

SNIPE

BULLETIN



JULY 1974

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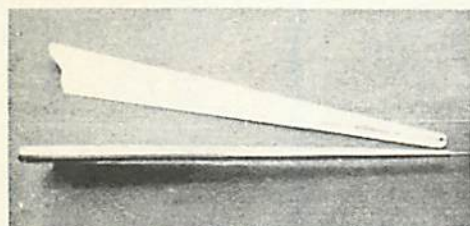
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Diaz, Colyer Lead Comodoro Rasco Series

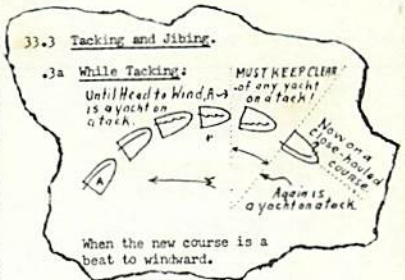
The Coconut Grove Sailing Club on May 18-19 hosted the V Trofeo Perpetuo Comodoro Manuel Rasco (Commodore Rasco Perpetual Trophy). This regatta honors Manuel Rasco, late Commodore of the Miramar Yacht Club, Habana, Cuba, whose efforts and dedication to Snipes will never be forgotten. Roy Stripling with a group of Coconut Grove

Sailing Club sailors ran this Regatta. Perfect weather conditions prevailed. Would you believe 10 to 15 mph on Saturday when we had two races on a modified Olympic Course (60 degrees equilateral triangle)? 15 to 18 mph on Sunday for another two races (one throw out) with the Snipes constantly planing on the reaches.

TROFEO PERPETUO COMODORO RASCO

Boat	Skipper/Crew	Club	Finishes	Pos.
19393	Augie Diaz/Eric Stibitz	CGSC	4-1-1-1	1
20002	Bruce Colyer/Vicky Stebbins	CRYC	2-2-2-2	2
10111	Gonzalo Diaz/Mark Williams	CGSC	1-4-3-3	3
20816	Gaby Bustamante/C. Bustamante	CGSC	3-3-4-5	4
14634	Ed Perez/Paco Calvet	CGSC	5-5-6-4	5
20111	Gonzalo A. Diaz/A. Bustamante	CGSC	6-7-5-6	6
16497	Pete Fenner	Miami Fleet 7	9-8-7-7	7
16995	Dan Brown/Pam Brown	Miami Fleet 7	7-6-dns-dns	8
21142	Harry Aguero	CGSC	8-9-8-dns	9
19389	Chiqui Inclan/Rosi Inclan	CGSC	10-10-9-8	10
20406	Ed Aguero/Robertico	CGSC	11-11-dnf-9	11

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SNIPER CLASS
INTERNATIONAL RACING
ASSOCIATION

JULY 1974
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THE COVER

The photograph shows a rounding of a reaching mark during the Southern Championship. This fine picture was taken by Cecil Pearce. You will find more of his work in this issue.

ON THE LIGHTER SIDE

by Berta Swanson

The Bulletin is frequently perused by sailing wives or sailing "widows", but seldom is there anything that is just for the distaff side. After telling Buzz Lamb of this past Bermuda Race Week, he suggested that I share my enthusiasm with you all.

Of the several classes competing during this week, the Snipe Class seems, each year, to have more fun "apres sail". This year followed the same pattern. Saturday night found all of the "Snipers" gathered at the Bosch's lovely, lovely home for a "Hello" party. Even though the temperature was unseasonably cold just that night, the hospitality and friendship kept us warm. A tremendous assortment of hors d'oeuvres and hearty sandwich rolls kept appearing the entire evening. This affair was catered by a most affable gentleman by the name of Fritz who owns "The Lobster Pot" in Hamilton. Be sure to have a meal there — excellent.

The "Opening Party" at the Royal Bermuda Yacht Club on Sunday evening was a most pleasant way to greet competitors from the various classes, our hosts from the RBYC, and friends from past years. Many of us stayed for an excellent meal afterwards in the dining room.

One evening we were hosted at the Spanish Point Boat Club by the members there. This is home port for the Snipe sailors during race week and we all feel so very welcome there. The wives put on a fine hors d'oeuvres buffet and camaraderie was high. Linda serves an excellent hot, or sandwich, lunch during the week and we are all very appreciative of this.

I only wish that David Frith could have entertained us longer at Spanish Point with his bagpipes, but he was on his way to the "changing of the Guard" in downtown Hamilton. This is a spectacle well worth taking time to see — colorful and unique. Unfortunately, it only takes place either once or twice a month. The

former "Hoppin' John" has just recently reopened again as "The Rum Runners" and this has a balcony with tables overlooking the Cruise Ships anchorage, and gives a good view of the "Guard" pageantry — plus excellent food and excellent service. The inside dining room is even better, if you are there just for dining.

