

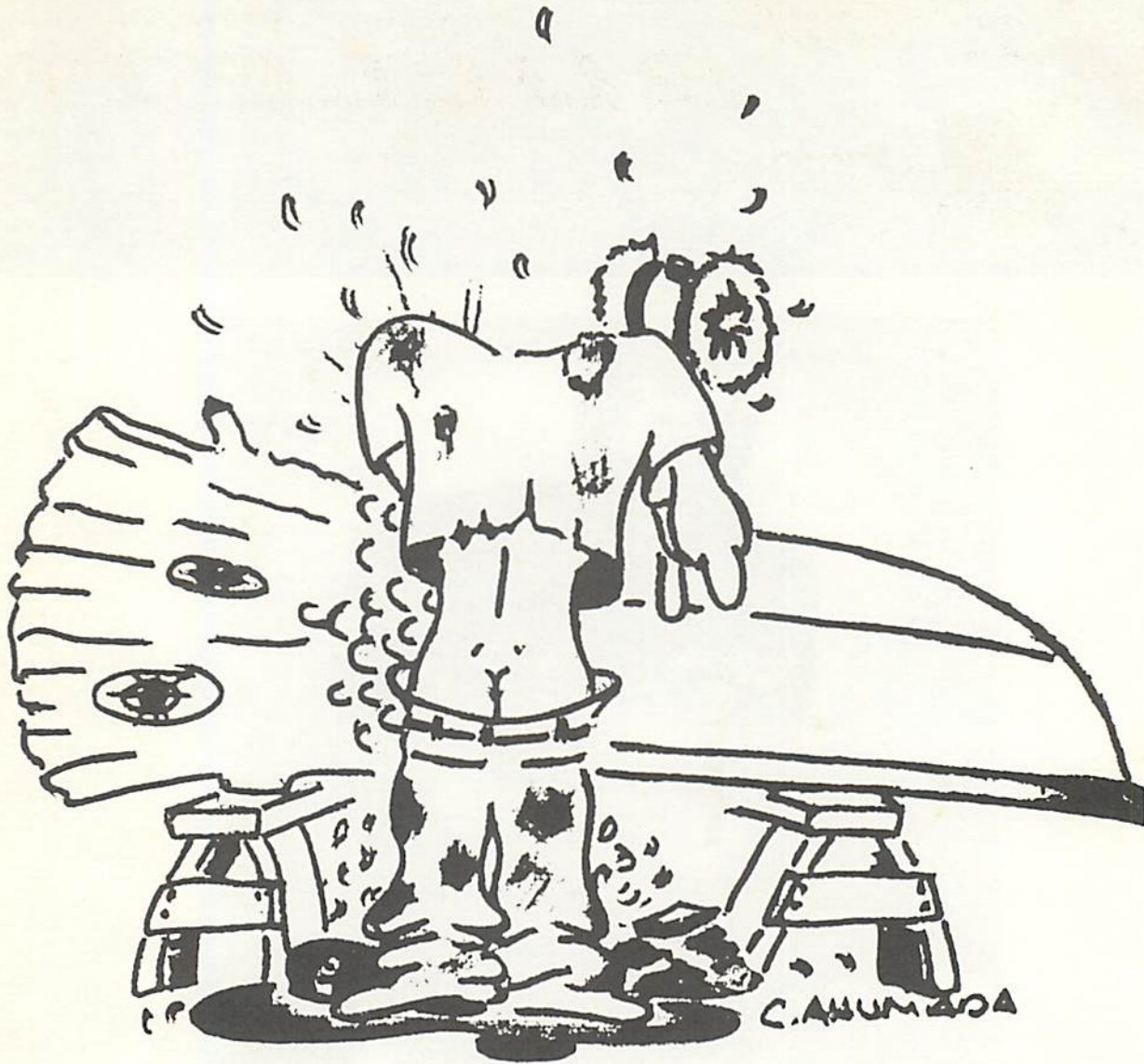
SNIPE
BULLETIN



COMMODORE STUART L. GRIFFING

JANUARY 1975

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A Big Steak for the Bjurstrom Brothers

The Bjurstrom Brothers, runners-up in the European Championship, are the greatest threat Felix has had in a long time. Peter 27, is a gymnastics teacher, and Hakan 19, is studying marine engineering. They make their own sails and decked their hull which was built to their own ideas. They started sailing at 6 or 7 years old and have raced the Snipe for 5 years. They were 10th in the '72 Europeans and 14th in the '73 Worlds. Per and Mats Gothlin conducted the following interview after the EC.

Q: This thrilling EC — was it your best regatta ever?

A: Yes, no doubt!

Q: You lost the victory in the last race. If you could resail it, what would you do differently?

A: I haven't completed the analysis of my errors yet, but I know this: The magic touch is training and work which will make us more alert when we next face the same situation. We'll have to find ways for not being trapped at the start.

Q: Why were you so good at the EC?

A: Homeground, good planning since last winter, sharp competition in Finland, dazzling speed in medium weather.

Q: What's the secret behind your success in the last 2 years?

A: We are 2 in the boat, not 1½ as many who race in the old skipper-crew style.

1973 WORLD CHAMPIONSHIPS

MOVIE

16 mm. Color-Sound made by Skipper Snipe. Reserve your dates by sending a check for \$25 to the SCIRA office. Your check is refundable when the film is returned.



Peter Bjurstrom explains to Mats Gothlin why he lost the EC in Finland. (Photo by Gothlin)

Q: You use a Needlespar. Why? It is the only one in Scandinavia.

A: Little windage, good material and easy to trim.

Q: Your hull is rather narrow in the bow. Why?

A: Yrjo Hallen, the builder, made it so because we thought the air-flow will be disturbed less when the hull cuts right through the waves instead of going over the waves.

Q: How do you trim your boat?

A: Mast rake so the boom is parallel to the boat. Jib fairleads are located more out and back than others. We are afraid of closing the slot. Spreaders are 17". Angle between them is 90°.

Q: Why is Finland so successful — 2, 4, and 7 in the EC — almost better than Spain!

