

SNIPE

BULLETIN



JANUARY 1976

Service Announcement From Mueller/Eichenlaub :



The Snipe that won the following events:

- 1ST SCIRA Mid-Winter Regatta
- 1ST Dallas Southwestern Regatta
- 1ST Cuba Lake Inter-Galactic Championships
- 1ST Crosby Series U.S. National Championship
- 1ST Heinzerling Series U.S. National Championship
- 1ST Canadian National Championship
- 1ST Ohio Open Regatta
- 1ST Decatur Ice Breaker Regatta
- 1ST 2nd, 3rd - Sou. California Dist. Championship

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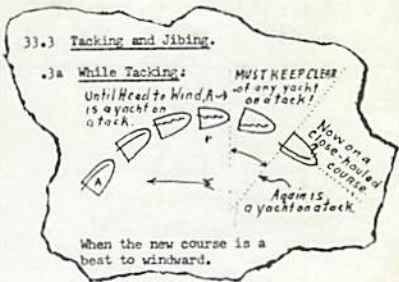
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A reverse silhouette on Lake Allatoona near Atlanta. (Weber photo)

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

JANUARY 1976
Vol. XXV No. 1

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THE COVER

The photograph shows Per Brodsted from Denmark and Carlos Murguia from Uruguay rounding the reaching mark of the last race. The wind was about 20 knots and still building. It was a tremendous sight for the spectators. Photo by Buzz Lamb.

THE COMMODORE SAYS

Approaching the end of the 1975 year as I write this, the best is yet to come: the World Championship at Punta del Este, Uruguay. We will be flying south in three days, and yet I am writing this final column of my term of office for January publication.

This year has seen completion of the very important and complex rules proposals by the Rules Study Committee, with Western Hemisphere Vice-Secretary General Flavio Caiuby as Chairman, North Europe Secretary Nils Toftgaard-Hansen, and Rear Commodore Dan Williams. Ted Wells and the Rules Committee modified and polished the proposals, with helpful comment from all parts of the world. The SCIRA Board and IYRU have now approved. We will not have further rules changes before 1980.

A significant update of the Snipe building plans was made in January. A final revision was completed this week to conform to the 1976 rules.

The Pan American Games yachting was very well organized by Mexico with a number of Snipes loaned and transported by the U. S. A. We think that SCIRA has strengthened its position as a Pan American class.

All over the world, dedicated fleet captains, regatta chairmen, measurers, and national secretaries are insuring the future of the Snipe Class, and our thanks and recognition go to them all.

Major events being organized are the 1976 North American Championship in the Bahamas, the 1976 Western Hemisphere Championship in Nova Scotia, Canada, and the 1977 World Championship in either Denmark or San Diego.

The nominees as Commodore, Svend Rantil, and as Vice Commodore, Dan Williams, are exceptionally able and experienced in the operation of the class, and will guide us as a great and truly international association.

It has been an honor to be your Commodore. The year has been made easy by great support from the SCIRA

office; Buzz and Marge are doing a marvelous job.

I hope to see you all soon — on the windward leg!

Stu Griffing

1976-77 Rule Books

SCIRA Rule Books for 1976-77 are at the printers. They should be available around February 1 and will be mailed directly to members on payment of 1976 dues. This Rule Book will be in effect for two years. Keep it as only new members will receive Rule Books in 1977.

DUES ARE DUE AGAINNNNNNN

Dues are due on January 1 and will be delinquent on March 31. We will send letters and forms to Fleet Captains sometime in January.

Be the first on your block to wear the new blue and yellow 1976 decal.

New National Secretary for Chile

Bernardo Berdichesky, Casilla 5266, Santiago 3, Chile has been elected to the position of National Secretary for Chile. Enrique Rawlins will serve as treasurer.

Bernardo succeeds Cesar Gonzales who has the appreciation of the Class for his successful efforts in importing 19 new Snipes for use in the first South American Championship. This effort has given new life to the Snipe Class in Chile.

Western Hemisphere Regatta

The Western Hemisphere Snipe Championship will be held in North Sydney, Nova Scotia, Canada, beginning on August 22, 1976. The chairman for the event will be Alex Winstanley, 64 Seaview Dr., North Sydney, NS, B2A, 3N2, Canada, Canadian National Secretary.

THE SCORE

As the year draws to a close we have already issued more numbers than for last year, with still a month to go. During the month Spain got 20 numbers, the U. S. 6 and Argentina 1 for a total of 27.

Numbered SNIPES — 22356

Chartered Fleets — 750

THOUGHTS WHILE SAILING

As this is written, ballots are being sent to the Board of Governors to determine next year's officers. Our current Commodore, Stu Griffing, has elected not to run again, as he feels that SCIRA needs new people.

I would like to thank Stu for his great efforts, both personally and on behalf of SCIRA. This is also an opportunity to recognize some of his contributions to the class.

His first project was to revise and redraw the blueprints. This has been needed for some time and several people had promised to do it. However, it was Stu who really recognized the need and did it. Not only did he revise them early this year, he has now updated them to comply with the current rule changes.

Stu made a big effort to organize the borrowing and transportation of boats to Mexico for the Pan American Games. This required many hours of planning and a couple weeks of vacation time. In fact he used five weeks of vacation time solely for SCIRA projects during the year.

Stu has been encouraging that the U. S.-type measuring rig be used for all countries. There is nothing magic about the rig except it is somewhat more consistent and certainly a lot easier and faster. To this end, Stu prepared several loose-leaf books with photographs, drawings and descriptions of how to build and use this rig. Chuck Loomis assisted in this project. The books were presented to those in attendance at the World Championships and were tremendously well received. This will serve as the basis for a publication on how to build and use this rig and will be combined with Moment of Inertia methods.

In addition, Stu has attended to all the usual duties of Commodore and been active in the USYRU. He has maintained very close contact with the SCIRA office and always been available for any problems arising. He has a keen eye for details.

He is now about to step down from the command as Commodore of SCIRA. His contributions are many and will serve SCIRA in good stead. He is not through because he will be called upon in the future to lend his talents. However, at this point I would like to extend SCIRA's thanks for a job well done.