We detoured one evening and went with just family and a few friends back to my favorite eating place — the Newport Room at the new Southampton Princess. If you enjoy perfection; fine bone china, pewter and silver, waterford crystal, gourmet cooking, choice wine and superb service, then this is a must. The dark mahogany elegance and polished brass decor (strictly nautical) would make any ship's captain envious to have quarters like these.

The highlight of the week was a "Cocktail party" held just for Snipe sailors at the new Bacardi office building. I do not know how to describe this magnificent but exquisitely simple edifice. I could mention standing on the wide green tile sidewalk on Front Street while looking up the flower-bordered lawn towards the white waterfall over blue, with playing fountains; or mention the floral tile walk leading to the square glass building; or the ceiling in the main office which is grating and the little lights showing through here and there represent the sky over Cuba in February, 1863, when the first bottle of Bacardi was made (as figured out by computer) — or I could mention the specially made rugs whose various borders represent the countries where Bacardi is made, and the matching borders on the high walls, or the original paintings throughout the building — all of which is seen by everyone within the completely floor to ceiling glass interior. However, I could not accurately do it justice so will not try.

It was suggested that we need not make dinner reservations afterwards as there would be plenty of "snacks." I have now actually seen a "groaning" table —

THE SCORE

Twenty-five numbers were issued during the month. Denmark was top, taking 11 followed by the U.S. with 10 and England with 2. Canada and Uruguay each got 1.

Numbered SNIPES — 21465

Chartered Fleets — 733

absolutely fantastic! How about a whole smoked salmon, trout, (the heads and tails were saved and the bodies were formed by thin unpeeled slices of cucumber which were placed to look like the scales — just decor) a platter heaped with tongue and garnished with a strip of mandarin orange slices, each decorated with a tiny heart cut from the skin of a ripe olive; platters of pork, turkey, cooked salmon with a glaze, light or dark chicken various seafoods — each platter decorated appropriately (such as a whole turkey dressed “chaud-froid” with star buttons, again cut from ripe olives). Would you have room on your plate also for a taste of various seafoods, some en gelle: or beef wellington, an exotic shrimp dish, ham, roast beef, and on and on! Try decorating your buffet table with flower clusters made from scooped-out scalloped halves of lemons and oranges, filled with various colored jellios; or boiled eggs with black olive heads, sliced almond beaks, black slivered wings and feet so that it looks like an army of Penguins marching around the various platters. When my dessert plate was passed back to me ALL it had on it was a divine chocolate mousse, rum cake, strawberry tarts, a whipped cream confection that I am sure must have an exotic name and a rum ball; while others had pineapple cake, chocolate cake and confections, meringues, etc. This is a most inadequate description, but only pictures and a detailed print of the table could recall everything served — and this was AFTER trays of hors d'oeuvres. (Oh, yes, I never even got around to telling of the various salads — out-of-this-world!) Music, colored fountains, a clear, starry Bermuda sky above our outdoor setting, and a warm breeze was the final topping for this royal feast catered by the Princess Hotel.

After the Awards Party at the RBYC, the snipers again got together for our final banquet at the Harbourfront Restaurant for a great meal and great camaraderie.

This trip I had little time for browsing but did discover some very different and interesting fashions upstairs in the Calypso Shop. One daughter found a great “buy” for an evening skirt and top at Smith's, while the other found a “different” jersey gown at the English Sport Shop. Bought some china at Cooper's, but didn't get a chance to browse through some of my favorite little shops on the side streets.

We suggest Sunday brunch at the “Waterlot” or “King Henry VIII”. There is so much more to tell, so will close by

hopping on my motor bike and “boppin” out to either Warwick Long Bay or Horseshoe Beach and just stretching out on the nice pink sand beside the lovely turquoise water, and wondering how to tell our Bermuda friends how much we all have enjoyed their hospitality.

THE COMMODORE SAYS

Rear Commodore Svend reports that a new fleet has been formed in Luxembourg, bringing this country into the International Snipe family for the first time. I want to welcome the Snipe sailors of Luxembourg to the International Snipe Class and I'm sure they will have many happy hours of sailing with their fellow snipers all over the world. Congratulations to:

Fleet Captain Charles Brahms, 3 Rue Bertholet, Luxembourg.

I urge other fellow fleet captains to drop him a word of encouragement.

