McCuen	Indianapolis	9
6290	Bruce Wiland	Whitewater Valley	10
11109	Bob Rogers	Indianapolis	11
18107	Dave Allen	Indianapolis	12
20989	Bill Reid	Peoria	13
19339	Catherine Menzies	Cowan	14
16729	Bill Stephenson	Indianapolis	15



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INTERNATIONAL TROFEO VILLA De BLANES
(Top 20 of 59 entries)

Gancedo Triumphs at Trofeo Villa de Blanes

The Trofeo Villa de Blanes is the last regatta of the "Grand Prix" in Spain. It is always a very popular race with sailors from Denmark, France, Portugal, Brazil, Sweden, etc. In fact the welcome party is just like the one in the Gatsby movie. Everyone just shows up!

A ONE MAN SHOW

Spain dominated, as they should, being the leading Snipe nation in Europe. El Maestro himself, Felix Gancedo, was fantastic. Every time we meet him we say, "he is better than the last time." In the Europeans he had some rough days in the icy arctic climate of Finland and needed two 1sts the last days to make it and he did it.

Skipper/Crew	Country	Places	Finish
Gancedo/Bernal	Spain	1-1-1-1-ns	1
Garcia/Garcia	Spain	3-3-11-3-14-2	2
Toftgaard/Tember	Denmark	6-2-18-5-7-1	3
Paradedda/Belles	Brazil	2-8-2-9-6-4	4
Costas/Robles	Spain	7-4-3-6-13-14	5
Zendrera/PiSuner	Spain	8-7-10-7-2-12	6
Macip/Grau	Spain	12-9-4-11-5-8	7
Costas/Sellares	Spain	5-nf-7-10-3-15	8
Domingos/Domingos	Portugal	24-13-15-14-10-3	9
Persson/Christensen	Denmark	4-15-16-8-11-nf	10
Nubiola/Felip	Spain	11-6-14-nf-4-21	11
Gothlin/Gothlin	Sweden	15-10-17-2-19-dq	12
Lerent/Shulz	Denmark	10-12-dq-12-18-10	13
Dehi/Chris	Denmark	11-11-19-15-20-nf	14
Brossard/Brossard	France	9-21-36-19-25-6	15
Miranda/Mitchel	Spain	19-19-8-21-21-18	16
Grins/Burgos	Spain	13-14-nf-ns-9-7	17
Soler	Spain	14-22-24-nf-29-16	18
Torrent/Vivo	Spain	21-18-9-27-35-23	19
Gomez/Arribere	Spain	17-20-21-20-22-ns	20

Here, he had stopped playing games with his competitors. He just went out and took five straight 1sts, and then went home. Most of the time he had a 2-3 minute margin — and he wasn't sailing his own boat! He borrowed Eric Thorsell's bronze boat from the Malaga Worlds.

After Felix, there was nothing and nothing and then came the smooth sailing Garcia de Soto, Spain, and after him the great Dane Nils Toftgaard of the Skipper factory. Nils may soon have Spain as his second home country since he always does better here than in Scandinavia. 4th was Brazil's Champion Marco Paradedda who was very fast.

The Spanish hope in Solings at Kingston, the Costas brothers, took the 5th and 7th places, Juan Costas in Earl's Chubasco from Malaga. The Costas brothers are the real "Earl-Diggers". They have bought all his boats since the Angola Worlds in 1967. Earl, you can't let the Costas down by not sailing in Uruguay!

Pablo Zendrera and Panxo Pi-Suner were 6th. (They are the men behind the excellent Spanish Snipe BULLETIN. Don't read it if you don't want to take up Spanish. One issue and you're hooked).

Other foreigners were Jan Persson, Denmark, 10th. The Gothlin brothers were 12th. They have done better in Half Ton Cup and 470s. Others well known were Ove Lorentzen, Denmark in 13th, and the French BULLETIN editor Brossard brothers in 14th.

SCANDINAVIAN SNIPE TRAVEL AGENCY

Summing up this season it strikes you what a travelling gang those Snipers in Europe are (we believe a trip Sweden-Spain 6000 km is not so much for an American.) Especially the Scandinavian Snipe sailors have the same

fever as the rest of the population. Evert 10th Swede goes to Spain every year.

The sad and at the same time happy thing is that the Snipe Class travels in spite of receiving no money from the Sailing Association. The FD and Tempest Classes have 2-3 boats here in Sweden and gets an awful lot of money! The 470 Class with 50 boats in Sweden got \$10,000 this year. Snipe O.

Per and Mats Gothlin
Nordisk Snipe BULLETIN

Variable Winds for British Snipe Championship

The Snipe Nationals at Alexandra Y.C., Southend-on-Sea, from July 18th to 21st, drew boats from every Snipe club in England.

Winds over the four days varied from the slightest breeze to a real hard blow, the worst day being the Saturday which brought many capsizes.