Commodore Simonds

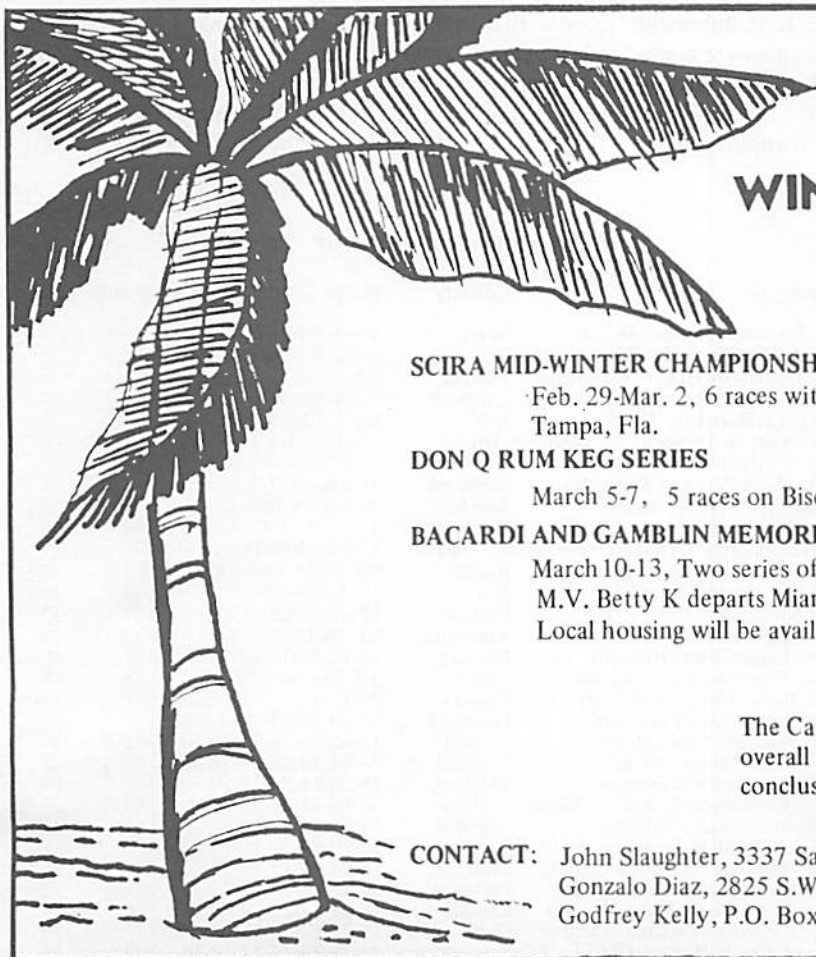
Donald R. Simonds, Snipe Class Commodore in 1947 and 1948 died in Ft. Myers, Florida in November. He was a member of Winchester Boat Club and helped to establish Winchester Fleet No. 77 as one of the largest and most active in the U. S.

Commodore Simonds was fleet champion and twice New England Champion. He served as secretary to the New England District of the Class and was a member of the board of Governors through 1951.

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WINTER RACING CIRCUIT

NEW SCHEDULE SO ALL CAN ATTEND

SCIRA MID-WINTER CHAMPIONSHIP

Feb. 29-Mar. 2, 6 races with one throw-out, Bay Harbor Inn, Tampa, Fla.

DON Q RUM KEG SERIES

March 5-7, 5 races on Biscayne Bay. Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 10-13, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
M.V. Betty K departs Miami March 8, returning March 15.

Local housing will be available. If interested write Godfrey Kelly.

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

CONTACT: John Slaughter, 3337 San Pedro St., Clearwater, FL 33515
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165
Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas

Diaz, Bjurstrom take second and third

Spain's Felix Gancedo Repeats As World Champion

Felix Gancedo won his second world title with a remarkable score of 13.7 points. He and crew, Manuel Bernal established their lead after the second race and held it for the rest of the championship. Augie Diaz with father, Gonzalo, from the U.S. sailed a fine series to finish second. Their performance improved throughout the series, ending with a win in the final race.

Brothers Peter and Hakan Bjurstrom from Finland sailed a wooden boat to third place. It is interesting to note that these two teams were second in last year's championships — Diaz in the Western Hemisphere and Bjurstrom in the European Championships.

Horacio Garcia Pastori and Felix Leborgne, representing the locals, felt happy with their fourth, as they said, "... considering we are the oldest crew here." Jeff Lenhart and Eric Krebs, sailing a borrowed boat finished fifth. The airlines lost all their sails except I main and they had to borrow "an off-the-shelf" jib. Marco Aurelio Paradedo and Danilo Grussner from Brazil were sailing well until they had bad luck, being over the line early in the fifth race and then capsizing in the last race. They rounded out the trophy winners with a sixth place.