In talking to Earl Elms on the phone yesterday to offer him the use of a boat at an eastern regatta, he mentioned that he will not be sailing at all this year. He stated that he is going to try commercial fishing which will keep him from the racing circuit. Earl has certainly been a great champion and has represented the U.S. and International Snipes extremely well. He is well liked by his fellow sailors throughout the world, has always helped with advice and work whenever it was requested of him, and in many ways has contributed to making the Snipe a better boat. There was no one who could make a boat go faster in all conditions than Earl during his years as champion, and one of my proudest moments was to be given the honor of presenting him with the Commodore Hub E. Isaacks Trophy in Rio in 1971. Earl, you were a true champion and we hope you sail with us again in the very near future.

Bermuda race week was again a tremendous regatta. The race results and hospitality are reported elsewhere in this bulletin, but I could not write this article without mentioning it. The weather was two days of extremely light air and two days of very, very heavy. In one of the blows, yours truly managed to spend a busy time in the water trying to hold the boat upright while it bailed. The rules committee should continue to look at the feasibility of requiring some of the flotation in the sides rather than allowing it to be all in the bottom.


The following weekend after Bermuda

we went to the Southern in Chattanooga. Again the hospitality was superb and the regatta was well run. The weather man could have cooperated a little better, but we did manage to sail the three races. After the regatta, Executive Secretary Buzz took us across the lake in his Morgan 30 to Pete Duvoisin's for a buffet. Spending a few hours with all the sailors at Pete's beautiful home was a great way to end a great regatta.

Next we're off to the Bolde Mothers of Dismal Valley Regatta.

Ralph M. Swanson
Commodore
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glossary of nautical terms with a sketch
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Californians Dominate Don Q Regatta

The Don Q Regatta, middle leg of the
Snipe Winter Circuit, was held on
Biscayne Bay, Coconut Grove Yacht
Club, March 8, 9, and 10. The Californians

dominated this regatta with Dave Ullman
1st, and Jeff Lenhart 2nd. Terry Timm,
Ann Arbor was 3rd, Gonzalo Diaz 4th
and Tom Nute 5th.

DON Q SNIPE REGATTA Top 25 of 40 Entries

Boat	Skipper/Crew	Club/Town	Finishes	Pos.
20848	David Ullman/Dan Thompson	Balboa YC	3-3-3-1-2	1
20560	Jeff Lenhart/Bob Wilkinson	Mission Bay YC	1-7-2-2-7	2
20707	Terry Timm/Craig Schmidt	Barton Boat YC	6-1-5-3-4	3
10111	Gonzalo E. Diaz/Mark Williams	Coconut Grove SC	7-2-1-8-12	4
20562	Tom Nute/Doug De Souza	Mission Bay YC	4-4-4-4-11	5
19267	Don Hite/Gail Nelson	Detroit	9-5-22-5-1	6
19388	Dick Schmidt/Gwen Gordon	Ann Arbor	8-10-13-7-3	7
19091	Pete Duvoisin/Jane Duvoisin	Privateer YC	2-6-8-15-19	8
19177	Fred Thurston/Ron Moore	Severn SA	13-9-20-6-6	9
20536	Greg Fisher/Dan Stephensen	Buckeye YC	20-12-11-18-8	10
20002	Bruce Colyer/Vicki Stebbins	Coral Reef YC	11-8-7-17-30	11
16995	Dan Brown/Pam Brown	Miami	16-23-10-9-16	12
20880	Bill Buckles/Ed Coultek	Cleveland YC	5-36-9-11-21	13
19795	Don Cochran/Tim Moore	Clearwater	25-21-15-14-13	14
20884	Means Davis/Peggy Davis	Atlanta YC	21-24-18-12-14	15
19888	Frank Levinson/Joan Levinson	Clearwater	15-19-19-29-9	16
20816	Gaby Bustamante/C. Bustamante	Coconut Grove SC	12-16-14-32-20	17
19600	Henry Davis/Dick Larue	Nebraska	14-14-17-26-26	18
19387	Francis Seavy/Jan Lewis	Clearwater	dnf-dns-6-10-5	19
20111	Gonzalo A. Diaz/A. Bustamante	Coconut Grove SC	29-18-16-13-22	20
16104	Bob Cook/Dianne Cook	Clearwater	24-28-dnf-16-10	21
19389	Hilda Inclan/Rosa Mari Inclan	Coconut Grove SC	26-22-24-25-25	22
19062	Michel Zalzal/Bob Langefels	Acton, Ohio	34-26-23-27-17	23
21106	Steve Barb/Linda Barb	Muncie SC	33-29-30-22-15	24
16497	Peter Fenner/Robin Duggan	Miami	dnf-dns-12-19-3125	