The overall winner of the championship, who will represent Great Britain in the 1975 Snipe World Championship in Uruguay, is Neil Martin from Northwich S. C. who won three out of the six races. Second was another Northwich fleet member, Gary Lewis, followed by R. Andrews in 'Ryde On' from Budworth, S. C. Fourth position went to Graham and Janet Farrar of Stone S. C. in "Still At It". Fifth was secretary Peter Davis crewed by his wife June in 'Blue Mink' from King George S. C. with sixth position going to Lionel George in 'Budgie'

The host club prepared and organized the event with care and had thought of everything down to the last detail.

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Wells Wanderings



by Ted Wells

time ago, but in case of a protest and appeal, there would now be no question about the outcome. I gather that there was really only one person on the NAYRU Racing Rules Committee who was enthusiastic about the change, and he is a big boat skipper.

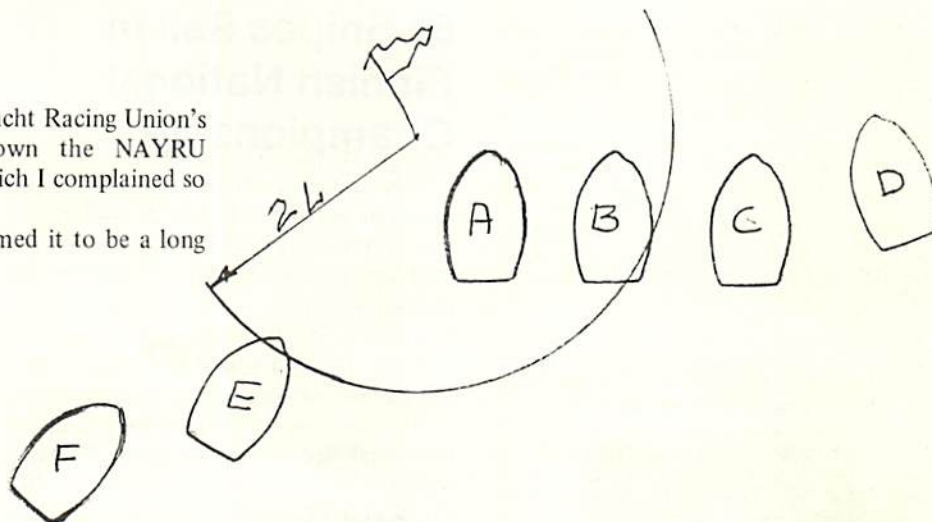
So — in the illustration, C must give E room, even though C is even with the mark. E is not overlapped with C until C alters course to round the mark. Although D has only altered course slightly, it is enough so E and F are overlapped so D must give F room. If C continues straight ahead so that F gets within two lengths radius before C does, F will be entitled to room from C — as F would be if an overlap were established by C altering course outside the two length radius.

FEBRUARY 1975

RULE 42 — LAST WORD

I have just heard that the International Yacht Racing Union's Racing Rules Committee has turned down the NAYRU suggestion for a change in Rule 42, about which I complained so bitterly in the last Wells Wanderings.

This leaves everything where I had assumed it to be a long





WINTER RACING CIRCUIT

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Sanctioned Snipe Regattas

MAY 10-11, SOUTHERN SNIPE CHAMPIONSHIP, Chattanooga, Privateer Fleet No. 142, Bill Simons, 4106 Hamill Rd, Hixson, TN 37343.

JUNE 7-8, DISTRICT IV CHAMPIONSHIP, Chattanooga, Privateer Fleet No. 142, Bill Simons, 4106 Hamill Rd, Hixson, TN 37343.

JULY 17-20, NORTH AMERICAN CHAMPIONSHIP, Association Island, NY., Ralph M. Swanson, 44 Swan Road, Winchester, MA 01890

AUGUST 9-10, ONTARIO CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfdale, Oakville, Ontario, Canada.

AUGUST 11-15, CANADIAN NATIONAL CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfdale, Oakville, Ontario, Canada.

AUGUST 16-17, U. S. JUNIOR NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

AUGUST 18-22, U. S. NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

SEPTEMBER 13-14, MASS BAY OPEN/CALL-OF-FALL, Mass Bay Fleet No. 224, Mike Goll, 16 Johnson Ave., Winthrop, MA 02152.