The event was held November 28 through December 7 in Punta del Este,

1975 WORLD CHAMPIONSHIP

Boat	Skipper/Crew	Country	Places	Points	Finish
19981	Felix Gancedo/Manuel Bernal	Spain	4-1-3-1-1-1-NS	13.7	1
21544	Agustin Diaz/Gonzalo Diaz	U.S.	6-9-2-4-2-2-1	28.7	2
21671	Peter Bjurstrom/Haken Bjurstrom	Finland	5-6-7-2-3-11-2	46.4	3
20335	Horacio Garcia Pastori/F. Leborgne	Uruguay	7-3-4-3-6-15-5	54.1	4
20560	Jeffrey Lenhart/Eric Krebs	U.S.	8-2-5-12-5-3-14	60.7	5
12115	Marco Aurelio Paradedo/D. Grussner	Brazil	3-5-1-5-21-8-16	61.7	6
12733	Pedro Sisti/Julio Labandeira	Argentina	1-14-8-7-4-6-10	62.7	7
10300	Per Brodsted/Mogens Kilgaards	Denmark	16-4-6-NF-7-4-3	68.4	8
12375	Gustaff Krafft/Peter Krafft	Sweden	2-11-19-9-10-5-18	85	9
21677	Carlos Murguia/Gustavo Llambias	Uruguay	11-13-9-13-8-7-6	89.7	10
20862	Francisco Garcia DeSoto/E.GarciaDeS.	Spain	12-19-13-11-DQ-12-4	105	11
12117	Claus Cordes/Nils Ostergren	Brazil	NF-10-11-14-9-14-15	109	12
19820	Fernando Masso/Manuel Doreste	Spain	13-8-22-6-12-13-26	109.7	13
20293	Matti Nieminen/Seppo Ajanko	Finland	19-17-15-DQ-13-9-12	121	14
16067	Wilson Pereyra/Homero Pereyra	Argentina	NF-25-17-8-17-10-7	122	15
19428	Viktor Larsen/Finn Hanssen	Norway	10-18-23-10-22-23-8	127	16
17304	Tetsuo Okimoto/Kazuhiro Fujii	Japan	9-7-20-26-11-28-19	128	17
20690	James Belford/Phyllis Belford	Canada	25-12-12-21-14-21-17	133	18
21494	Svend Christensen/Finn Sorensen	Denmark	15-30-16-NF-15-16-11	139	19
20689	Ian Brown/Jim Schoenhardt	Canada	17-15-14-16-19-24-NF	141	20
19895	Gary Lewis/George Manganelli	England	27-24-10-15-16-18-23	142	21
20635	Leo Meyvia/Jules Wagemans	Belgium	18-22-18-24-18-20-13	145	22
19629	Kenichro Nomoto/Sumiharu Minami	Japan	26-16-21-22-23-22-9	149	23
19893	Neil Martin/Charles Oldous	England	14-21-26-19-NF-17-21	154	24
20281	Per Goethlin/Mats Goethlin	Sweden	22-20-24-20-20-19-20	157	25
21651	Andres Elgueta/Fernando Elgueta	Chili	23-28-28-17-24-27-22	174	26
22272	Carlos Gorostiaga/Ruben Bruyn	Paraguay	20-23-25-25-25-25-25	179	27
18974	Lorenzo Depascale/Jorge Koester	Ecuador	21-29-27-23-NF-26-24	186	28
17968	Enrique Rawlins/Cristian Rawlins	Chili	28-26-NF-18-26-29-NF	192	29
22269	Bertrand Gayet/Rufino Galeano	Paraguay	24-27-29-27-27-30-NF	199	30



The Champions: Felix Gancedo holding the trophy, crew Manuel Bernal to his right. (Photo by Julio Gonzalez)

Uruguay. It was ideally situated in a resort area at the point where Rio de la Plata becomes the Atlantic Ocean and the sailing was in the semi-protected Bay of Maldonado. This is the site of another famous naval battle. The British defeated the German battleship Admiral Graf Spee in these waters in 1939.

The Yacht Club Punta del Este and the Snipe fleets of Uruguay sponsored the championship with able assistance of a number of Snipe sailors from Argentina and Brazil. Everything was well organized under the capable guidance of Horacio Garcia Pastori, the organization's secretary and Jose Luis Murguia, SCIRA National Secretary and Chairman of the Race Committee.

Gancedo's performance surpassed even that of two years ago, when he won on his home waters of Malaga, Spain. He now has a record of 8-3-1-1 in the last four world championships, plus two European Championships.

However, the scores do not reveal the whole story. During the practice race and the two races which were cancelled, Gancedo and Bernal's performances left something to be desired. Felix kept mumbling about being the ex-champion. After the third race Felix stated, "Now I feel I can perhaps win again". The feeling was valid — he won the next three races and the title.

Gancedo is now 35 years old and says he may not make it to the next World Championship because of the time necessary to be away from family and business. However he does plan to make an attempt for the Olympics in Tempests. Perhaps he will be able to return and defend his title. Everyone hopes so as he is very popular.

The Races...

On Monday the wind was good at the first start but dropped and shifted so badly that the race was cancelled. Some four hours later the wind settled to the southeast and a second attempt was made in winds of about 10 knots. Gancedo was first at the windward mark but lost the lead on the next windward leg and finished fourth. Pedro Sisti and Julio Labandeira of Argentina won the race with the Kraft Brothers from Sweden in 2nd and Paradedda in 3rd.

Tuesday the winds were light and shifty and it was not until afternoon that a race could be started. However, the race ran over the time limit and had to be abandoned, with Lenhart leading. An interesting aside of this race was Lorenzo Depascale's hitting the windward mark because of current. The wind died before he could re-round and he lost 15 places before he got back to the mark. It was a

grueling experience to be in the hot sun for 10 hours, with no races completed.

Wednesday the wind had already settled into the normal easterly pattern and an early morning race was started in a 12 knot breeze. Lenhart took an early lead. Gancedo was fifth at the first windward mark and worked his way to second by the second windward mark. Garcia Pastori maintained third place throughout the race. On the final leg Gancedo engaged Lenhart in a tacking duel and caught him just before the finish. There were several other interesting things in the race. Tetsuo Okimoto from Japan went from tenth place to second on one reaching leg but could not hold it when the wind increased to about 18 knots. Paradedda, as in the first race, sailed from the middle of the fleet to a final fifth. Svend Christiansen had the bad luck of the day. His boat was on top of a wave at the reaching mark and his rudder came completely out of the water. He lost control, hit another boat and had to drop out.

The third race was started at noon with about 15 knot winds and heavy seas. The wind increased but dropped to about 10 before the end. Paradedda immediately established a good lead and held it all through the race. Diaz was around the first mark in fifth, caught two boats on the next leg and moved into second by passing a boat with jib sheets under the bow. (It is nice to know even the best have these problems. The skipper got a bloody lip from the whisker pole so apparently justice was done.) Gancedo was eighth at the first mark, picked up a couple of boats on the next four legs and another one on the final beat to finish third. Lenhart was in ninth until the run when he moved into third. He had designs on winning until a shift dropped him into fifth just behind Garcia Pastori.

