

SNIPE ***BULLETIN***



JANUARY 1978



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Levinson Edges Coberly at Oxford Incident

The dual Regattas, Oxford Incident (A Fleet) and Oxford Accident (B Fleet), on October 1 & 2, were almost destroyed by the weather forecast (90% chance of rain and 15-25 m.p.h. winds) and a couple of tornados within 50 miles of Acton Lake early Saturday morning. By noon, 44 of the Snipe faithful showed up to save these events.

The first of the three races was a "figure 8" or "X" course, 2 1/4 laps with wind 13 m.p.h. and sustained gusts of 20 m.p.h. at times. Paul Levinson of Indianapolis won, having rounded in 3rd after one lap. He was closely followed by Bob Rowland, Mark Schoenberger and Jim Menzies, all of Cowan Lake. Bill Coberly of Decatur finished 5th. In the B Fleet, Joe Samuelson of Indianapolis won, followed by Tom Katterheinrich of Acton Lake and Tom Whitsitt of Indianapolis.

With the wind shifting from westerly to more northwest, Race Committee Chairman, Dick Bibb, a well known Rhodes Bantam skipper, had his very capable Committee made up of other local R. B. sailors, change the course to a port rounding triangle for 2 1/3 laps. Winds increased to the 15-25 m.p.h. range.

Demonstrating excellent boat speed, Rowland worked his way thru the A Fleet, especially on the off wind legs to capture first place from Jim Richter of Indianapolis who had led all the way. Coberly, Schoenberger and Menzies followed.

In the B Fleet, Joe Spain of Chicago came from deep in the pack to win his first race ever. Katterheinrich finished second with Larry Christy of St. Louis, third. Two B Fleeters capsized giving the rescue boats an opportunity to practice their rescue and pump-out techniques.

The Saturday nite sit-down dinner was held at the Hueston Woods Lodge, a beautiful 5 story A-Frame structure. The Happy Time was also well attended both before and after dinner as the participants inspected the results of the day's races and exchanged assorted tales.

Sunday's race was again a triangle for 2 1/3 laps. The starting line was true and long just like the previous races. The windward leg was beautifully long with the northwest wind blowing 8 to 17 m.p.h. straight down the lake. Coberly broke out early and held his lead for his first victory. Levinson finished second having completed the first lap in 5th

place. Menzies and Schoenberger finished side by side for the third time, with Hill 5th.

In the B Fleet Katterheinrich nailed down the lid early to lead all the way with Ray Szczepanski of Lake Carlyle and Ev Kitchen of Cowan Lake in hot pursuit. The winds were tricky enough to cause one more B Fleeter to test the water conditions and be pumped out by the ever-alert rescue team of the Race Committee.

One of the beautiful ship's wheels went to over-all winner Paul Levinson in the Incident and the other to Tom Katterheinrich in the Accident. Attractive trophies made of photo cubes, each with an appropriately stamped and engraved, diagonal plate mounted inside appearing to sit on a wooden block, were awarded to the rest of the top ten skippers and top ten crews in the Incident Fleet and the rest of the top seven skippers and top seven crews in the Accident.

For the Junior Trophies, the rules were changed this year. These trophies went to the best finishing juniors in each Fleet who did not receive a trophy. With tongue in cheek, Hill explained this rule change, "Any Junior skipper who takes a trophy from an adult is too good to get the Best Junior Trophy." Cindy Braun of Cowan Lake was awarded Best Junior in

the Incident and Anne Meredith of Richmond, in the Accident.

It was learned that Bob Foster from Diamond Lake who sailed a very consistent series for 12th place was one of the charter members of Host Fleet No. 515, helping to initiate and establish Snipe activity on Acton Lake. There is no truth to that rumor that he also posed for the Indian in the Regatta symbol.

One of the many pleasant attractions of this regatta is the beautiful fall coloring of the wooded areas gracing the shores. Acton Lake is nestled in scenic Hueston Woods State Park. The sixteen concrete ramps divided by eight convenience docks provide immediate launching and haul out. Nearby is sufficient and ample black top areas for overnight, dry mooring. These functional and well designed facilities are provided free by the State of Ohio.

The next OI/OA is scheduled for October 7 & 8, 1978. The Regatta Committee is already working to make the next event even better. Hopefully our traditionally, exhilarating fall weather will match this year's excellent winds. This is a great event to add to your fall regatta schedule. Hope to see you all next time.

Bob Hill
Acton Lake Fleet 515

OXFORD INCIDENT (Top 15 of 21 Entries)

Boat	Skipper	Club	Places	Points	Finish
22350	Paul Levinson	Indianapolis, IN	1-6-2	14.7	1
21790	Bill Coberly	Decatur, IL	5-3-1	15.7	2
22355	Bob Rowland	Cowan Lake, OH	2-1-7	16	3
18921	Mark Schoenberger	Cowan Lake, OH	3-4-4	21.7	4
21777	Jim Menzies	Cowan Lake, OH	4-5-3	23.7	5
21008	Jim Richter	Indianapolis, IN	8-2-9	32	6
21120	Bob Hill	Acton Lake, OH	7-14-5	43	7
20659	Ray Schmitt	Chicago, IL	13-7-6	43.7	8
21119	Frank Hiatt	Indianapolis, IN	10-13-8	49	9
19062	Mike Zalzal	Acton Lake	6-9-17	49.7	10
22732	Tim Prince	Cowan Lake	9-8-16	51	11
22725	Bob Foster	Diamond Lake, MI	11-11-12	52	12
20536	Peter Keen	Cowan Lake	16-10-11	55	13
20007	Cindy Braun	Cowan Lake	15-15-10	58	14
20303	Richard Brackett	Chicago	17-12-15	62	15