A: We have many Snipe builders and sailmakers (enterprise), carefully planned training and racing activity (organization), and many boats spread all over the country (interest). The Finns are a very stubborn people, but in sports we have tried to step back and look at ourselves and see what is wrong. Then we look at the best nations and pick up their ideas. We have won Olympic medals in athletics in this way, and its the same in Snipe.

Q: Your happiest moments in Snipe racing?

A: When I can give Hakan a pat on the back after the race and say "now we can have steak!" We always have a big steak after winning a race. (Today it will be steak.)

Q & A: What is your favorite weather? — Changing.

Q & A: Favorite ground? — The Finnish Bay.

Q & A: Favorite boat? — Snipe (my own).

Q & A: Favorite color of Snipe? — Black (graphite).

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Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. 75c @ copy — 10 for \$6.00. From SCIRA only.

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

JANUARY 1975
Vol. XXIV No. 1

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PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit). Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee. Second-class postage paid at Hixson, Tennessee and at additional mailing offices.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$3.00 per year. \$3.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

CHANGE OF ADDRESS

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

THE COVER

Introducing the New Commodore

Presented on our cover is the SCIRA Commodore for 1975, Stuart L. Griffing. He started sailing Snipes in 1943, owning boat No. 1128, a pivot board boat named Hojo Too. He has sailed in fleets 44 (Milford, Conn.), 309 (Iowa-Nebraska Fleet) and 433 (Cowan Lake). He has been fleet captain of all three fleets, District III Governor and member of SCIRA Board of Governors since 1969. He has been a flag officer of SCIRA and served as U.S. National Secretary for the past three years.

Stu is 48 years old, native of Milford, Connecticut and graduated from Yale in 1950. He was on Yale's rowing team and a bronze medalist in the 1948 Olympics. He is an engineer and plans the location and capacity of manufacturing facilities for the soap division of Proctor & Gamble. Stu and wife, Ruth, have two children (Lane 13 and Katie 11) and live in Cincinnati.

One of the hardest working members of SCIRA, Stu has been responsible for designing the system of class measurement in the U.S., running the 1974 North Americans, and many other details that are not as evident. We are happy to have him at the helm and wish him the best of luck.

Snipe Movie Now Available

Just in time for your winter fleet meetings:

The 1973 World Championship action movie produced by Skipper's International A/S of Denmark is now available from the SCIRA office.

The 16 mm color movie with English sound track shows both shore action and personalities, but the emphasis is on the sailing on the Mediterranean at Malaga, Spain. The photography is excellent, the commentary lucid, and the action is exciting enough to give you the feeling of being there.

To reserve the movie: Send your \$25.00 check to the office. This REFUNDABLE DEPOSIT MUST be received in the office before the film will be mailed. Plan ahead.

SCIRA's thanks and appreciation to Skipper, Erling Olsen and Nils Toftgaard for donating this film for Snipe sailors.

New SCIRA Officers

At a recent election the following new officers were selected:

Commodore: Stuart L. Griffing

Vice Commodore: Svend Rantil

Rear Commodore: Dan Williams

Members-at-large of Board of Governors: Earl Troeger and Gonzalo Diaz.

THOUGHTS WHILE SAILING

Here we are in a brand new year with a new slate of officers for SCIRA. It seems we always have good men to replace those going off of the Board. We wish to extend thanks to those whose terms have expired, Dick Tillman and Bud Leonard. Bud served three years as member-at-large and Dick was immediate past commodore. Both have been sailing Snipes for years and will continue to sail as well as work for SCIRA.

We would like to extend special thanks to Ralph Swanson, our most recent commodore. He has been an excellent officer, his first inkling of what is required was when he came under fire in Rio. He survived and went on to institute a number of very important programs. Accompanied by Berta, he has travelled the world singing praises of Snipe and has done a great job of solidifying the class. He has always had time to listen to anyone who had a problem. And lastly, he has been a tremendous help to the secretary's office, always giving sage advice. For this latter, we are personally grateful.

Luckily, Ralph remains on the board as past commodore and as U.S. National Secretary so we will continue to benefit from his efforts.

THE SCORE

During the past two months 48 numbers were issued. The U.S. got 21 followed by Finland with 20 and Chile with 5. Argentina and England each got one. No new fleets were chartered.

Numbered SNIPES—21672

Chartered Fleets—736

New Host Club for Midwinters

The SCIRA Mid-Winter Championship will be held at the Bay Harbor Inn Sailing Center, Tampa, FL, and not the Tampa Y&CC as previously announced. Dates are March 2-4. Registration forms will be mailed shortly; regatta chairman is Phil Blair, 1609 Levern St., Clearwater, FL 33515, (813) 441-4063.

Pan Am Games Shift to Mexico

A trial this has become. In August an elimination series in the U. S. for the Pan Am Games was announced. A very successful series was held at Ft. Gibson, Oklahoma (see report this issue). The Games were to be held in Sao Paulo, Brazil next May. However, Sao Paulo is now experiencing an epidemic of spinal meningitis and felt it best not to have the Games. Mexico offered to take over and hold then but needed more time to prepare so changed the schedule to

October 13-25, 1975.

This presented the Olympic Yachting Committee with a problem since the U. S. entries had all been chosen. They certainly want to have the best sailor available but they felt that with trials held over a year prior to the Games, they might not have the best sailors to represent the U. S. So they voted to require new eliminations. Snipe was the only class to have a separate series and we requested to be exempted from new trials. The Olympic Yachting Committee recognized that our method was best but still felt it was best to have the best sailor from 1975 as the U. S. representative.

A further complication occurs when the dates are compared with the dates of the World Championship in Uruguay. The Pan Ams will be completed on October 25 and the Worlds commence on November 28. If entry to the Pan Ams is the same as to the Worlds, it leaves only a month to get his boat from Mexico to Uruguay. In addition, it will require over a month's time to sail in both regattas.

The U. S. Snipe Class will have to conduct additional trials. It will not be absolutely necessary to have a separate series so the winner of the U. S. Nationals or the high-scoring U. S. sailor in the

North American may be chosen. The general feeling is that a separate series is best. In any cases, a decision by the U. S. Board of Governors will be forthcoming shortly.