On Thursday, shifty winds prevented the start of the 4th race until afternoon, although an attempt had been made in the morning but resulted in cancellation because of the shifts. Bjurstrom took an early lead in the 6-8 knot winds but could not hold it against the onslaught of Gancedo's GRAM NUMA. Garcia Pastori took a third followed by Diaz and

(Continued on next page)

Felix Gancedo Repeats

Paradeda. Gancedo's "feeling" was beginning to pay off and after this race it looked like he was a winner. The next spot was open to 4 boats: Paradeda, Diaz, Pastori and Bjurström. Lenhart had a bad first leg and finishing 12th, and appeared to be out of the running for second.

Gancedo took another first in fifth race, held in late afternoon, with winds about 15 knots. Gancedo was first around the windward mark followed by Diaz. These positions were maintained for the rest of the race. Bjurström took a third followed by Sisti and Lenhart. Paradeda was over the line early and it cost him. He was still in contention for second but was 8 points behind Diaz considering a throwout. Bjurström and Pastori were next with only a point difference.

On Friday the wind was from the east at 12, building to 15 by the end of the race. Gancedo took the lead at the first mark followed by Diaz. Diaz passed him on the next leg. A classic duel ensued but Gancedo emerged the winner. Lenhart was third followed by Per Brodsted and the Kraft brothers.

Gancedo's win cinched the championship — he did not have to sail the last race since he could use it for a drop race. Diaz had only to finish better than seventh to maintain his overall second. But the last race would determine the third spot. Only 5 points separated the next 5 boats.

A pampero had been forecast for the afternoon and it was apparent it would hit. A pampero is a strong wind that originates in the pampas of Argentina. However, this one was forecast to be mild so a race was started in 15 knots of wind, but increasing. The race committee did post a 2 1/3 lap triangular course rather than the Olympic course.

Bjurström had the lead by the first mark followed by Diaz and Paradeda. The wind had increased to 18 knots for the first reaches. Diaz caught Bjurström on the second triangle in winds that had built to 22 knots. The boats were on screaming planes and presented a beautiful sight. The sailors must have had an exciting ride. Paradeda capsized while rounding a reaching mark. He managed to get back into the race but could only work up to 16th by the finish. His lucky elephant had finally left him — this was the only capsize.

Diaz maintained the lead to finish



Second place: crew Gonzalo Diaz receives his trophy while Augie looks on from behind. Photo by Julio Gonzalez



Third place: brothers Hakar and Peter Bjurström pose with their trophies. Photo by Julio Gonzalez

ahead of Bjurström followed by Brodsted, Garcia DeSoto and Pastori.

The winds proved good for most of the series. The normal winds were from the east and settled there about noon, generally in the 12-15 range. Races held before noon were usually light and shifty. The race committee chairman was Jose Murguia, National Secretary for Uruguay and the proud father of Carlos who finished 10th. The courses were well laid out and the lines were extremely good. Only one general recall was necessary during the series.

There were fewer competitors and countries represented as compared with two years ago. Economic conditions in general as well as the tremendous increase in cost of transportation were part of the cause. Additionally, the greater distance from Europe prevented many from attending. However, those who did were top sailors and there was plenty of competition. Everyone who attended had a good time and felt the championship was well organized and that the Uruguayians should be commended for their tremendous efforts.

Buckles, Hite pace Ohio Open fleets. . .

Ohio Open Staged at Portage Lakes

Portage Lakes Yacht Club and Snipe Fleet 110 were host to over 30 top Snipe sailors from throughout the midwest and Canada for the annual Ohio Open Championship held September 20-21.

The race committee planned for two back-to-back races Saturday afternoon with a final race Sunday morning. There was a fine steady westerly wind of about 12 knots all morning until the entries put out from the yacht club for the starting line. Promptly as the boats gathered for the start the wind died. The fleet was divided into A and B classes with the course set as a triangular three times

round. After repeated postponements it was decided to go when the wind increased to 7 knots out of the west.

The defending champion, Jerry Thompson of Akron started early and was called back for a restart and was never able to overcome this handicap. Bill Buckles of Cleveland happened to be in the right place at the right time when the wind shifted from a westerly to a southerly breeze. He was able to defend this lead and the rest of the fleet followed him around the course.

Donald Hite Jr. of Troy, Michigan finished third in the B class, having an

interesting tacking duel with Bill Bees of Wadsworth, Ohio, who came in second in this class.

The second race was a repeat of the light shifting breeze which diminished to three knots for the afternoon contest.

Sunday morning with a medium wind of twelve knots steady from the west, Terry Timm, Ted Haines and Bill Buckles had a close contest for first place in A Fleet with Terry crossing the line first. In B fleet Don Hite Jr. took a second place in Sunday's race to win the B fleet title.

Victor H. Anderson
Fleet 110

OHIO OPEN "A" FLEET

Finish	Skipper/Crew	Town
1.	Bill Buckles/Peter Carelli	Cleveland, Ohio
2.	Ted Hains/Jim Teague	Toronto, Canada
3.	Terry Timm/Kitty Onufer	Saline, Michigan
4.	Donald Hite/Gayle Nelson	Detroit, Michigan
5.	Michael Hays/Bobby Johnston	Cuba, New York
6.	Lucius Bugbee/Buffy Callen	Erie, Pennsylvania
7.	Bob Forsman/Billy Forsman	Akron, Ohio
8.	John Johns/Pamela Johns	Ann Arbor, Michigan
9.	Jerry Thompson/Nancy Thompson	Akron, Ohio
10.	Phil Tanski/Linda Tanski	Norton, Ohio
11.	William Doherty/Elaine Doherty	Brimfield, Ohio
12.	John Shoemaker	Webster, New York
13.	Sam Mollett/Alice Mollett	Akron, Ohio
14.	George Drake/Michele Drake	Bloomfield Hills, Michigan
15.	Dick Hand/Jan Young	Akron, Ohio
16.	Wayne Luff/Martha Luff	Akron, Ohio
17.	Gweneth Crook/Id Crook	Oakville, Ontario
18.	Bill Durbin/Marvin Conger	Akron, Ohio
19.	Tom Dillingham/Nancy Dillingham	Akron, Ohio