OXFORD ACCIDENT (Top 15 of 23 Entries)

Boat	Skipper	Club	Places	Points	Finish
21628	Tom Katterheinrich	Acton Lake, OH	2-2-1	6	1
21365	Joe Spain	Chicago, IL	5-1-4	18	2
18116	Jack Samuelson	Indianapolis, IN	1-9-5	25	3
19395	Ev Kitchen	Cowan Lake, OH	4-13-3	32.7	4
21827	Larry Christy	St. Louis, MO	10-3-6	33.4	5
19266	Ray Szczepanski	Lake Carlyle, IL	11-10-2	36	6
21795	Tom Whitsitt	Indianapolis	3-11-8	36.7	7
15509	Dave Congdon	Swayzee, IN	6-5-10	37.7	8
22562	Jim Hater	Acton Lake, OH	12-4-12	44	9
17098	Paul Elsbree	Chippewa Lake, OH	15-6-7	45.7	10
18913	Anne Meredith	Richmond, IN	7-7-15	47	11
9291	Bill Bees	Chippewa Lake	9-12-9	48	12
18045	Allen Dunning	Grand Rapids, MI	14-8-11	51	13
22194	Art Johnston	Cowan Lake	13-15-13	59	14
18663	John Fyffe	Chippewa Lake	8-14-ns	63	15

SNIPER BULLETIN

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CHANGE OF ADDRESS

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

Introducing the New Commodore — Bruce Colyer

1978 SCIRA Commodore Bruce Colyer, having served as Governor of District 4, member-at-large of the Board of Governors, as well as Rear Commodore and Vice Commodore of the class, needs no introduction to world Snipers. Bruce was in charge of setting marks for the Race Committee at the 1976 Western Hemisphere Championship, and served on the International Jury (Protest Committee) for the 1977 World Championship. Bruce is past District Champion and was 1976 North American Champion. He introduces himself as follows:

"Born May 3, 1935 in New Rochelle, NY but moved to West Palm Beach, FL in the early 40s, where I grew up learning about water, boats, baseball, football, and met and married Gail. I attended Graham-Eckes School and Stetson University.

In 1966 we relocated in Ft. Lauderdale with the 400 passenger Paddlewheel Queen. Gail and I enjoy sailing, golf, tennis, cruising and fishing, scuba diving, and Snipe regattas along with our boys Douglas and Bruce.

My sailing career started in 1948 with a Moth. In 1952 I crewed in Snipe 6785, and the Snipe bug bit me, resulting in my buying 5828 for \$500.00. I started traveling to regattas in an old 1940 Pontiac business coupe (hey, guys, do you remember those cars?) taking along a crew, plus a friend with his Moth stacked on top of old, bright yellow 5828, "Babe."

In my first Nationals I crewed for Al Kroeger, in 1955 in Atlanta, and skippered in Peoria in 1957, where Cleve Slauson, Stan Salzenstein, Eddie Williams, Carl Zimmerman, Jerry Thompson, and Francis Seavy were all there, colorful as ever. Dr. Sam Norwood, from famous fleet 330, introduced grits north of the Mason-Dixon Line that year, by carrying a huge sack of subject grits into the IVY Club and saying "Boy, you is going to learn to cook us some grits Southern style." Colorful characters we had including the one and only "Quiet Freddy Schenck" who won the nationals that year.

Over the years Gail and I have enjoyed Sniping and the many fine friends, sailors, and characters we have met. We will try to extend our regatta attendance to the greatest potential in order to do a better job of representing you fellow Snipers. Having this honor bestowed upon me, my

sincerest wish is that any of you having questions, grievances, suggestions, please don't hesitate to contact me, the "Bloody Red Baron" alias "Gorilla." Our Class needs this relationship to continue to be a happy Snipe Class and a successful sailing class."

Happy Sailing,
Bruce H. Colyer, Commodore

New Officers and Members of the Board

1978 SCIRA officers are Commodore Bruce H. Colyer, Vice Commodore Flavio Caiuby, and Rear Commodore Gonzalo Diaz. Members-at-large elected for three year terms on the Board of Governors are Edmund J. Daly and Robert L. Hill. Bruce and Flavio have moved up from their previous positions of Vice Commodore and Rear Commodore and Gonzalo has just completed a 3 year term on the Board. Ned Daly and Bob Hill are both Past Governors of their Districts. SCIRA continues in good hands.

Death and Taxes

"Nothing is sure but death and taxes." The taxes and tariffs unfortunately include dues. It's that time again, and SCIRA dues are due January 1 and delinquent on March 31.

IN ORDER TO SAIL IN A 1978 SCIRA EVENT YOU MUST HAVE A 1978 SCIRA DECAL.

The decals are available now from the SCIRA office. A mere dues payment of \$15.00 single owner (\$11.25 each for co-owners) will let you be the first in your fleet to sport the beautiful new red and silver decal — if your boat has been measured, that is.