South American Championship Slated

The National Secretaries of South America met in Buenos Aires and agreed to institute a new event. It will be known as the South American Championship. The first running will be at Yacht Club de Chile in Vina Del Mar on February 8-15, 1975.

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Memphis Girl Scouts Sail 'Yellow Submarine'

The Memphis Mariner Girl Scout Troop 367 operates under the Girl Scouts of America and the watchful eye of Delta Snipe Fleet No. 407. Sailing and boat maintenance are a major concern, of course, but the emphasis is more on FUN than in most junior programs.

There are approximately 20 girls ranging from 15 to 18 years old. The troop owns two sunfish and one Snipe. Several of the girls own their own boats and all belong to the Delta Sailing Club. Judy Yort, Troop Advisor, and Gail Hensen, First Mate, "appreciate all the help of the members of the Delta Sailing Club. They patiently put up with our inexperience and courageously venture out onto the lake while we are there." OPEN TO: Girls of Senior Girl Scout age. The only charge is the Girl Scout



Girl Scouts, guided by Fleet 407, get ready to race at Jackson's Hospitality Regatta.

Registration fee of \$2.00 per year.

INSTRUCTIONAL MATERIALS: Red Cross Basic Sailing, Principal Sailing Rules of NAYRU, Basic Snipe Sailing Manual (particularly good for beginners) and lectures from the Delta Club sailors.

ACTIVITY SCHEDULE: The activities continue throughout the year. The troop participates in the Hospitality Regatta at Jackson and the Junior Regatta sponsored by the Delta Sailing Club. "We may not win, but we sure do have a lot of fun including some hilarious mishaps."

"Our Snipe is appropriately named "The Yellow Submarine" for obvious reasons. Our list of dismal failures is by far longer than our list of unusual successes. In fact, for the past week I've not been able to think of any unusual successes, other than having a great deal of fun. On the other hand, ANY success for our troop is unusual! Among our failures there is the time we ended up sailing "The Yellow Sub" the wrong direction in the first race of the Junior Regatta. In the second race, the boat capsized while rounding the first mark. One day, two of the girls in one of our Sunfish left their "mark", a grapefruit sized hole, on Wilson Fly's Lightning. His boat was docked at the club dock at the time. Space will not allow me to discuss this subject any further."

Most of the girls haven't sailed before joining the troop which offers the Red Cross Basic Sailing Course. The test is given during the actual race.

In addition to sailing the girls crew for other DSC sailors. One of the members was awarded the "First Crew" award in a recent Calcutta sponsored by Delta. They also do the sanding, varnishing and maintenance work on the boats. They



'Yellow Submarine' racing in the Hospitality Regatta.

finance their activities with sales of Girl Scout Cookies, rummage sales, etc..

CRITIQUE: The Mariner Girl Scout program has been in existence for at least 15 years and is an excellent example of the "institutional" rather than club program. The emphasis is on learning and fun. Racing is secondary and instead of "winning is everything" the philosophy is "winning would be nice - is we ever did". The program is well set up and while there is a turn over in leadership as well as membership, many of the girls continue their interest in sailing into adulthood.

Ed Note: This is another of the continuing series on Junior sailing programs.

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

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Jeff Lenhart Reigns Over Western Hemisphere Series at Buenos Aires

Jeff Lenhart sailed a dominating series to become the Western Hemisphere Champion of the Snipe Class. The thirteenth contest for the Hayward Trophy was held on the Rio de la Plata, Buenos Aires, Argentina November 1st through 10th. Jeff and his crew, Donnie Krebs took the lead after the fourth race and proceeded to acquire no further points. Finishes of 2-(9)-2-2-1-1-1 produced the incredible total of 9 points. In second place was defending champion, Augie Diaz with father, Gonzalo as crew. Third place was taken by the Japanese National Champion, Akinori Ueda with Eizi Mitsuoka as crew. They were followed by Marco Aurelio Paradedada and Danilo Grussner from Brazil and Pedro Sisti and Julio Labandeira from Argentina.

Lenhart's dominance was evidenced by the fact that he arrived first at the first windward mark in 8 out of 10 starts. He had the uncanny ability to pick the right place to go in virtually every race, and almost achieved the enviable position of not having to sail the last race.

It is hard to see where anyone ever associated the term 'bridesmaid' with Jeff but that he had become. His finishes of 2nd-3rd-2nd-2nd in the U. S. Nationals shows he was a consistently good sailor, but not quite good enough. Now, that is no more, for he demonstrated he is a CHAMP.

Lenhart is a California sailmaker and has been top sailor in Snipes almost since he started in the class in 1968. Until now, his biggest win was the Zimmerman Trophy for the Winter Circuit. He admits

WESTERN HEMISPHERE CHAMPIONSHIP				
Country	Skipper/Crew	Places	Points	Finish
United States	Jeff Lenhart/Donald Krebs	2-9-2-2-1-1-1	9	1
United States	Agustin Diaz/Gonzalo Diaz	6-7-1-3-2-2-9	36.4	2
Japan	Akinori Ueda/Eizi Mitsuoka	3-3-11-1-6-AB-3	45.8	3
Brazil	Marco Paradedada/Danilo Grussner	1-5-9-7-3-3-10	49.4	4
Argentina	Pedro Sisti/Julio Labandeira	7-6-dq-4-4-4-2	51.7	5
Japan	Kiyomi Okieda/Takeaki Shimada	5-1-4-8-7-9-6-6	56.7	6
Uruguay	Carlos Murguia/Jose Torre	dq-2-3-9-5-7-7	59.7	7
Uruguay	Pedro Garra/Jorge Manganelli	4-4-6-10-8-5-4	59.7	8
Argentina	Fernando Sanjurjo/Raul Turienzo Alsina	10-13-5-5-11-X-5	75	9
Brazil	Waldemar Bier/Celso Cauduro	14-11-8-6-10-6-8	88.4	10
Chile	Luis Herman/Federico Pfingsthorn	9-8-12-11-12-11-11	98	11
Ecuador	Lorenzo Depascale/Enrique Echanique	8-12-7-15-15-10-14	102	12
Canada	John Astephen/Peter Astephen	11-16-14-13-9-8-15	106	13
Chile	Andres Elgueta/Fernando Elgueta	12-10-15-14-13-13-12	110	14
Paraguay	Carlos Gorostiaga/Bertrand Gayet	13-14-13-12-16-12-15	116	15
Colombia	Enrique Ortega/Roberto Gutierrez De Pineros	15-15-10-AB-14-14-13	117	16

X - Breakdown Points AB - DNS

to starting sailing late in life (age 11) but after nearly 20 years it has paid off. Truly an interesting and charming person, Jeff was a popular winner.