"B" FLEET

Finish	Skipper/Crew	Town
1.	Donald Hite Jr./Mark Moore	Troy, Michigan
2.	Bill Bees/Cece Bees	Wadsworth, Ohio
3.	Richard Cordell/Lana Cordell	Akron, Ohio
4.	Paul Elsbree/Roger Hicks	Akron, Ohio
5.	Ted Kersker/Gretchen Kersker	Akron, Ohio
6.	Joe Muenzer/Margaret Muenzer	Cleveland Heights, Ohio
7.	Herb Dakin/Mary Beth Dakin	Warren, Ohio
8.	Jack Evans/Gweneth Evans	Akron, Ohio
9.	Pamela Hall/Barbara Mackey	Akron, Ohio

JUNIOR AWARD

Gweneth Crook/Id Crook Oakville, Ontario

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The winning Snipe, 'K', in a fleet of 34 entries.

Hunt/Jones Score Blue Circle Win

Tony Hunt and David Jones emerged victors in their new Miller built boat, with last year's winners, Neil and Ian Martin 2nd and Denis and Pat Humphreys 3rd in the Blue Circle Open held September 27-28 at Cliff, Kent, England.

The first race on Saturday started with strong winds which increased during the race with gusts to force 6-7. Only 4 boats of the 34 entries finished the race which was won by the tenacious sailing of Miss Margaret Crisp and her brother Mike.

The wind increased to gale force 8 and race 2 was cancelled.

Sunday's racing started with the wind down to force 3-4 and the first race was won by Tony Hunt and David Jones with Denis and Pat Humphreys 2nd and Neil and Ian Martin 3rd.

The 4th race was won by Neil and Ian Martin with Tony Hunt 2nd and Denis and Pat Humphreys 3rd. With 3 races sailed, two to count the final result was as follows:

Lionel George
Blue Circle Fleet Captain



Blue Circle winners Tony Hunt and David Jones.

Swimming at the jibe mark!



BLUE CIRCLE INTERNATIONAL (Top 12 of 34 Entries)

Boat	Skipper/Crew	Country	Places	Points	Finish
22211	A. Hunt/D. Jones	England	NS-1-2	3	1
19893	N. Martin/I. Martin	England	3-3-1	5.7	2
20255	D. Humphrey/P. Humphrey	England	NS-2-3	8.7	3
12595	Miss M. Crisp/M. Crisp	England	1-17-15	21	4
20265	P. Wright/J. Champan	England	NS-9-4	23	5
20349	T. Boyd/D. Anderson	England	NF-4-10	24	6
21827	T. Parkinson/F. Jones	England	NF-6-7	24.7	7
19926	A. Alves/M.V. Real	Portugal	NS-7-6	24.7	8
21910	J. Weatheral/S. Weatheral	England	2-17-18	25	9
19308	P. Romain/M.A. Romain	France	NF-5-12	28	10
20351	L. Lancaster/A. Bryant	England	NS-13-5	29	11
20401	P. Lamarque/M. Morin	France	NS-10-8	30	12

Variety Marks Successful Massachusetts Bay Open

SOMETHING FOR EVERYONE should have been the theme of this year's Massachusetts Bay Open. There was a variety of wind from light, shifty breezes to a stiff twenty to twenty-five mph on Sunday. And, for those who cared not about sailing, there was a lobster dinner with chowder, clams, corn on the cob and all the fixins, plus good company, all to the strains of a good mandolin.

This year's event attracted forty-six Snipes. Saturday's weather was bright and clear, but the strong breeze promised by the weatherman turned out to be a variable 7 to 10. It was typical lake sailing weather with all kinds of freaky shifts.

Fred Thurston had his old boat cranked up, took an early lead, and maintained it to be numero uno in the first race. John Kelley, in his Bruder, took the second race. Incidentally, in that race, the wind shifted 180 degrees and we were beating to the downwind mark and running to the finish on an olympic course. Many a good sailor found himself on the wrong side of a wind shift. At this point the Race Committee had had enough and we retired to the club house where a keg of beer waited to console the unlucky and to cheer the winners. At the

end of the first day's sailing Ned and Kitty Daly led with finishes of 2 and 3.

Sunday, however, was another day and it blew to twenty-five, with gusts and whitecaps. It was one of those days where the longest leg is the one from the pier to the starting line — when one is anguishing over the decision to go on or turn back. It was the kind of day that wears out men and equipment, with a good possibility of ending up in the drink. Many skippers decided not to take the risk and so the fleet was diminished for the second day of racing.

For those of us who sailed, it was an exhilarating day. Many capsized and the rest of us slogged, slid and banged around, but we had a marvelous time.

Fred Thurston finished 1st in the 1st race, but was disqualified for being over at the start. Mike Goll of Cottage Park won the race and was also the hottest skipper on the water, scoring three firsts in three races!

After three hard races the fleet sailed back cold, wet and hungry, but we are all planning to come back next year for more. Viva La sailing.

Alice Petrucci
Fleet 244

1975 MASSACHUSETTS BAY OPEN SNIPE CHAMPIONSHIP (Top 20 of 46 Starters)

Boat	Skipper	Club	Places	Points	Finish
19448	Rod Goldstein	Annapolis	3-14-4-3-3	45.1	1
19915	Eric Purdon	Annapolis	12-9-3-2-4	49.7	2
21144	John Kelley	Cottage Park	11-1-5-5-8	51	3
21758	Norm Towle	Winchester	8-2-15-4-5	56	4
21629	Mike Goll	Cottage Park	26-19-1-1-1	57	5
19257	Susan Tabor	Cottage Park	14-5-2-8-6	58.7	6
18009	Ned Daly	Quassapaug	2-3-16-6-11	59.4	7
19177	Fred Thurston	Annapolis	1-13-8-DQ-2	70.1	8
19707	Jim Lawlor	Quassapaug	7-12-6-7-12	73.7	9
19969	Dick Towle	Winchester	10-17-9-11-7	84	10
19471	Bill Ridge	Lake Mohawk	9-4-20-14-16	91	11
19385	Stan Cruwys	Quanapowitt	5-6-22-13-9	104.7	12
22200	Carl Olsson	Cottage Park	30-18-13-9-17	117	13
21005	Al Zachor	Quanapowitt	17-37-14-12-10	120	14
21506	Chuck Loomis	Cottage Park	31-21-25-17-13	137	15
19510	Paul Scalisi	Medford	23-16-29-22-18	138	16
17377	Ron Barber	Quanapowitt	34-31-24-15-14	148	17
14238	Chs. Eshelman	Pine Beach	33-39-17-18-15	152	18
15703	Bud Freal	Town River	NF-36-7-10-NF	154	19
20573	James Fraser	Medford	39-28-21-19-20	157	20