THE SCORE

One hundred thirteen numbers were issued last month with Japan taking 100, followed by Argentina with 10 and the U. S. with 3. This is the second time that Japan has gotten 100 this year and this puts us over the total number we issued last year. No new fleets were chartered but there are several good prospects for new and re-activated fleets.

Numbered SNIPES — 23173
Chartered Fleets — 753



Latest design of Dutch Snipes by John Broughton, husband of Joe, and Nat. Sec. for the U.K.

SCIRA Netherlands Report

SCIRA has had the Netherlands amongst our countries in the past, but activity has been confined to only one or two boats. We are proud to see that this country has been re-activated. They presently have three boats and good prospects for more. This has been the direct result of work by the national secretary from England, John Broughton, and his wife Jo. Congratulations are in order for them. As a way of explanation, Jo is doing the work of national secretary for the Netherlands until the organization is well established and we will consider her as the official national secretary until such time. Our thanks go to Jo for such devotion to SCIRA.

Unfortunately it was not possible to get the Netherlands represented at the 1977 Worlds although pre-arrangements were made in case they were able to attend. "Snipes in Paris" was their 1977 debut — Jon Jager and his fiancé arrived with their British built Bryland Snipe 22827. Despite their returning home without the winning trophy they took back the greater prize of Snipe international friendship. An unfortunate port-starboard collision did not dishearten him, and he intends to return, if only to see the "topless cabaret" organized by the Dennemont fleet.

With the 1978 Belgium Copper Cup being organized in the Netherlands, by Henri Hine, I hope a good turnout of European Snipes will attract further SCIRA interest in the Netherlands.

I send out a plea for European members with contacts in Holland to come forward, as now that the class is showing movement, every effort must be made to continue its growth.

Jo Broughton
Nat. Sec. Netherlands

THOUGHTS WHILE SAILING

Earlier this year it came to light that the IYRU Measurement Instructions manual contained a provision that required that the instructions be applied to every class unless the class provided otherwise. In other words, if the class was silent about anything, the IYRU provision would take the effect of a rule.

We do not mention anything regarding the maximum size of corner patches, but the IYRU manual did. Our feeling was that the sailmakers knew how much stiffening was needed to produce a good, long-lasting sail, so we had no provision in our rules. As it stood, the IYRU rules would apply — and their maximum was smaller than was our average sail corners.

In addition, there were other problems. The manual was not widely publicized and no racing rules referred to it. The apparent solution was to make a submission to the IYRU to see if the "required" position could not be deleted. I am on a USYRU committee dealing with such problems, so we prepared a submission, which was approved by the USYRU and sent on to the IYRU.

Our request was to have the manual become a recommended guide instead of being required. Although we did not think that we would be successful, we felt that a reference should be given to the manual in the racing rules, thus giving publicity to the status of the manual. However, the submission was approved

and the manual is now only a recommended guide.

One thing that stands out, is that things can be changed, even though the process seems immensely complicated. Accordingly, if we as one-design sailors, as well as good Snipe sailors, wish to see our sport continue to grow, it is advisable for us to work through our various sailing organizations.

In addition to belonging to, and working for SCIRA, we should all belong to the national sailing organization (such as the USYRU) as well as the local yacht racing associations. Attending the meetings, as well as serving committees, is a further step. This is certainly one way we can help to make our class, and sailing, active and healthy.

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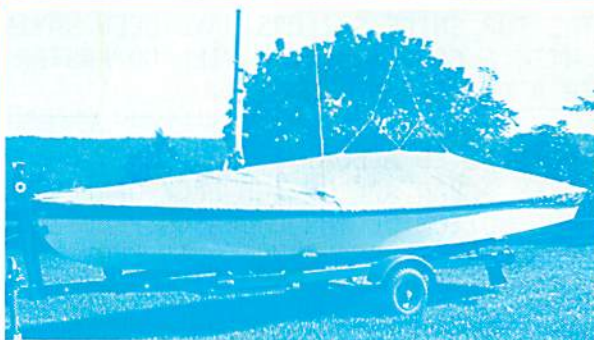
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Basic Snipe Sailing Manual

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On the lighter side

Uniquack Gets The Lead Out

by Marge Lamb

Remember Uniquack the super computer that belongs to James Reston of the NY Times? (November 1971 BULLETIN). The other day I managed one more computerview. The results are a scientific breakthrough of significant proportions.

Uniquack: Oh! It's you again! What is it this time?

Me: I'm supposed to ask the questions.

U: So ask.

Me: Where should I put the lead in my aluminum mast?

U: What???

Me: Where do I put the lead in my aluminum mast?

U: That's what I thought you asked. You want a really heavy mast, make it all out of lead.

Me: No! I want a really light mast.

U: Then don't use lead.

Me: Well, I want a light strong mast.

U: Then you want the lead to make it strong?

Me: No! I don't want the lead to make it strong. I want the lead to make it weigh the proper amount.

U: The proper amount? You mean the proper amount to make it strong and light — don't use lead, use aluminum — aluminum is light and strong — lead is heavy and soft.

Me: I know all that. I know aluminum is light and strong, and lead is heavy and soft — the proper amount as required by the rules.

U: Don't they tell you the rules before you make a mast?

Me: Yes — but —

U: Don't you have scales?