The Championship was held by Club Nautico San Isidro, home of fleet 274 and many top Snipe sailors. The club is quite old but delightfully informal. Everyone was extremely kind and helpful, demonstrating the kind of hospitality generally known as "Southern". The club's extensive grounds include tennis courts and golf courses as well as all facilities needed for boats. However, everyone seemed "sail" oriented and even the club manager worried about whether the wind was going to be right for sailing.

Snipes first appeared in Argentina in 1935, only 4 years after the boat was designed. The boats were built from plans from RUDDER magazine and by 1938 they had over a hundred Snipes. Shortly

thereafter the sailors affiliated with SCIRA in Fleet No. 105, Argentine Snipe Association. Snipe is making a strong resurgence and is attracting many top sailors.

The conditions there are conducive to sailing. Although quite far south the temperature never gets down to freezing. Sailboats are prevalent. The afternoon of the practice was the end of a three-day weekend and the first warm weather of Spring. This produced the largest array of boats imaginable - sailboats from horizon to horizon.

The Rio de la Plata is shallow, generally 6 to 10 feet. This produces a constant chop, even in almost drifting conditions. It becomes a "gear-buster" when the wind gets over 20 knots, especially if it has been blowing for awhile. Although there was little current,

Photographs by Stuart Lamb



Commodore Swanson presents trophies to winners, Jeff Lenhart and Donnie Krebs.



Second place finishers, Augie Diaz and Gonzalo Diaz (center).



Akinori Ueda and Eizi Mitsuoka receive third place trophies.

it was apparently tricky at times. The tide was imperceptible but when the wind blew from the South, it held back the natural flow of water and raised the water level about 8 feet once during the series.

Racing got under way on Sunday with scheduled practice race, in winds of 4-6 knots. Lenhart got the start at his favorite pin end and led for the entire race. Following the usual procedure of U. S. sailors, he didn't finish, leaving the win for Pedro Sisti. Some call it superstition, but it is really a fact — don't ever win the practice race (Flavio is a betting man and he lost a beer on this one.)

Sunday night a cold front moved through bringing a cold south wind (come, now!) with winds over 20 knots, rain and very chilly weather. The troops sallied forth for the first scheduled race on Monday but very shortly the race committee cancelled the races, conditions being too dangerous.

Tuesday the first race was started in a nice medium wind. Lenhart got a good start followed by Ueda and Diaz. This was the order until the last windward leg. Paradedada rounded the downwind mark several boats behind but held to the starboard side of the course. The wind lightened and gave Paradedada a favorable shift and he was able to finish ahead of Lenhart. The second race was run in 4-5 knot and shifty winds. The wind had shifted badly at the start and gave Lenhart his worse race for the series. The race was protested but the protest was disallowed.

The next day the race was started in 8-9 knot wind. Paradedada was over early and never recovered. Lenhart's good start held him through the first half but Diaz and Sisti passed him. The wind dropped towards the end and became quite shifty. Within 50 yards of the finish line, any one of 5 or 6 boats could have won. The most exciting finish imaginable saw Diaz the winner with Lenhart, Sisti, Murguia and Okieda in that order. Sisti was subsequently disqualified from a previous mark-rounding situation. The next race was run in a dying wind with the heavy weather man, Waldemar Bier having a commanding lead and very near the finish line when the time ran out.

Thursday the winds were up to 12-14 knots and Lenhart took his usual lead but lost it to Ueda who was always good off the wind. On the last leg Lenhart and Sisti had split sides with Ueda and Diaz and were ahead when a shift favored the other side. Ueda won with Lenhart second followed by Diaz and Sisti. Again the usual light air was plaguing the sailors and the next race was cancelled for



Vice Commodore Griffing and fourth place finishers, Marco Aurelio Paradedada (center) and Danilo Grussner.

failure to complete the first lap in 1¼ hours.

At this point only 4 races had been completed in 4 days, with two days left to finish 3 races so the first race on Friday was scheduled early. Luck held because winds of 12 knots for the first race continued to build all day. After a good start Diaz and Lenhart dueled all the way with Lenhart taking the finish gun and Paradedada coming in third. With winds eventually topping 20 knots the top four finishers were the same as for the prior race! Lenhart, Diaz, Paradedada and Sisti. This was a real heavy weather test and the lighter weight teams suffered as did some of the masts.

In the final race the only man who could beat Lenhart was Diaz. Diaz had to win and Lenhart had to get a 9th or worse. Diaz got bottled up at the start, took a tack to the starboard side which turned bad and lost his chance for a win. Lenhart had to stay out of trouble so proceeded to do just that — he got way out in front and stayed there, never threatened. Sisti finished second followed by Okieda.

The regatta rules require rotation of boats except where there are sufficient boats by the same manufacturer. This year no rotating was required since fiberglass boats by Bordalani were furnished. All boats were equal except deck rigging which was of no concern since each skipper changed these to suit himself. A new aluminum mast, which was just being developed in Argentina was furnished each competitor. They proved quite equal but needed additional heat treating since some of them took permanent bends. Boards were full size radius.

The Argentinians conducted a fine series, provided great entertainment and above all, presented an informal hospitality that delighted all in attendance. A heartfelt thanks goes to all the fine people who did so much work to put on a tremendous championship.



Pedro Sisti and Julio Labandeira with their fifth place trophies.

WH Secretaries Meet at Buenos Aires

The Western Hemisphere Secretaries met at the Yacht Club San Isidro, Argentina, November 7, 1974

Presiding: Western Hemisphere Secretary General Roberto Salvat.