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DOMINATES

1973 U.S. NATIONAL CHAMPIONSHIPS

1974 SOUTHERN CIRCUIT

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Mid-Winter Zimmerman Cup Won by Jeff Lenhart

San Diego sailmaker Jeff Lenhart and crewman Bud Wilkinson dominated the final leg of the 1974 Zimmerman Cup Snipe championship, the Mid-winter championships in Nassau, Bahamas, to capture the coveted one-design trophy. The Mid-winter series includes the five race Dudley Gamblin Memorial series and the Bacardi Cup, a three race effort. Lenhart had two firsts and a third in the opening Bacardi series, and put together three firsts, a third and an eighth place finish to top the Gamblin races . . .

Terry Timm of Detroit placed second in the Bacardi Cup, followed by the consistent Earl Elms, another San Diego sailmaker. And still another SD sailmaker, Tom Nute ran second in the Gamblin series, with Miami's Gonzalo Diaz third . . .

In the overall Zimmerman Cup standings, which included results from the Tampa Snipe Regatta and the Don Q Regatta, Lenhart was followed in order by Timm, Don Hite of Detroit and Peter Duvoisin of Chattanooga . . .

Host Club was the Royal Nassau Sailing Club and the races were staged in picturesque Montagu Bay.



BACARDI SERIES - NASSAU Top 20 of 28 Entries

Boat	Skipper/Crew	Places	Points	Pos.
20560	J. Lenhart/B. Wilkinson	3-1-1	5.7	1
20707	T. Timm/C. Schmidt	2-6-3	20.4	2
20701	E. Elms/S. Holowesko	5-3-6	27.4	3
18316	P. Siegenthaler/C. Callender	1-4-8	29	4
10111	G.E. Diaz/M. Williams	7-8-2	30	5
20562	T. Nute/D. deSouza	6-2-10	30.7	6
19091	P. Duvoisin/J. Duvoisin	4-5-8	32	7
19267	D. Hite/R. Moore	8-9-4	37	8
19177	F. Thurston/E. Coulter	9-7-7	41	9
19600	H. Davis/D. LaRue	10-11-11	50	10
20358	P. Christie/D. Albury	13-12-9	52	11
19066	J. Dunkley/H. Strange	14-19-5	55	12
20002	B. Colyer/V. Stebbins	11-10-21	60	13
19062	M. Zalzal/B. Langefels	15-16-12	61	14
16488	B. Kelly/D. Holowesko	12-17-14	61	15
19387	F. Seavy/C. Lightbourn	16-13-16	61	16
16995	B. Brown/M. Brown	17-15-20	70	17
20111	G.A. Diaz/S. Diaz	19-18-17	72	18
18503	B. Bigham/C. Hall	24-14-25	81	19
20220	S. Cline/B. Simons	26-24-13	81	20

GAMBLIN SERIES - NASSAU

Boat	Skipper/Crew	Places	Points	Pos.
20560	J. Lenhart/B. Wilkinson	1-3-8-1-1	19.7	1
20562	T. Nute/D. deSouza	2-1-7-2-3	27.7	2
10111	G.E. Diaz/M. Williams	3-4-1-8-2	30.7	3
20701	E. Elms/B. Simons	4-2-4-7-4	40	4
19267	D. Hite/R. Moore	5-9-5-11-5	63	5
20707	T. Timm/C. Schmidt	9-6-11-4-11	68.7	6
18316	P. Siegenthaler/C. Callender	8-nf-3-5-6	72.4	7
16488	B. Kelly/G. Damianos	12-8-17-3-7	73.7	8
19177	F. Thurston/E. Coulter	14-13-2-10-10	74	9
18019	G. Kelly/P. Andrews	11-7-12-6-9	75.7	10
19091	P. Duvoisin/J. Duvoisin	6-11-9-12-18	85.7	11
20002	B. Colyer/V. Stebbins	10-5-13-16-nf	97	12
19066	J. Dunkley/M. Strange	16-10-21-14-12	103	13
19387	F. Seavy/S. Cline	15-12-10-15-21	103	14
20358	P. Christie/D. Albury	13-19-6-20-16	103.7	15
19600	H. Davis/D. LaRue	7-17-24-17-13	108	16
19062	M. Zalzal/B. Langefels	19-16-22-9-14	110	17
21106	S. Barb/L. Barb	24-21-15-19-18	127	18
20111	G.A. Diaz/S. Diaz	21-18-23-21-15	128	19
18077	M. Holowesko/L. Smith	22-23-16-22-19	132	20



Dicky Belvin Edges Pete Duvoisin for Bermuda Race Week Title

"Old Joe" swung his Sunday punch at Bermuda's International Race Week but those involved persevered and the week was brought to a successful (though rather battered) conclusion. "Joe's" bag of tricks included races called for too much wind and another for too little wind (unprecedented during Race Week), 180 degree wind shifts that made a farce of one race and a couple of knock-down races that incapacitated equipment, capsized boats and otherwise intimidated skippers.