Me: Yes — but

U: I have the answer to your question: Put the lead in your pockets where it will do some good.

Whereupon it reached over and unplugged itself. I don't think that machine likes me.

ROUND BOTTOM SNIPE ???

FOR MONTHS THE TOP SNIPE SAILORS HAVE BEEN SAYING THAT A BOAT WITH A CONVEX BOTTOM WILL GO FASTER THAN ONE WITH A CONCAVE BOTTOM.

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MIKE McLAUGHLIN

Hock, Nord Win New Jersey Honors

George Hock, of Onandaga Lake, N. Y. came south to Lake Mohawk, N. J. to capture the second New Jersey Open and State Championship Regatta which was held on July 30 and 31, 1977. George did equally well in the light winds on Saturday and the 12+ m. p. h. on Sunday.

Randy Nord, of Pine Beach, N. J., was awarded the Crane Bowl for the second consecutive year as the New Jersey Snipe Champion. The Crane Bowl dates back to 1935 making it one of the oldest trophies in SCIRA. The Ridge Trophy, won by George, is one of the newest in the Snipe Class.

On Saturday, the winds out of the northeast were light and shifty. In the first race, Randy led the parade around the first windward mark, followed by Rob Gorman, George Hock, Joe Sepkoski, and Fred Thurston. George pulled away from the pack going downwind and was never threatened. Scott Overton went by Randy and Joe on the last leg. However, about 50 yards from the finish line, Joe caught a puff to cross the line second, just ahead of Randy.

In the second race, being at the right side of the course at the right time was the key to success. Keith Donald of Annapolis who missed the first race because of confusion in starting times, was first around the weather mark and the first to cross the finish line with seven minutes to spare before the race was to be called. Joe Sepkoski managed to drift a little faster and crossed second followed by John Marx, George Hock and Charlie Ash. George came out of the middle of the fleet with some fancy tacking to take his fourth. The third race was called because of the late hour.

At the end of the day, it looked good for the Lake Mohawk sailors who held three of the top five spots.

That evening, Jack Willy, regatta chair-



New Jersey State and Open winners: (Seated) Jonathan Tomassetti, Sara Houghton, Cris Nord, Lisa Nord, and Don Gorman. (Standing) George Hock, Keith Donald, Fred Thurston, Randy Nord, and Rob Gorman. (Photo by Joe Sepkoski)

man, and his lovely wife, Phyllis, arranged a great steak dinner at the Rescue Squad Building which is next door to Burke's Liquor Store. (It was a B.Y.O.L.)

The regatta participants enjoyed themselves immensely. Some of the outside skippers were heard uttering vituperations at the light and shifty Lake Mohawk winds. However, a good time was had by all.

Sunday was a different story. After sitting around the Yacht Club wondering if this was going to be a two race regatta, the dissipation of the inversion saw the winds come out of the southwest with a gradual build-up as the day progressed.

In the third race, Randy Nord took a first followed by George Hock, Fred Thurston, Keith Donald and Steve Banister. The fourth race was more of the same with the order of the first five places altered a bit. In this one, Charlie Eshelman showed his old form by taking a third. The fifth race with the wind still blowing over twelve m. p. h. was a repeat of the other two with the outsiders taking one through five. Keith was followed by Fred with Rob Gorman third, George Hock fourth, and Chuck Tabor fifth.

George Hock who did no worse than fourth in all five races took the top silver. Keith Donald with Sarah Houghton, the young daughter of Bill as crew, took second. Third was Fred Thurston. Randy

Nord retained his New Jersey Championship, placing fourth in the Regatta and first among the N. J. skippers. In fifth place was Rob Gorman. Joe Sepkoski ended up in sixth with Bill Houghton and John Marx seventh and eighth respectively.

It proved to be a great regatta with a variety of wind conditions and only one capsized.

Joe Sepkoski
Fleet Captain
Lake Mohawk Fleet 10

NEW JERSEY STATE AND OPEN (Top 12 of 19 Entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
21458	George Hock/Jonathan Tomassetti	Lake Onandaga	1-4-2-2-4	22	1
14002	Keith Donald/Sara Houghton	Annapolis	ns-1-4-1-1	33	2
19177	Fred Thurston/Chris Nord	Annapolis	5-9-3-4-2	42.7	3
21640	Randy Nord/Lisa Nord	Pine Beach	3-11-1-5-8	46.7	4
11810	Rob Gorman/Don Gorman	Westport, Ct.	7-6-7-8-3	57.4	5
22174	Joe Sepkoski/Sally Sepkoski	Lake Mohawk	2-2-11-12-15	62	6
22394	Bill Houghton/Abbie Houghton	Lake Mohawk	10-8-8-6-6	67.4	7
22393	John Marx/Gail Marx	Lake Mohawk	13-3-10-10-7	69.7	8
19257	Chuck Tabor/Susan Tabor	Mass. Bay	9-16-6-7-5	71.7	9
14238	Charley Eshelman/Margaret Fletcher	Pine Beach	14-10-12-3-10	73.7	10
21728	Charley Ash/Charley Ash, Jr.	Lake Mohawk	6-5-16-15-9	79.7	11
19256	Ray Tallau/Richard Syracuse	Lake Mohawk	12-7-9-18-13	89	12

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Light air reflections during the Sunflower Regatta. (Photo by Jackie Stroud)



A Fleet winners, left to right, Paul/Sig Festersen, Henry Davis/Laura Kennedy, Wolf Goethert/Jeff Goethert, Bruce Hurst/Ina Bell, Chris Walker/Leslie Tucker, R. Jones/A. Jones, Martin Bebb/Inez Bebb, Scott/Rachel De Arman. (Photo by Jackie Stroud.)