Present: Commodore Ralph Swanson, WH Vice-Secretary Flavio Caiuby, Secretaries or their representatives as follows: Argentina — Fredrick T. Ashby; Canada — Peter and John Astephen; Chile — German Pfingsthorn; Brazil — Paulo Paradedada; Columbia — Enrique Enchanique; Ecuador — Lorenzo Depascale; Japan — Eizi Mitsuoka; Uruguay — Jose Luis Murguia; U.S. — Stu Griffing, and Lowry Lamb, Executive Secretary. Mrs. Roberto Salvat was the interpreter.

Secretary General Salvat opened the meeting with greetings and good wishes and presented four agenda items which were acted upon as follows:

BIDS FOR 1976 WH CHAMPIONSHIP

Astephen of Canada extended a tentative invitation. The details will have to be worked out and the date will have to be in September because of the climate.

Paulo Paradedada presented a firm invitation for Porto Alegre, Brazil. The club there held the World Championship in 1959.

Pfingsthorn presented a tentative bid for Chile. They have a special problem since they have no local builders and the import taxes are prohibitive, except that they are waived for boats imported for championship regattas.

All these bids were accepted for consideration. Definite plans will have to be made and presented not later than May 7, 1975 (six months from this date).

RULES AND ORGANIZATION

Flavio Caiuby was appointed Vice-Secretary for the WH when this position was created by the Board at Malaga. No term

of office or method of election was given. Caiuby moved that the election be for 2 years and at the same time as the election of the Secretary General. At the same time he resigned his position to have an open election. Motions were made by Paradedda and Murguia to clarify the consensus which is that the Vice-Secretary will be elected with the assumption that he will move into the Secretary position at the end of the Secretary's 2 year term providing he is willing and able to serve. Grifing moved that the Vice-Secretary shall be elected every 2 years at the same time and place as the Secretary General. Motion carried.

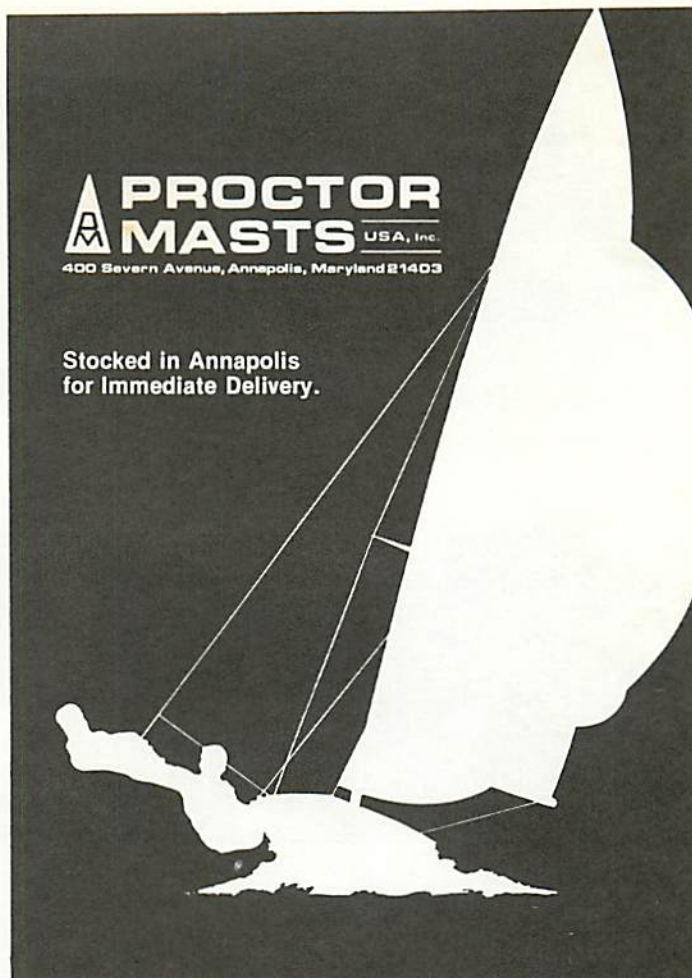
ELECTION

Nominated for 2 year term as General Secretary: Fredrick T. Ashby, Flavio Caiuby, and Roberto Salvat. Roberto Salvat elected for a 2 year term.

Nominated for Vice-Secretary: Fredrick T. Ashby and Flavio Caiuby. Flavio Caiuby elected for a two year term.