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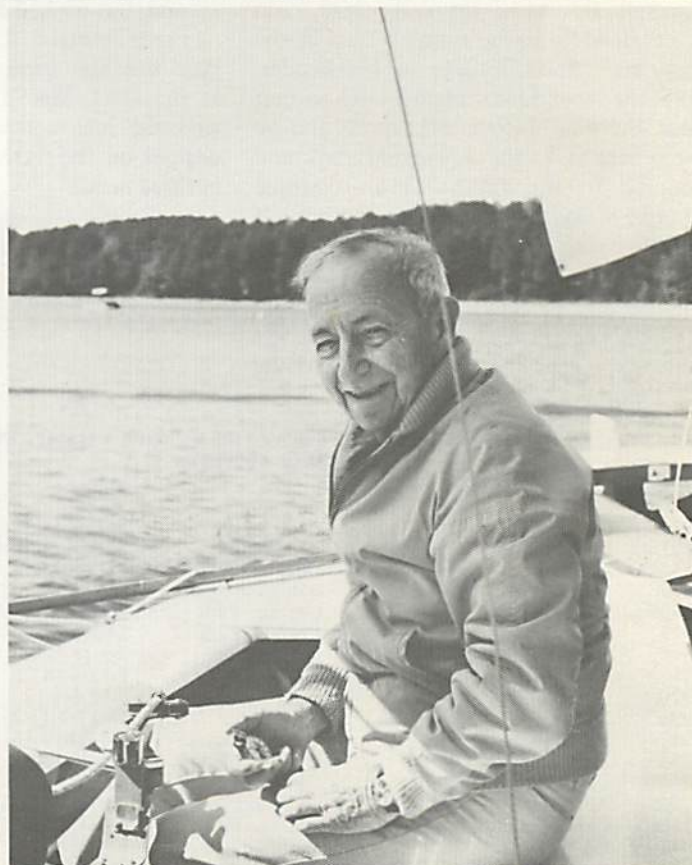
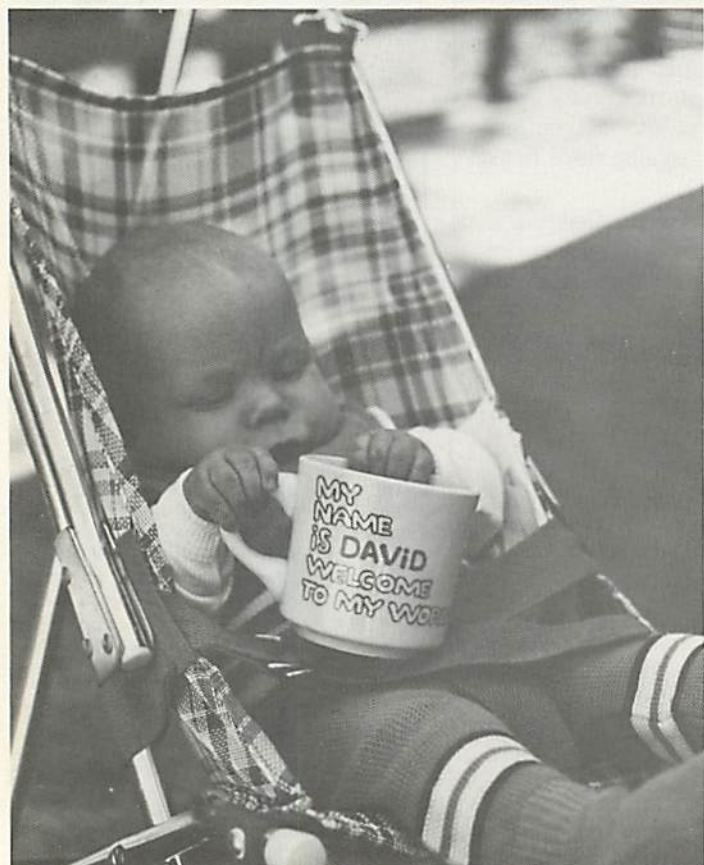
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Snipe sailing is boats and people – the very young and the once-young. Top, Matt Gregory sails into lead of Snipe Halloween Regatta at Atlanta (complete results next month); left, David Muhlhausen ponders his first Halloween mug; right, Ted Wells readies for a battle with Allatoona's "Old Joe." (Weber photos)

Wells Wanderings



by Ted Wells

JANUARY 1976

UPDATE ON OLD JOE

Until the National Championship regatta on Lake Allatoona near Atlanta twenty years ago, there were many weird things which happened to racing skippers for which there was no logical explanation. A bit of research during and after this regatta unveiled the source of these mysteries – a character named Old Joe who, while he has an organization which is truly multinational, makes his personal headquarters under a rock on the shore of Lake Allatoona, near “A” mark.

In the early days, he operated with a “black box” with pushbuttons, developed from war time bomb sights and auto pilots. Currently he has progressed to controlling a world wide computer network with local interfaces with individual regatta terminals, providing on line real time louse ups which are the ultimate in sophistication.

The most used control evolved from the “Suction Button”. This control when activated removes all wind from a specified area, which may be large or small. An example in 1955 occurred at “A” mark which in this case was the downwind mark. All 58 boats in two fleets arrived there at the same time.