"Joe", however, was not the final winner as Bermuda's Dicky Belvin survived a capsize in the final race to win the series by the narrowest of margins. Pete Duvoisin lost the lead to Belvin at the finish line of the fourth race and that, in the end, cost him the chance to become the first sailor from the United States to win this regatta in several years. Pete lost by 1/4 point. Fred Thurston came back from a combination of a broken halyard, two broken stays and a bent mast to finish a respectable third.

Despite the heroics it was the weather that dominated the series. Those skippers who could handle the heavy winds and

BERMUDA INTERNATIONAL RACE WEEK Top 20 of 27 Entries

Boat	Skipper	Finishes	Points	Pos.
KB16616	Dick Belvin	1-4-dnf-1-3-5	12.5	1
US19091	Pete Duvoisin	3-3-5-2-13-1	12.75	2
US19177	Fred Thurston	2-2-6-dnf-4-2	15	3
US20002	Bruce Colyer	5-8-3-3-7-dnf	25	4
US21112	Herb West	14-5-10-6-21-3	37	5
KB17237	Jimmy Amos	6-19-9-dnf-5-4	42	6
KB9884	Penny Simmons	dnf-9-1-7-1-dnf	44.5	7
US20569	Dave Rogers	7-17-8-dnf-9-6	46	8
KB19708	Ray Pitman	13-12-15-5-18-7	51	9
US19705	Chuck Loomis	10-11-12-11-14-9	52	10
KB19703	Richard Todd	8-dns-7-4-11-dnf	56	11
KB18881	Carolos Bosch	12-13-dnf-9-15-8	56	12
KB19938	Wayne Soares	11-1-4-dnf-17-dns	58.75	13
KB11777	Sonny DeCosta	16-7-11-dnf-6-dnf	66	14
US20965	Conrad Soares	4-10-2-dnf-dsq-dnf	70	15
US20999	Ralph Swanson	15-6-13-dnf-12-dnf	72	16
US19924	Gene Tragus	9-15-14-dnf-8-dns	72	17
US19090	John Cole	24-21-20-8-23-dns	95	18
KB20997	Steve Soares	22-25-16-10-24-dnf	96	19
US16699	Fritz Gram	17-18-22-dnf-16-dns	99	20

high seas and who's equipment could stand the test were the ultimate winners. A combination of a labor slow-down and high winds caused postponements for the first three days. Wednesday brought moderate winds, warmer temperatures and three long races. The first race developed into a duel between Belvin and Thurston with Dicky pulling it out by about a boat length at the finish line in perhaps the best contest of the series. In the second race, that started without much of a break in between, Wayne Soares got out in front during the first leg and was never headed as an extreme wind shift turned the first reaching leg into a beat and the second into a run and the other legs into reaches. It was felt that the Race Committee should have made some changes but when there are six classes sailing on two courses any Committee would have trouble. The third race for the day was set into a moderate southerly and Defending Champion Penny Simmons showed that he too had to be contended with. Penny had tangled with an I.O.D. in the first race and come off the loser. He had something to prove and he did it. After about eight hours on the water a pattern was starting to develop. Three races, three different winners — all Bermudians. There is plenty of depth in that small fleet.

Thursday brought back about 25 knots worth of wind and chop. How many boats started I'm not sure. Only 11 finished. Capsizings, disintegrating equipment and general disarray seemed to be the order of the day. Even rescue boats, as necessary as they are, contributed to the damage. To late arrivals the reaching mark looked like a disaster area. Rounding the mark became secondary to dodging boats and bodies in the water. Ask Fritz Gram how it feels to be down in the water and have another boat run over you. Regardless, Pete Duvoisin took off from the start like a scared rabbit and it appeared that he wasn't to be caught. However, Dick Belvin hung in there and slowly closed the gap. When Pete didn't cover quite close enough, Dick was able to cross him on the last tack for the finish line and won the race and series all at the same time.

Friday's race started in a light easterly and deteriorated. Penny Simmons and Conrad Soares were able to hang on enough to finish 1-2 ahead of some boats that road a puff from way back in the fleet to finish fast while others further up the course never got it. Richard Todd had a good lead going into the last leg only to sail into a big hole and finish ninth. Small consolation that he had plenty of

company. The scheduled afternoon race set a precedent by being called off for lack of air. It hadn't happened before during race week.