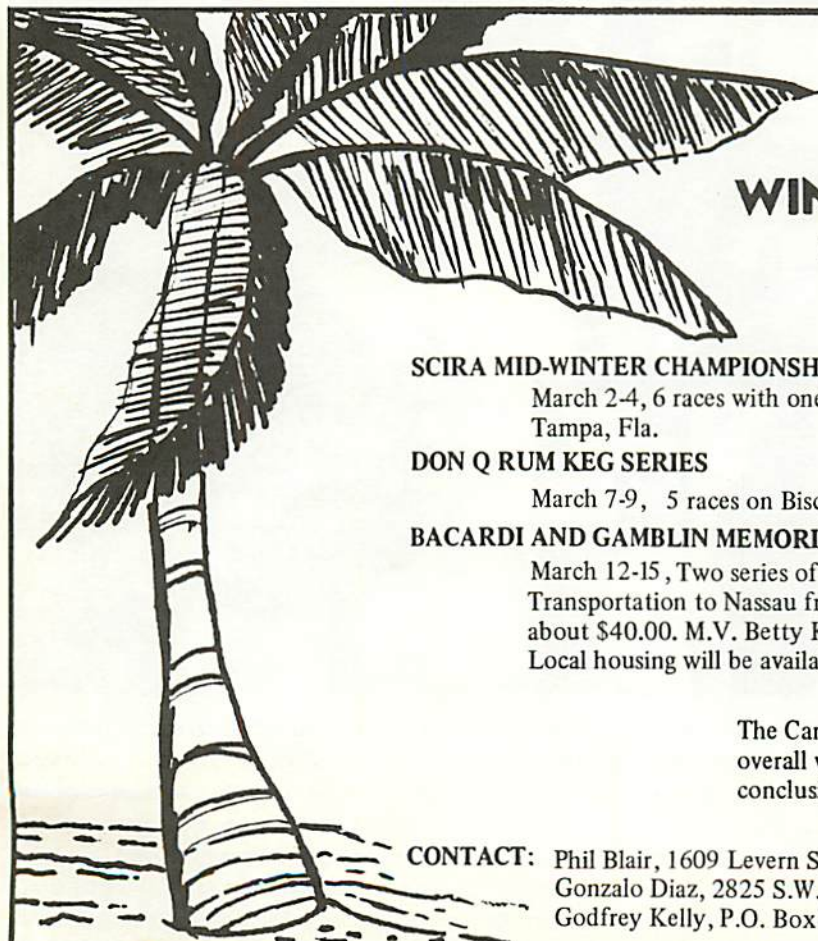
WORLD CHAMPIONSHIP

Jose Luis Murguia reported that definite plans and invitations for the 1975 World Championship in Punta Del Este, Uruguay will be in the hands of the National Secretaries by May. The dates will be November 28 through December 7.



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WINTER RACING CIRCUIT

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Western Hemisphere Championship

Top to Bottom - L to R: 1. Crippled Canada luffs to finish. 2. Japan won one! 3.YC San Isidro. 4. Bertrand Gayet, Paraguay, ready for the sun. 5. Layout of the Bordalani Boat. 6. Argentina's Grand Marinero of Snipes Horacio Campi. 7. 1948 World Champion Carlos Vilar Castex, Monique and Monique, and WH Secretary Roberto Salvat. 8. Chile's Federico Pfingsthorn and Luis Herman hoist sails. 9. Akinori Ueda and Eizi Mitsuoka furnish manpower for launch. 10. Spectators stand on the finish line. 11. RC Chairman Roberto Haas, Sr. 12. Ecuador's team shares a laugh, crew Enrique Echanique, left, and skipper Lorenzo Depascale, right.

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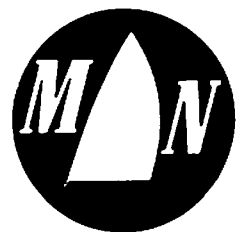
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**DISTRICT V CHAMPIONSHIP
Senior Division — Top 15 of 33 Entries**

Boat	Skipper	Places	Points	Finish
19491	Russ Cook	13-4-1-2	30	1
16333	Dave Bouckhuyt	4-19-2-1	36	2
3518	C. Webster	11-5-3-3	38.4	3
21458	Geo. Hock	1-3-16-9	42.7	4
16699	Fritz Gram	9-2-13-7	50	5
19450	Graham Hoffman	3-8-18-5	53.7	6
20311	Chuck Fox	14-1-14-8	54	7
17018	Al Bugbee	19-9-4-4	56	8
19793	Lucious Bugbee	6-7-19-6	61.4	9
20185	Lana Rittman	16-6-11-10	66.7	10
15224	Mike Hays	8-16-5-15	67	11
11389	G.H.Fletcher	7-18-7-12	68	12
20222	Rob Hays	17-17-8-11	77	13
19364	Rodney Taylor	10-20-12-16	82	14
16800	Bob Vreeland	2-13-15-dns	83	15

Junior Division

16333	Glen Kunkel	1-2-1	3	1
19284	Jim Gale	4-1-4	16	2
20222	Rob Hays	3-4-3	19.4	3
16699	Sage Cutler	2-3-7	21.7	4
20965	Maureen Hays	6-5-2	24.7	5
19697	Marsha Fox	5-7-8	37	6
20311	Janet Fox	7-8-5	37	7
18066	Steve Booth	9-6-6	38.4	8
16800	Nancy Vreeland	8-9-dns	45	9
19706	Wendy Lewis	10-10-9	47	10

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Wells Wanderings



by Ted Wells

JANUARY 1975

ROOM AT MARKS

I had thought that the two length rule on overlap establishment of overlaps took care of the room question pretty well even at a downwind mark where a group of boats reach the mark overlapped in a line across the course. Apparently not everyone agrees, as some people have pushed for a change in rule 42.2(a)(i) which would say, in effect, that if a line of boats all overlapped reach a mark, even the outside boat, which may be seven or eight lengths from the mark, has "won the race to the mark" and it would contribute to "equality and safety" to require boats behind the first line, but much closer to the mark, to make a 90° turn to the right and go to the end of the line.

As a member of the NAYRU Racing Rules Committee, I have protested this proposal as follows:

It has always seemed to me that appeal No. 87 took care of this matter very well, long before the present two length criteria were developed, by stating that a yacht more than two lengths laterally from the mark had no rights.

On our small lakes with necessarily short courses, there are many occasions on which four or five yachts will arrive at a leeward mark, overlapped in a line across the course, and this line is very frequently followed by another line very close behind, also overlapped in a line across the course.

The inside two yachts in the front line are certainly within

two lengths of the mark as they alter courses to round it. The third yacht may or may not be, and any others are certainly not. The yachts in the second line become overlapped on the leading yachts when the leaders alter course to round the mark. The inside yacht in the second line can easily be within two lengths at the time the third yacht out from the mark in the front line, creates an overlap by his course alteration. If this yacht is not within two lengths of the mark the yacht in the second row is certainly entitled to room, both under appeal No. 87 which came out years ago, and under present rules.

There is rather a neat question here concerning who establishes an overlap on whom. Yacht B1, astern of yacht A3 at a point one length of the mark, becomes overlapped on yacht A3 at this point because A3 altered course to head for the mark. Does B1 have to anticipate that A3 might be within two lengths when the course alteration occurs? When this happens, doesn't A3 establish an outside overlap on B1? Rather than B1 establishing an overlap on A3?

It would be a physical impossibility for an inside yacht in the second line, to manage to get outside of the fourth or fifth yacht of the front line. The fourth boat in the second line would have to go about five lengths farther laterally from the mark to accomplish this, in theory ending up nine lengths laterally from the mark.

As to "winning the race to the mark", the outer yachts in the front line have won the wrong race. If they were heading downwind for a finish line, they might be considered to have won, but this race is to get around a mark and five or six lengths laterally from the mark is no way to win the race to round the mark.