B Fleet winners, left to right: Les/Lynda Mood, Jack Vermilion/R. Terrentine, H. Freeman/C. Freeman, David/Laurie Ryan, Jerry Palmer/Bryan Scholsser, Bob/Patsey Congrove, George/Judy Ruff. (Photo by Jackie Stroud)

Sunflower Hospitality Shelled by Corn Sailors

The fourth annual Sunflower Hospitality Regatta was held in Topeka, Kansas, on Lake Shawnee, August 27-28, in defiance of the uncooperative Kansas climate.

Early in the week, regatta chairman, Phil Morse, had placed an order for southerly winds at ten to fifteen. Unfortunately, the fleet captain, Bill Hamm, had placed the same order. On Saturday morning, the scheduled ten o'clock Junior Race was scratched as the wind strength started its climb. At noon, the wind was clocked at eighteen — inside the clubhouse — and climbing. At one o'clock, a delay was posted from the race committee after the only boat who ventured from the dock all day was promptly flattened. By three-thirty, the wind was blowing a steady twenty-two, with frequent gusts above thirty-five.

With the surface of the lake coughing up white caps, the race committee chairman Bill DeArman, offered to start a race if ten boats would make the line. A show of hands revealed no takers for the start, so the would-be sailors settled in for some fast talk and heavy libation.

The traditional lakeside steak-fry signaled the winds to abate and a hearty repast was enjoyed by all. The respite in the weather lasted only long enough for all to assemble at the home of Jerry and Ann Palmer at which time the weatherman provided a raging Kansas thunderstorm.

Storms kept up throughout the night, calming the winds considerably. An eight-thirty start on Sunday morning found twenty-three A Fleet boats and nine B's on the line in moderate winds and heavy

rain. Both the rain and the wind dropped off during the race, which was won by Bruce Hurst of Tulsa, closely followed by Henry Davis, Paul Festerson and Wolf Goethert, all from the Iowa-Nebraska Sailing Club.

By the start of the second race, the winds were extremely light and shifty. The reaching leg on an X course involved at least three tacks and a jibe, without ever altering the course of the boats.

Past District Governor Paul Festerson crossed the line first and, thus, salted away first place trophy. Chris Walker, sailing in his home waters, crossed second, followed by Wolf Goethert. Henry Davis, crossing fifth in the second race, placed second for the weekend, with Goethert taking home the third place trophy. Hurst, who was unable to break away, finished tenth in the second race and was fourth overall. Chris Walker kept the fifth place trophy in Topeka.

The B fleet was won by Les Mood of Topeka with a second and third place finish. Jack Vermillion, also of Topeka, was the winner of the first race, but dropped back to fifth in the second for second place overall. Hank Freeman from Lake Weatherby took home the third place trophy with a second and fourth in the two races. David Ryan of Topeka was fourth overall capturing a sixth in the first race and winning the final race.

Despite the fierce competition and the frustrating weather, all the participants parted friends, vowing to try again next year to master the Kansas waters and winds.

Les Mood
Shawnee Fleet 597

SUNFLOWER REGATTA (A Fleet — Top 15 of 23 Entries)

Boat	Skipper	Club	Places	Points	Finish
20875	P. Festerson	INSA	3-1	5.7	1
21700	H. Davis	INSA	2-5	12	2
18650	W. Goethert	INSA	4-3	13.7	3
17151	B. Hurst	Sequoiah	1-16	16	4
16228	C. Walker	Shawnee	13-2	22	5
20404	R. Jones	INSA	9-4	23	6
20013	M. Bebb	Tulsa	5-8	24	7
19176	S. Dearman	Sequoiah	8-6	25.7	8
20500	G. Croasdale	Weatherby	7-7	26	9
18025	T. Wells	Wichita	6-15	32.7	10
19283	S. Snider	Sequoiah	10-12	34	11
19585	K. Rix	Wichita	12-11	35	12
21604	J. Skoog	INSA	14-9	35	13
20822	B. Snowden	Dillon, Colo.	11-16	39	14
22327	D. Goppert	Lotawana	19-14	45	15

(B Fleet — Top 4 of 9 Entries)

13672	L. Mood	Shawnee	3-2	8.7	1
21095	J. Vermillion	Shawnee	1-5	10	2
22318	H. Freeman	Weatherby	2-4	11	3
21553	D. Ryan	Shawnee	6-1	11.7	4

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A Fleet winners



B Fleet winners

Chippewa YC Holds Ohio Open

Chippewa Yacht Club lived up to their reputation of holding a great Regatta with plenty of air and hospitality. On September 17 and 18, 1977, Fleet No. 621 held the Ohio Open with thirty-three (33) boats from Canada, Michigan, New York, Illinois, Indiana, and Ohio.