Saturday's final race started with fifteen boats in about 22 knots.

It ended with 9 finishers in possibly 35 knots. Pete Duvoisin finally made this one stick as he got out in front early and nobody came close. It just wasn't enough, however, as Dick Belvin recovered from capsizing on the run, survived a jibe with the boat awash to the floorboards and held off Dave Rogers to finish fifth — the lowest he could get and still win the series. Pete with his win was the only U.S. sailor to win any of the six races, and it brought him oh so close. He'll remember those races for a while.

So Bermuda Race Week 1974 is completed. Weather predominated on the race course. It was hard work — enjoyable — but still hard work. Ashore it was the wonderful hospitality of Bermuda Snipe Fleet No. 361 and the members of Spanish Point Boat Club that made the week the unforgettable experience that it was. Long after the details of the races or who won have been forgotten, the memories of the efforts expended by our Bermudian hosts will still be fresh. May

we always be worthy guests and honorable competitors.

Notes on the passing scene. . .

In an area where female crews are not considered heavy or strong enough, Pete and Jane Duvoisin were at their best in heavy winds and took their throw-out in Fridays light stuff. Jane certainly is not the 'gorilla type' that most skippers seem to prefer in Bermuda.

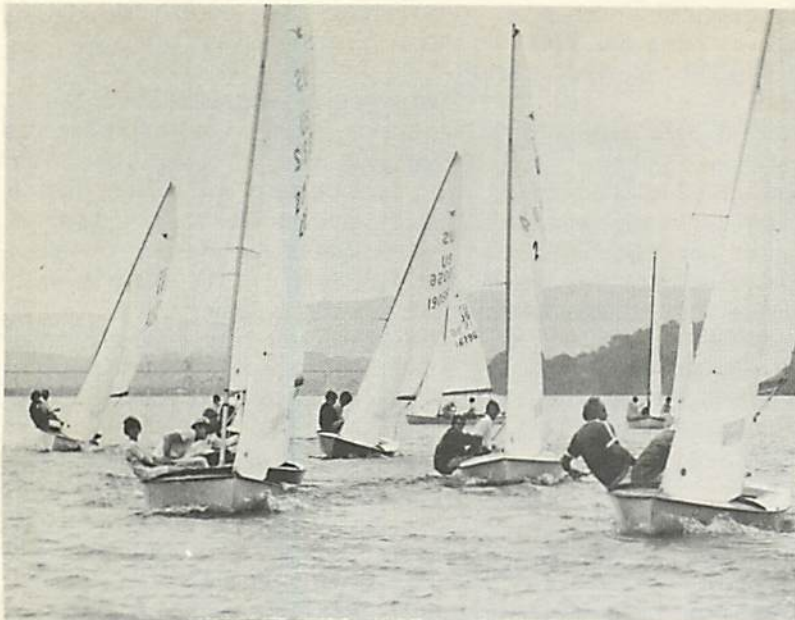
Fred Thurston is due to break through one of these years. His three year record is now two seconds and a third. Consistent.

No wonder Carlos Bosch is touting his H-A mast. His port stay came apart below deck during Saturdays knock-down. He finished the race with it tied with line and nary a bend to the mast. Maybe some of us are missing something.

Being able to right a "self-rescuing boat" is of little value if the rudder is floating off somewhere. Seems that some of these locks are not doing the job they are designed for. Believe it or not, they are in the rules so that you will have something to steer with if you get the boat upright.

Chuck Loomis
Mass Bay Fleet No. 244





*Its an ill wind that blows no good!
See page 12 for the "flip" side of
the action. Photos by Cecil Pearce*

Bruce Colyer Tops 64-Boat Southern Fleet at Chattanooga

The twenty-third Southern Championship at Privateer Yacht Club, Chattanooga, drew 64 entries from 11 states, featured a panacea of wind conditions, and hosted a convention of all the "Ole Joes" in District 4. Bruce Colyer, of Fort Lauderdale, mastered all three as he, with crew Jeannie Bronaugh, took 1st place in the "Stars" fleet with a 4-1-1 series. Pete and Jane Duvoisin of the host club were second, ahead of Steve Barb and crew Neil Herral from Muncie, Indiana. Ironically, Colyer sailed to victory in a borrowed Chubasco, ex-"Pussycat", formerly owned by Duvoisin.

The "Bar's" division was dominated by Privateer's Eddie Craig who, with brother Tommy Crewing, also copped the Cline Trophy as best Junior in the regatta. Mike and Diane Ashburn of Augusta, Ga. outlasted Earl Bennett and crew Gwen Anderson from Memphis for 2nd and 3rd respectively.