As to "equality and safety" in requiring B1 who is within one length of the mark, to make a 90° alteration of course away from the mark to go behind A5 who is probably four or five lengths from the mark. It just won't work that way, especially if there is a B2, B3, and B4 in the second row.

It is my firm conviction that appeal No. 87 started things out right years ago, and the present two length criteria merely reinforce this appeal.

The Snipe Class agrees with Bill Bentsen concerning appendix 3, 720° turns. In our regattas, we have provided for the precautionary 720° turn in the Sailing Instructions.



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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.

Goldstein Tops Wisconsin-Minnesota Fleet

The 1974 Wisconsin-Minnesota Open Snipe Championship was held August 3-4 on Lake Onalaska, hosted by La Crosse Fleet No. 571. Cool Temperatures and rainy skies with strong Northwesterly winds provided less than ideal sailing conditions on Saturday. Large Olympic courses were sailed with consistent Rod Goldstein of Peoria proving his skills with a 1-1-2 score.

In the first race, Skip Baxter of Grand Rapids, who had the lead most of the race, took a close second behind Goldstein. Third place went to Dale Aldeghi of Osakis Lake, Minnesota,

fourth place Dave Wesselhoft of Peoria, with Jim Noelke of La Crosse close behind, taking fifth. In the Second race, the rains stopped, but not Rod Goldstein, who took a commanding lead. Second place was taken Harald Schmid of the host fleet, with Skip Baxter third, and Jim Noelke fourth. Dave Wesselhoft took a fifth.

Sunday's race provided ideal sailing conditions with bright sunny skies and strong steady winds. Ken Kinas of Green Lake, sailing the oldest boat in the field, overtook Rod Goldstein halfway through the course and won the race going away. This fine performance pushed Ken into a fifth place overall. Rod Goldstein was second, while Dave Wesselhoft nosed out Harald Schmid for third.

Jim Noelke
La Crosse Fleet No. 571

WISCONSIN-MINNESOTA OPEN Top 10 of 16 Entries

Boat	Skipper	Club	Places	Points	Finish
19448	Rod Goldstein	Peoria	1-1-2	3	1
12440	Skip Baxter	Grand Rapids	2-3-6	20.4	2
19179	Dave Wesselhoft	Peoria	4-5-3	23.7	3
20314	Harald Schmid	LaCrosse	7-2-4	24	4
10201	Ken Kinas	Green Lake	6-9-1	26.7	5
18319	Jim Noelke	LaCrosse	5-4-5	28	6
18388	Dale Aldeghi	Osakis Lake	3-8-dnf	39.7	7
19718	Brian Sherry	Chicago	10-6-7	40.7	8
21047	Jeff Chatterton	LaCrosse	9-10-11	48	9
16310	Jim Horn	LaCrosse	13-11-8	50	10

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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.

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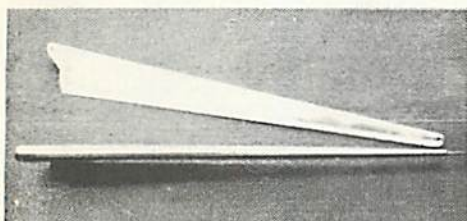
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Ullman qualifies for Snipe Pan Am entry

In a seven race series sailed October 10-12, 1973 U.S. National Champion Dave Ullman topped a blue ribbon fleet of 27 and earned the right to represent the U.S. in the 1975 Pan American Games.

With each day's racing, the series lead seesawed between Ullman and Tom Nute, who finished a strong 2nd. Bill Buckles, sailing a 1974 Cleveland Eichenlaub, had good speed in all conditions with 3rd place, followed by Jerry Thompson and Gonzalo Diaz. Augie Diaz, who has qualified in the F.D., could not attend.

The entry list closely resembled a hand picked Heinzerling Series, and the last boat's time in any race was within 10% of the winner's time. Nearly all of the entries qualified for the trials via Heinzerling or District Championship (top 5) performance during the last three years, and the balance via sanctioned regattas (top 3); with a limit of 8 boats per district except 12 from host District II.

Following sail measurement and weighing by Martin Bebb's team, two races were sailed Thursday in winds of 5 to 10. Steve Taylor, R.C. Chairman, set national championship courses, and Ullman moved out faultlessly to leads in both races by the first windward mark, and consistently increased his leads.

Friday dawned with news of a possible cold front due that night, and winds were mostly 12 to 15 in weather still warm and pleasant. Nute moved to the front, followed by Lenhart and Hite in the morning race. In the afternoon, Bill Buckles sailed

to a 25 length lead in the first leg of the fourth race, holding it to the finish. In the fifth race, Regatta Chairman Jack Zink read the Oklahoma shifts beautifully and held the lead for most of the race, with Nute taking over in the final leg. This thorough shuffling of the score cards saw Nute with a Friday night lead of 10 points, Ullman 2nd, and Buckles 3rd by 4 points.

Saturday's winds were lighter, with overcast skies and rain in the forecast. Steve Taylor roused the troops to a 9 AM start with winds holding in the 7 to 10 range for the final two races. Ullman again dominated, regaining the series lead, and then sailed to a very conservative 4th in the last race to pin down a shot at the gold medal in 1975.

The series was remarkable in having no postponements, no general recalls, almost no sag in the middle of the perfect starts, and only one protest hearing. In the tightly grouped fleet, mark rounding was aggressive, accompanied by numerous 720s. Mr. R.C. was, as always, perfect, leaving Ted Wells and me on the SCIRA Rep boat with no problems at all except how to keep the engine running (junior man presurizes the fuel tank at one minute intervals).

Beautiful smoked glass trophies made by George Croasdale were awarded to the top 6 skippers and crews, followed by an early departure for the long drive home through an Indian Summer countryside.