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FINNISH NATIONAL CHAMPIONSHIP (Top 15 of 85 entries)

Boat	Skipper/Crew	Club	Races	Points	Finish
21026	Stefan Winqvist/Alf Renvall	SSA	2-2-1-10-10	22.0	1
20682	Seppo Raatikainen/Jukka Kunnari	KPS	1-7-18-3-6	30.4	2
21006	Rikard Bjurstrom/Bo Lofberg	N	10-8-2-2-7	33.0	3
19813	Erik Aikala/J. Kurikka	HSK	5-1-10-9-5	35.0	4
19681	Ilkka Leeve/T. Hyvonen	M	4-5-6-21-4	37.7	5
20293	Matti Nieminen/S. Ajanko	TPS	13-3-16-8-1	38.7	6
20281	Peter Bjurstrom/H. Bjurstrom	N	3-9-4-6-22	40.4	7
19285	Vesa Ronnholm/E. Mainonen	GSF	6-6-3-12-11	46.1	8
21037	Ingmar Bjorndahl/T. Pietila	GSF	12-16-5-16-2	53.0	9
20620	Caj Carpelan/M. Parkkinen	KPS	25-14-14-1-8	54.0	10
20280	H. Ericsson/H. Julden	BS	7-11-23-13-3	54.7	11
19691	C. Osterlund/T. Groning	HSF	8-46-9-4-12	55.0	12
20679	R. Casen/B. Holmqvist	GSF	9-10-7-19-19	69.0	13
19784	L. Wasstrom/K. Hagglund	HSF	11-32-12-14-9	70.0	14
19674	L. Nordstrom/J-E. Ola	ONS	27-4-11-7-dnf	71.0	15

85 Snipes Sail In Finnish National Championship

An amazing total of 85 Snipes migrated north to Kokkola, the site of the Finnish Nat's 1974. A glance at the map shows that Kokkola is situated on the same warm and sunny latitudes as Fairbanks, Alaska, and Eskimo Point, Canada! This must have been the world's northern-most Snipe championship ever.

The weather conditions were unusual (as usual for a big regatta). We had thunder and hailstones, rain and calm, but also beautiful steady offshore breezes. We even had some pea-soup fog, during which some boats empirically found out where the local fisherman kept their nets.

But, all in all, it was very good and heavy racing. The best all-round sailors eventually came up on top. The winner was Stefan Winqvist and Alf Renvall of the Nykarleby fleet, who grabbed their third consecutive win in the Finnish Nationals. Stefan must have some secret knack of "peaking" at the Nationals. Runner-up was Seppo Raatikainen and Jukka Kunnari from Kotka, also for the third consecutive time. But maybe next year... In third place came the biggest surprise of the regatta, the young team of Rikard Bjurstrom and Bo Lofberg of Tampere. After some teething problems early in the season, they really got their new boat going in the Nationals.

A look at the equipment used should prove interesting, as Finland is currently in the forefront of the European Snipe scene. A multitude of Finnish-made hulls could be seen in the top ten: Svante Boats (No. 1), Vamos (2,6), Joker (3), Halen (7th), Sarin (9th) and Wico-Boats (10th), while the previously dominating Skipper hulls had to settle for 4th, 5th and 8th. In the mast department, the champion used a Bruder mast, but Skippers, Skipper Cobras, Proctor EXs



Finnish Nationals—Champion Winqvist to windward of third-placed Bjurstrom.

and Needlespars were also present in the top ten. The sail scene is dominated by North, but the Finnish-made Bjurstrom (NEB) Sails also got some good places (2nd, 3rd, 7th).

The 1975 Finnish Championship will be held in Turku. 100 boats are expected to participate. As usual, a normal joint start will be used. The heat system was tried in the early sixties, but discarded as being unnecessary and unfair.

Henry Ericsson

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Our Finnish reporter Henry Ericsson caught in the act skippering his own 'Misty.'

Kotka Fleet Takes Finnish Team Race Cup

Finland has nineteen active Snipe fleets, with a couple more coming up next year. To promote competitive and social contacts between the widely scattered fleets in the country, the Finnish Snipe Association has established the Fleet Cup Trophy. The trophy has now been successfully in circulation since 1970.

The system works like this: before that start of the sailing season, the fleets are divided into three geographical districts and paired together by lot within each district. The fleets slug it out, cup fashion, until a winner emerges from each

district. The races are held with two-boat teams. The host fleet should provide four or six evenly matched boats. The final between the district champions is held in September, usually on neutral ground. The team that collects the most points in the two final races wins the Fleet Cup.

The Kotka Fleet emerged victorious in 1974, with Seppo Raatikainen and Clapa Carpelan doing the skippering. Previous champions include Tampere (1973), Helsinki (1972), Nykarleby (1970).

Maybe this system could be of interest to other countries?

Henry Ericsson

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FOR SALE — Chubasco 17018, green hull, wood deck, hull and deck badly damaged in North American's at Assoc. Island: complete with trailer and all extras except mast. Any reasonable offer. A. Bugbee, 258 Dover Pt. Rd., Dover NH. Ph (603) 749-3094.

WANTED: Competitive Snipe — recent Chubasco or Lofland of 13000 or 14000 series. Must be within 500 miles of Arkansas. W. C. Culp, 2025 S. 70th, Ft. Smith, Ark. (501) 452-3302.

FOR SALE: Chubasco 19060 "Yellow Submarine". Like new North and Levinson sails. Trailer, bottom cover, rudder cover, minimum weight. Being transferred. Asking \$1800. Contact John Cole, 191 Manning St., Needham, Mass. 02194, (617) 446-8796.

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