The first of Saturday's two scheduled races started in respectable 6-8 knot winds blowing steadily out of the southeast. However, it soon diminished to a near-drifter, forcing race committee Chairman John Wesley to shorten course on the final down wind leg and both fleets scrambled as skippers split in several directions looking for advantageous puffs. Van Wesley crossed the line 1st in the "Stars" ahead of Barb, Bill Simmons, and Colyer in that order. Ashburn led the "Bars" with Craig 2nd and Jody Hearn of P.Y.C. 3rd. Further action for the day was then cancelled as Lake Chickamauga settled into glossy serenity.

Conditions changed dramatically for Sunday's opener with winds blowing from 8-12 and building from a westerly direction "over the ridge". At this point, all of the "Ole Joes", mythical gods of flukey air, began to gather. Colyer took a 1st as gusts produced planing conditions and then moderated slightly at the finish. He was followed by Duvoisin and Quin Dennis of Jackson, who was forced to retire with equipment problems after being in good position after 2 races. In the "Bars", Craig was 1st, with Gary Caldwell of P.Y.C. 2nd, and Bennett 3rd.

The final race followed immediately with "Joe's" convention in full swing as gusts peaked above twenty-five in a mixture of directions. As one skipper put it, "there I was streaking along on

starboard when, WHAM!, I tacked to port, and I didn't even move the tiller". Colyer blasted through the wild melee at the finish to take 1st and sew up the regatta. Dan Williams of P.Y.C. was 2nd with Bill Buckles of Cleveland a close 3rd. Duvoisin's 5th held 2nd overall.

Craig took 2nd in the "Bars" behind Dease Ryan. Hearn, who had held 2nd throughout the race, saw his chances for silver vanish when he capsized and swamped his wooden 4578 less than 200 yards from the finish. He was one of six in both fleets to go over in the final race, and, at least five others were forced to retire due to equipment failures or other problems.

Analysis of final results shows both

Colyer and Craig sailed consistently in a variety of demanding conditions. Mixed positions from race-to-race among most other skippers further illustrated that this latest Dixie rebellion offered something for all sailing talents.

Fleet 142 was delighted to have SCIRA Commodore Ralph Swanson, Vice Commodore Stu Griffing and John Weber publisher of "SAILORS' GAZETTE" in attendance. All three deserve many thanks for their continued strong support of Snipe Sailing and racing.