A variation on this is the “streak-suction” function. I think Old Joe appreciated my return to Atlanta a few weeks ago, as he did his best to help me. Buzz Levinson came down to crew for me and we had a very interesting time – and maybe learned something.

I had not been going fast to windward all year and hoped to find out why. The wind had been beautiful all morning but started dropping with the guns. We did not get a particularly good start, picked the wrong side of the lake, and seemed to tack into a header every time we tacked, with the result that we arrived at the windward mark in pretty sad shape. The next leg was almost straight down wind toward “A” mark, leaving “B” to port on the way, with the shore fairly close to starboard. After rounding the windward mark, we started holding toward the starboard side of the fleet largely because the traffic was too heavy elsewhere.

Ken Simons rounded quite a bit behind us and headed a lot closer to shore. It was immediately evident that Old Joe had seen us and had activated the streak suction mode, with an almost imperceptible streak of wind near the shore. Ken passed us, and by the time we reached “B” we had passed everyone else except Pete Duvoisin who had worked out a big lead on the fleet in the center of the lake. Francis Seavy had activated the “suction” control when he reached the windward mark first, thereby completely removing himself from competition.

By continuing to hold to starboard of the course, Ken and I passed Pete. Ken then chickened out and headed for the mark, which was, as I said, “A” mark – right in Old Joe’s front yard. I still had faith in him, continued to hold to starboard until even with the mark, and rounded in a fairly good first place. The next leg was a beat most of the time, with a speed only slightly above drifting. Pete tacked toward the shore which had been bad before and Ken kept going. I lost Pete, caught him again when it became a close reach near the finish and lost him on a puff. I guess Old Joe decided he had done enough for me for one day.

In that same race, in the other division, Buzz Lamb had led at the windward mark when he activated the suction mode for that fleet, thereby disappearing down the drain. At the start of the next race on Sunday morning the wind was light but present. We had a good start, with Buzz below and behind us. He was pointing as well as we were if not better, and going fast also. Old Joe took the morning off I guess and it was again obvious that we weren’t going fast enough to windward. We decided that the sails looked good but just weren’t fast. (this can happen)

In correspondence with Buzz later, he attributed his success to using a main sheet bridle which trimmed the boom in without pulling it down, thereby letting the main twist and freeing the leech. It is his opinion (shared by others also) that you should use this type of bridle until the wind is high enough to require hiking out. I can rig my bridle this way easily but haven’t done so for several years. Perhaps the mains I am using now must be handled this way. It looks as if Buzz is right. Maybe I learned something – a little late in the season.



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FEBRUARY 29-MARCH 2, MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, John Slaughter, 3337 San Pedro St, Clearwater, FL 33515.

MARCH 5-7, DON Q REGATTA, Miami Fleet 7, Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165.

MARCH 10-13, BACARDI SERIES and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey Kelly, P. O. Box N 1113, Nassau, Bahamas.

APRIL 11-17, VII CAMPEONATO DEL ATLANTICO SUR DE CLASSE SNIPE, Club Uruguayo Fleet 506, Jose Luis Murguía, Luis de la Torre 423, Montevideo, Uruguay.

JULY 31-AUGUST 1, U.S. JUNIOR NATIONAL CHAMPIONSHIPS, Association Island, Dr. Graham Hoffman, 149 Ontario St., Honeoye Falls, NY 14472

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1974 Nationals. 1st
1975 Nationals. 2nd

Privateer Teams Dominate Cracker Barrel

Privateer's Simons and Wesley successfully defended the Cracker Barrel Team Race Trophy by .9 points over Duvoisin and Williams of the same club. The annual District 4 team race championship was held September 27-28 in the wake of Hurricane Eloise, and despite the interruption of electrical and other utilities and facilities, the usual hospitality of Columbus, Georgia's Chattahoochee fleet prevailed.

The usual racing conditions prevailed also, with holes and gaps in the wind for the three race series on Lake Harding. There was the usual problem of "which side of the island should I go on?"

Third and 4th place teams, Davis and Abbott of Atlanta, and Simons and Cline of Privateer, also were close, with the 2 boat margin decided on the finish line in the last race when Abbott crossed just ahead of Cline.

CRACKER BARREL REGATTA

Skipper/Crew	Club	Places	Points	Finish
Bill Simons	Privateer	2-2-6	42.1	1
Van Wesley		7-3-3		
Pete Duvoisin	Privateer	1-4-1	43	2
Dan Williams		11-5-4		
Means Davis	Atlanta	10-1-2	76	3
Tony Abbott		15-13-11		
Ken Simons	Privateer	4-8-9	78	4
Scott Cline		5-7-12		
Herb West	Atlanta	12-6-8	83.4	5
Wilby Coleman	Valdosta	3-12-10		
Don Simpson	Atlanta	22-21-16	124	6
John Mulhausen		8-14-7		
Bill Cobb	Atlanta	30-16-22	126	7
Emmy Kohler		9-9-5		
Al Lamar	Jackson	14-15-13	132	8
Kelly McGinnis		18-10-26		
Orrie Wade	Atlanta	28-18-14	153	9
Henty Wade		13-20-24		
Jerry Humphreys	Privateer	16-24-17	162	10
Bill Humphreys		21-29-19		
Clay McGowan	Barefoot	23-NF-25	176	11
Jim Smithers		19-19-18		
Cliff Hogg	Chattahoochee	20-11-15	176	12
Copeland		33-30-31		
John Akins	Valdosta	26-27-29	186	13
John Friis		17-31-20		
John Smith	Barefoot	35-35-34	189	14
Carl Liberman		6-17-27		
Mark Jarrel	Chattahoochee	24-22-21	190	15
Jack Basset				
Fred Bradshaw	Barefoot	34-33-35	209	16
Clay McGowan		25-23-23		
Bucky Barret	Valdosta	32-26-30	214	17
McMichel		29-28-NF		
Ralph Conti	Valdosta	36-34-36	230	18
Richard Joslin		31-25-32		
Richard Olsen	Chattahoochee	37-NF-NS	258	19

Is The Snipe Going Around In Circles?