Saturday's first race was a triangle sailed with medium winds from the south with shifts to the southwest. Jim Richter with crew, Eric, crossed the finish line first with Bill Buckles and crew, Pete Carelli, second and John McAllister and crew, Jackie Cox, third. With the wind now blowing steady from the southwest, the Race Committee laid a tricky figure eight which saw the following finishing order: Paul and crew, Carl Levinson, Jim Richter and crew, Eric Witt, and Roy Schmitt and crew, Robbie Coughlin.

The third race, also a triangle, saw medium air and this time Jerry and Kim Thompson took first with Lee Griffith and Karla Sturm taking second and Jim Richter and Eric Witt taking third.

Sunday was another medium air day with many skippers pleading for more than one race. Due to storm warnings,

however, the Race Committee (who may have just been over-worked by the Ace Snippers) decided to hold only one race. Jim Richter repeated his record of Saturday's first race having to play catch up to Bill Buckles who was out in front at the start. Bill Buckles took second with John McAllister taking third.

For B Fleet, local Portage Lakes Skipper Ted Kersker, with grandson Ted Johnson, finished first the first race with Tom Rocks and crew, Jeff Nichols, second and Anne and Don Meredith third. In the second race, Tom Rocks took first, local Chippewa Skipper, Bill and Cece

Bees took second with Ted Kersker taking third. For the third race, Ted Kersker took first with Tom Rocks second and Bill Bees third. Sunday Tom Rocks clinched the B Fleet series with a first, Tom Katterheinrich taking second and Ted Kersker with a third.

Contestants enjoyed Saturday evening with Hudepolh on draft, cocktails, and dinner prepared by the Fleet's wives. A special thanks to all who made this a great Regatta.

P. R. Elsbree
Chippewa Fleet No. 621

1977 OHIO OPEN (A-Fleet - Top 15 of 22 Entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
21008	Jim Richter/Eric Witt	ISC	1-2-3-1	8.7	1
21628	Bill Buckles/Pete Carelli	Rocky River	2-4-13-2	33	2
17387	Jerry Thompson/Kim Thompson	ABYC	9-6-1-5	36.7	3
20988	Paul Levinson/Carl Levinson	ISC	8-1-5-7	37	4
21116	John McAllister/Jackie Cox	CSYC	3-14-4-3	39.4	5
20004	Lee Griffith/Karla Sturm	Acton	6-7-2-12	45.7	6
22479	George Drake/Michele Drake		4-5-9-11	50	7
20659	Ray Schmit/Robbie Coughlin	BPYC	7-3-10-10	50.7	8
22732	Tim Prince/Liz Prince	CLSA	10-11-6-4	52.7	9
22823	Sam Mollet/Kera Mollet	Portage YC	17-9-7-6	62.7	10
19793	Lucius Bugbee/Liz Bugbee	Cuba Lake	20-13-8-8	73	11
19830	Chris Hains/Madalyn Elsbree	Oakville, Ont.	18-10-11-14	77	12
17560	Jerry Makela/Toni Meredith	Richmond	5-19-15-19	81	13
21412	Bob Borer/Kathrina Borer	Barton B.C.	11-15-12-21	83	14
20562	Dick Hand/Jan Young	Portage YC	22-16-14-9	85	15

(B-Fleet - Top 5 of 10 Entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
21550	Tom Rocks/Jeff Nichols	Rocky River	2-1-2-1	6	1
20633	Ted Kersker/Ted Johnson	Portage YC	1-3-1-3	11.4	2
9291	Bill Bees/Cee Bees	Chippewa	5-2-3-6	30.4	3
18120	Tom Katterheinrich/Chuck Kuck	Acton	6-4-5-2	32.7	4
18913	Anne Meredith/Don Meredith	Richmond	3-6-7-4	38.4	5

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Privateer YC Retains Cracker Barrel

Van Wesley and Matt Gregory made sure the Cracker Barrel trophy would remain in Chattanooga for another year. This makes five years in a row that a team from the Privateer Yacht Club has won the trophy symbolic of the D-4 2-boat championship.

The 19th Cracker Barrel Regatta was held at the Chattahoochee Sailing Club on Lake Harding October 8th and 9th. Chattanooga teams have won the trophy 14 of the 19 regatta years.

The big North American Championship cut down some on attendance this year, but some of the country's best Snipe sailors continued their Cracker Barrel tradition.

Bill Simons and Dan Williams of PYC came in second and Bill's father, Ken, teamed up with Dr. Don Cochran of Clearwater, Florida to take third place.

Atlanta and Valdosta didn't go home empty handed with John Muhlhausen and John Sinclair of AYC getting the fourth place silver and Pete Sylvester and Orié Wade of VYC taking fifth.

The first day was rainy and overcast and winds were in the low range. Then it rained all night, stopping early the next morning and by the time race number three started Lake Harding started white capping. Boats had a real challenge going around the jibing mark with some almost going over, even the front runners were scrambling around to keep from capsizing.

The last race was the real workout and Van Wesley seemed to know best how to handle the 15 mile an hour winds.

Once again, Chattahoochee Sailing Club of Columbus, Georgia was the perfect host and didn't win any of the silver. But it did score one victory with six of Fleet No. 452's nine Snipes on the starting line. That is a good percentage. And Ham Clark scored again with his famous "Salty Dogs."