Stu Griffing
U.S. National Secretary

PAN-AMERICAN TRIALS Lake Fort Gibson, Oklahoma

Boat	Skipper/Crew	Home	Places	Points	Finish
20848	Dave Ullman/Danny Thompson	Newport Bch.	1-1-8-3-9-1-4	27.7	1
20562	Tom Nute/Carolyn Nute	San Diego	7-2-1-4-1-10-6	35.7	2
21555	Bill Buckles/Ed Coulter	Cleveland	4-3-9-1-5-6-3	41.1	3
17387	Jerry Thompson/Nancy Thompson	Lodi, OH	4-4-12-22-14-3-1	54.7	4
10111	Gonzalo Diaz/Mark Williams	Miami	5-5-5-9-6-5-7	64.7	5
19267	Don Hite/Gayle Nelson	Detroit	8-13-3-6-7-8-5	68.4	6
20707	Terry Timm/Charley Wright	Detroit	9-8-6-7-11-2-9	71.7	7
20551	Frank H. Levinson/B. Levinson	Indianapolis	11-9-4-2-12-13-8	75	8
21021	Van Wesley/Bill Simons	Chattanooga	18-7-16-15-3-7-2	77.7	9
20560	Jeff Lenhart/Eric Krebs	San Diego	13-15-2-11-8-4-15	82	10
19392	Brownie Horner/Tony Ricks	San Antonio	3-6-13-12-10-9-13	85.4	11
20007	Bob Rowland/Sandy Rowland	Bellbrook, OH	6-23-10-18-16-11-12	108.7	12
17152	Jack Zink/Betty Zink	Tulsa	21-12-15-14-2-20-18	112	13
20004	Lee Griffith/Dave Wesselhoft	Cincinnati	10-16-18-10-13-15-14	114	14
19436	Jack Tillman/Gary Zars	San Antonio	26-26-7-5-4-17-24	116	15
17240	Mike Choquette/Rachel Dearman	Tulsa	16-10-17-8-20-16-21	123	16
18850	Leif Zars/Susan Fleener	San Antonio	14-11-25-23-15-14-10	123	16
20999	Ralph Swanson/Sue Swanson	Winchester	12-14-20-20-dns-21-17	140	18
21107	Henry Davis/Matt Jones	Omaha	17-22-11-19-dnf-24-11	142	19
20500	George Croasdale	Parkville, MO	15-17-22-17-19-23-20	146	20
20815	Paul Festersen/Sigrid Festersen	Omaha	22-25-21-13-17-19-22	150	21
16699	Fritz Gram/Cheryl Nelson	Olean, NY	19-21-14-16-18-dns-dns	151	22
21110	Bob Williams/Dick Caspari	Wichita	23-24-26-26-23-12-16	160	23
19835	Bill Kilpatrick/Mac Kilpatrick	Okl. City	24-dsq-23-21-22-18-19	163	24
18009	Ned Daly/Kitty Daly	Waterbury, CT	20-19-24-24-21-25-dns	169	25
15951	Martin Bebb/Rick Weeks	Muskogee	25-20-19-27-24-22-25	171	26
19544	Dave Haggart/Barbara Haggart	Omaha	27-18-27-25-dnf-26-23	181	27

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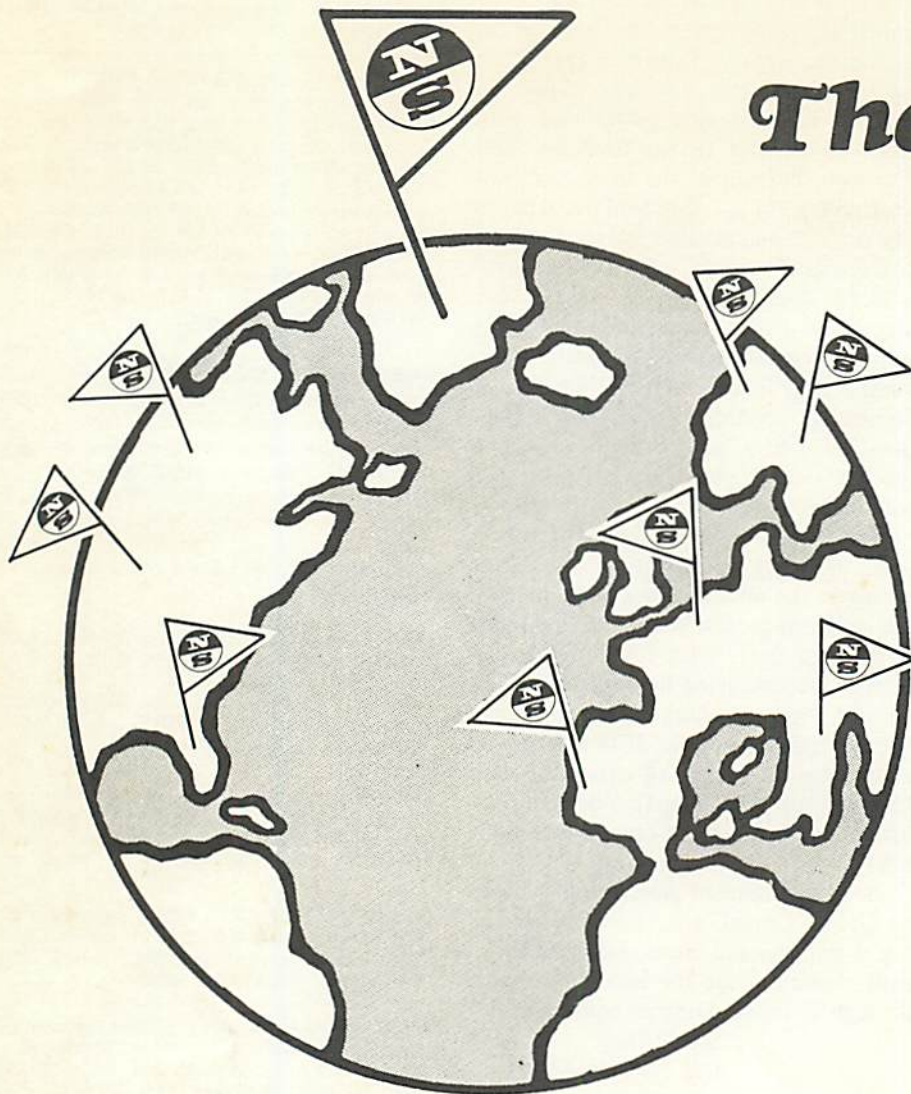
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