There was a day in the not too distant past when the Protest Committee at the U.S. Nationals viewed with dismay the large number of protests - especially in the Crosby Qualifying Series when there were occasionally as many as 4 or 5 protests to be heard. Once in a great while a couple were filed by the Heinzerlingsailors.

However, this year at the 1975 U.S. Nationals, I'm pleased to report that there were only 111 protest flags observed crossing the various finish lines:

15 in the Juniors
36 in the Crosbys
38 in the Wells
22 in the Heinzerlings

Of particular interest is that 52 boats reported 720s

3 boats reported 1440s (2 720s for 1 incident)

1 boat reported a 360 for one incident?

Out of the remaining 55 boats, 25 protests forms were actually filed and protests heard.

The 720° rule does have its purpose BUT - (And it doesn't seem to have eliminated the 3 or 4 chronic protestors who obviously feel a series isn't a series without SEVERAL protests).

Berta Swanson



Snipers await Halloween Regatta start at Atlanta. (Weber photo)

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SNIPE - WANTED TO BUY. Prefer Boat 2-6 yrs. old; with trailer and sail set; within 250 mi.; little renovation required. Dax Taylor, No. 13 Whippoorwill, RR 6, Springfield, Ill. 62707. (217) 546-6202.

EICHENLAUB 21703 - one season, excellent condition, including sails, compass, new trailer, cover, 2 - \$40.00 life jackets, paddle, folding anchor, light green with racing stripes across white deck, will deliver to Buffalo, \$2,500. Tim Smye, 117 Collier Street, Toronto, Day (416) 928-4492, Night (416) 964-0102.

FOR SALE - Plywood Snipe No. 14789. Argentinean built Bordalani. Minimum weight, all Harkens, low trunk & flotation, Cobra mast & boom, Chubasco hollow rudder, cut back board, fast with tilt trailer. \$900. Mark E. Swanson, 117 SW 12th Street No. 2, Gainesville, FL 32601. Tel (904) 375-6492.

CHUBASCO SNIPE 17235. Proctor mast. Two sets of sails. Trailer. Compass. Fiberglass hull with flotation. Two air flotation bags for sail-away. Wood deck. Boat cover. Excellent condition. Priced to sell \$1,100. Dan Daws, 15141 Haynes St, Van Nuys, CA 91401, (213) 781-7239 or 934-5942 or 553-5050.

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EICHENLAUB SNIPE 20220 - 2 suits sails, best offer over \$1,300, trailer optional \$100 extra. Also fiberglass Snipe 12883 - 2 suits sails, cut down trunk - self rescuing (air bags) Proctor E mast. \$800, trailer optional \$100 extra. Scott Cline (615) 624-8107. Will deliver for expenses.

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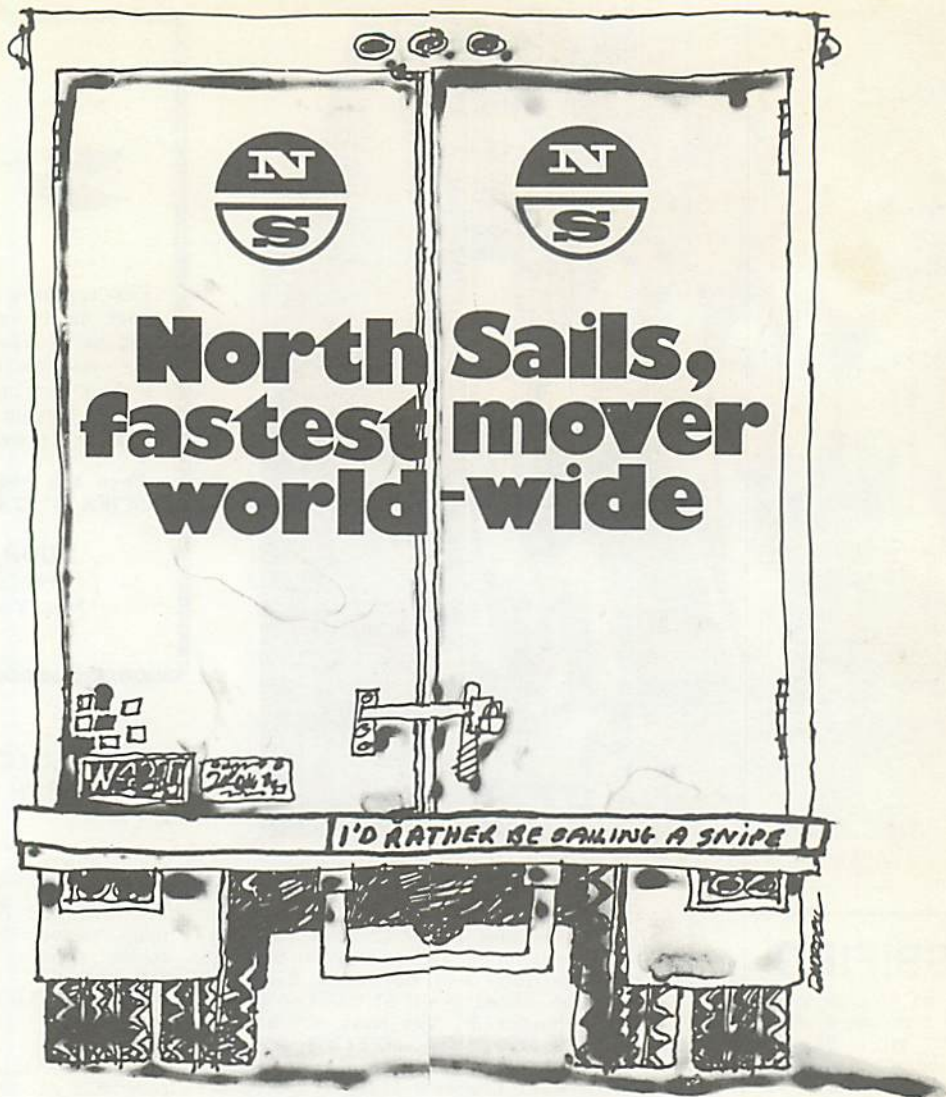
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1975 Results

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