Charles B. McIntosh of Tallahassee came in hopes another single boat would show to make a team. It didn't work out but the Race Committee Chairman, Cliff Hogg, decided since he came so far we would let him race and enter his partner as a NS. His boat number is 21076 and he finished 20-16-10 which would give him a team score of 157 and a finish of 9.

Dick McMichael-CSC
Regatta Chairman
Fleet Captain No. 452



L to R: Skippers (standing) Orié Wade, Pete Sylvester, John Sinclair, John Muhlhausen, Don Cochran, Ken Simons, Van Wesley, Matt Gregory, Bill Simons, and Commodore Dan Williams. Crews kneeling in front.



Bill Simons, 19020, drifts fastest in the rain.

CRACKER BARREL DISTRICT 4 TWO BOAT CHAMPIONSHIP

Boat	Skipper	Club	Places	Points	Finish
21021	Van Wesley	PYC	6-2-1	40.4	1
21359	Matt Gregory	PYC	5-3-5		
19020	Bill Simons	PYC	3-1-4	47.4	2
19747	Dan Williams	PYC	8-8-3		
19924	Ken Simons	PYC	4-6-7	48.7	3
19795	Don Cochran	Clearwater	2-5-2		
16104	John Muhlhausen	AYC	1-4-8	61.7	4
12884	John Sinclair	AYC	7-9-6		
15155	Pete Sylvester	VYC	9-12-9	105	5
14014	Orié Wade	VYC	14-11-13		
18505	Wilby Coleman	VYC	12-15-15	111	6
22418	John Akins	VYC	10-7-16		
21388	Ed Hiatt	VYC	13-14-14	117	7
21612	Don Pettigrew	VYC	16-13-11		
21709	John Poort	AYC	15-17-12	118	8
21627	Harry Griffith	AYC	11-10-17		
15593	Kirk Olson	CSC	22-21-nf	159	9
17220	Tom Street	CSC	17-19-19		
11391	John Anderson	CSC	21-22-20	160	10
13276	Dick McMichael	CSC	23-20-18		
11943	Bob Kolb	CSC	19-18-nf	162	11
13358	Ham Clark	CSC	18-23-nf		

1977 ROCKY MOUNTAIN SNIPE CHAMPIONSHIP
(Top 10 of 16 Entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
21806	Dick Goppert/Cindy Goppert	Lake Lotawana, Mo.	4-2-1	11	1
19904	Bill Culp/Tracy Culp	Fort Smith, Ark.	3-1-3	11.4	2
20402	Lou Joline/Sonja Joline	Lake Lotawana, Mo.	1-nf-2	20	3
16924	Dick Frost/Roy Whisenhunt	Bowmar, Colo.	6-3-6	29.1	4
19891	Tom Castle/Jim Lowrie	Bowmar	2-dsq-4	30	5
14505	Jim MacKenzie/Rita MacKenzie	Boulder, Colo.	7-6-5	34.7	6
16809	Roger Gaiser/	Bowmar	5-7-8	37	7
20812	Lee Tautz/S. Tautz	Bowmar	8-4-9	37	8
21108	Jack Bakken/Irving Friedman	Denver	11-5-ns	47	9
11530	Ed Kaiser/Joy Kaiser	Denver	12-8-10	48	10

Goppert, Culp Pace Rocky Mountain Championship

First two races of the Rocky Mountain Championship on Saturday were in winds of 10-15 knots with occasional gusts to 25, with lots of typical mountain shifts in direction. The second race was especially tricky, during which both Joline and Vickery capsized. Both boats swamped and skippers were not able to right the boats and were towed in swamped.

Drinks and barbecued steaks and hamburgers were enjoyed at the Sunrise Harbor Resort on Shadow Mountain Lake's west shore in the evening, where we watched the full moon come up over the mountains. Several boats went out for a light air moonlight sail.

The third and last race started on Sunday morning about 11:00 in 10 knot

winds which were quite steady. There was only one protest and trophy presentations were made early Sunday afternoon.

The Ed Kueck Memorial trophy, a perpetual trophy in memory of Commodore Kueck was won by the Gopperts. Commodore Kueck was killed in a head-on automobile crash in the mountains in 1964 while he was Commodore of the Rocky Mountain Sailing Association. The trophy was designed and executed in silver by Harvey Cochran (Snipe No. 13484) as a stylized Snipe with the Kueck Snipe number (12439) on the sail.

The first winner, in 1965, Bill Culp, came in second in this regatta. Culp, Joline, Tautz, Tanner and Bakken are previous winners who were back to try to win it a second time. Only Bob Williams

of Wichita, Kansas, a former SCIRA District Governor, has ever won the trophy twice.

The perpetual trophy for the highest place finisher who is camping out went to Jim MacKenzie.



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CHAMPIONSHIP, Clearwater Fleet 46, Phil
Blair, 1609 Levern St., Clearwater, FL 33515.

MAR. 10-12 DON Q RUM KEG, Miami Fleet
7, Gonzalo Diaz, 2825 S. W. 92 Place, Miami,
FL 33165.

MARCH 15-18, BACARDI and GAMBLIN
MEMORIAL CHAMPIONSHIPS, Nassau Fleet
391, Godfrey Kelly, P. O. Box N 1113, Nassau,
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JUNE 17-18, STONE INTERNATIONAL
OPEN MEETING, Stone S. C. Fleet 372, Den-
nis Cranston, Keswick Lodge, Littlebury,
Saffron Walden, Essex, England.

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

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

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

OCTOBER 19-27, WESTERN HEMISPHERE
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Greg Fisher Wins New England Championship

District I's newest fleet, the Spofford Lake, N. H. Fleet No. 751, was host to the 1977 New England Championships on August 6-7. Despite scattered showers and typical August winds that never topped eight m. p. h., the regatta was a success. Visiting sailors, most of them seeing the lake for the first time, were pleased with the racing that took place.

Greg Fisher, of Newport, R. I. won the 37-year-old perpetual trophy, scoring three firsts out of four races. It was a very successful shakedown cruise for his brand new boat.

Forty-two Snipes competed in the regatta. There was plenty of room on the lake for them, as Spofford is the largest lake with a Snipe fleet in New England. The competition was tough, as the fleet included 1973-74 SCIRA Commodore Ralph Swanson, and the third and fourth place finishers in the 1976 Nationals, Norm Towle and Fred Thurston.

The fleet was divided into four seeded divisions, with two divisions starting first and the other two starting ten minutes later. This made the starting line situation less chaotic.

Fisher and Towle quickly adapted to the shifty lake conditions (3-6 m. p. h. wind) in the first race, winning their respective divisions. Finishing in second place were Ralph Swanson and Ed Younie.

The second race was much the same except the wind died to almost nothing towards the end. Lightning class sailors on the race committee were astonished at

how fast the Snipes moved in these conditions. Fisher continued his winning ways with another first. This time, Art Cunningham, of the North Cove Fleet, won the other division. Sue Tabor and Eric Purdon followed Fisher and Cunningham across the line.

After Saturday's races, the leaders were Fisher in first place (1-1), Cunningham in second (3-1) and Younie in third (2-5).

Two more races were squeezed in before the rain began on Sunday. The first race began in drifting conditions. It continued this way until a new eight m. p. h. breeze filled in on the second leg. Sailors had a choice of going to either side of a sunken reef on this leg, and in many cases the choice was crucial. Fisher slipped to second place in this race. The winners were Norm Towle and Bill McInnis.

The second race, in the most solid breeze of the weekend, saw Fisher win again, with Eric Purdon first in the other division. Ed Younie and young Paul Scalisi finished in second.

In the final tally, the top five trophy winners were Greg Fisher, first, Norm Towle, second, Art Cunningham, third, Eric Purdon, fourth, and Ed Younie, fifth.

The regatta generated a lot of enthusiasm for Spofford among the sailors, and there is a possibility of an invitational regatta being held next year.

Glenn Younie
Spofford Lake Fleet 751

NEW ENGLAND CHAMPIONSHIP (Top 25 of 42 Entries)

Boat	Skipper	Fleet	Places	Finish
22851	Greg Fisher	Newport, R.I.	1-1-2-1	1
19191	Norm Towle	Winchester, Ma.	1-9-1-3	2
3742	Art Cunningham	Derry, N.H.	3-1-3-9	3
19915	Eric Purdon	Annapolis, Md.	6-2-8-1	4
22591	Ed Younie	Spofford Lake, N.H.	2-5-8-2	5
20999	Ralph Swanson	Winchester, Ma.	2-11-2-4	6
19267	Sue Tabor	Winthrop, Ma.	6-2-7-3	7
17510	Paul Scalisi	Winchester, Ma.	7-10-3-2	8
19702	Bill McInnis	Narragansett Bay	12-4-1-8	9
21758	Ned Towle	Winchester	4-5-5-11	10
0403	Bob Gorman	Lake Mohawk, NJ	5-8-6-5	11
20661	Ned Daly	Quassapaug, Ct.	7-3-9-7	12
21917	John Lally	Winthrop	8-4-11-4	13
19969	Dick Towle	Winchester	9-9-4-5	14
17018	Glenn Younie	Spofford Lake	10-3-6-10	15
21114	John Kelley	Winthrop	5-7-12-7	16
22389	Charlie Hagidorn	Winchester	3-13-9-9	17
8300	John Hardy	Winthrop	9-17-4-10	18
19177	Fred Thurston	Annapolis	4-14-13-11	19
21504	Ginny Turner	Winthrop	14-15-5-8	20
17758	Dave Lence	Winchester	8-4-14-12	21
21631	Ernie Hardy	Winthrop	16-12-11-6	22
19705	Chip Canty	Winthrop	17-6-10-13	23
14692	Randy Wood	Winthrop	15-20-7-6	24
21641	Greg Roche	Winchester	11-11-15-13	25

LETTERS TO THE EDITOR

A plea for help

The plans aren't enough for me to get started with. I need to find out how to lay boards. Is there any reading material on the subject? Do you know anyone personally who has built a wooden boat? If so could you please respond with a letter? ... Well, see what you can find out, anything will be appreciated ...

Carl Levinson
6234 Landborough
Indianapolis, IN 46220

Gone to the dogs

... If you have an extra 1976-77 Rule Book around, would appreciate getting it. It seems that my dog found it interesting reading (eating).

Best regards,

Joseph J. Sepkoski
Fleet Captain Emeritus, Fleet No. 10

Ed Note: They must be better than Alpo. A few months ago we had a note on behalf of Leif asking for a replacement because "Mr. Zars' puppy ate his."

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