Y'all come next year!—Dean Hearn, Jr.
Fleet Captain, Fleet 142

For more photos by
Cecil Pearce, please turn page

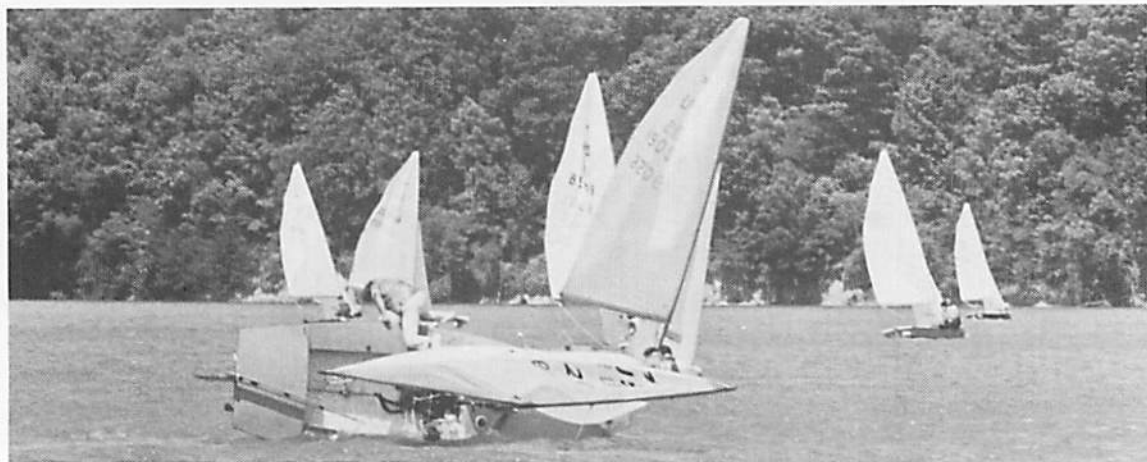



SOUTHERN CHAMPIONSHIP — STARS FLEET Top 30 of 41 Entries

Skipper/Crew	Home	Places	Points	Finish
Bruce Colyer/Jeanne Bronaugh	Ft. Lauderdale	4-1-1	8	1
Pete Duvoisin/Jane Duvoisin	PYC	5-2-5	23	2
Steve Barb/Neil Herral	Muncie, Ind.	2-14-15	44	3
Francis Seavy/Marc Duvoisin	Clearwater	9-16-4	47	4
Brad McFadden/Carl Owens	AYC	7-6-19	49.7	5
Bryson Leslie/Amy Hearn	PYC	17-8-7	50	6
Van Wesley/Steve Cooper	PYC	1-9-29	50	7
Dan Williams/Brainard Cooper	PYC	28-10-2	53	8
Randy Nord/Maryanna Nord	Princeton,NJ	19-7-18	62	9
Lloyd Cox/Jeff Reece	PYC	6-28-13	64.7	10
W.L.Longworth/Elke Longworth	Memphis	12-27-9	66	11
Dick Crookston/Cathy Crookston	Kalamazoo	15-12-22	67	12
Robert Hill/James Hill	Cincinnati	11-21-16	67	13
Robert Hill Jr./Mat Chabat	Cincinnati	20-24-6	67.7	14
Quinn Dennis/Dale Gibson	Jackson	8-3-DNS	68	15
Tom Rolfes/Ginny Rolfes	Wyoming, Ohio	10-15-25	68	16
Ken Simons/Dale Boyd	PYC	14-26-11	69	17
Bill Simons/Doug Colyer	PYC	3-32-20	69.7	18
Bob Dean/Kathy Dean	Clearwater	30-4-21	71	19
Means Davis/Peggy Davis	AYC	29-11-14	72	20
Bo Cline/Phil Kazemsky	PYC	27-26-23	76	21
Lee Reichart/Gaye Reichart	Memphis	31-5-23	76	22
Bill Buckles/Ed Couler	Cleveland	18-DNF-3	76.7	23
Ralph Swanson/Karin Swanson	Winchester	25-23-12	78	24
Frank Vincent/Kevin Guido	Jacksonville, Ill.	36-17-10	81	25
Sue Mitchell/Stan Mitchell	Clearwater	13-22-DNF	94	26
Wilby Coleman/Compton Coleman	Valdosta	27-25-27	97	27
John Mulhausen/Kitza Mulhausen	AYC	35-19-26	98	28
Buzz Lamb/Marge Lamb	PYC	24-29-28	99	29
Dick Craig/Steve Craig	PYC	32-DNF-8	99	30

SOUTHERN CHAMPIONSHIP — BARS FLEET Top 15 of 23 Entries

Skipper/Crew	Home	Places	Points	Finish
Eddie Craig/Tommy Craig	PYC	2-1-3	8.7	1
Mike Ashburn/Dianna Ashburn	CYC	1-5-8	24	2
Earl Bennett/Gwne Anderson	7-3-5	7-3-5	28.7	3
Gary Caldwell/Dave Rehiring	PYC	14-2-4	31	4
Emmie Kohler/Julie Kohler	AYC	8-12-2	35	5
Stewart Waugh/Tom Reyburn	Memphis	19-4-6	38.7	6
Bill Humphreys/Andy Rehiring	PYC	10-7-7	42	7
Kerry Lamb/Kitty Coddington	PYC	5-9-11	42	8
Dease Ryan/Delkin Jones	DSC	18-14-1	44	9
Gerry Humphreys/Robert Fowler	PYC	6-8-13	44.7	10
Jeff McCowan/Cley McCowan	Barefoot S.C.	12-6-10	45.7	11
Fredrick Spuggs/Dale Joslen	Valdosta	9-10-9	46	12
Jody Hearn/Tommy Hearn	PYC	3-11-DNF	51.7	13
Bill Cobb/Bob Gargan	AYC	16-13-12	59	14
Bill Snowden/Nancy Fondt	Atlanta	4-DNS-DNS	66	15



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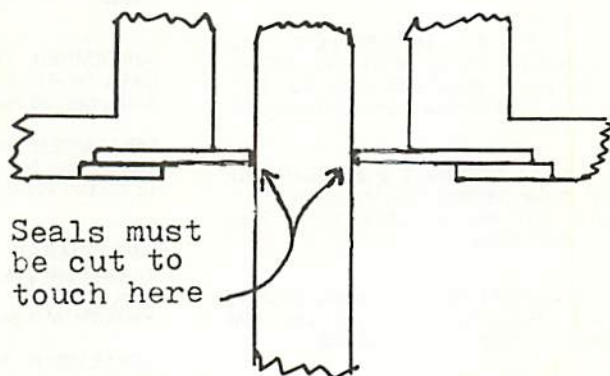
by Ted Wells

foot of distance over which the lack of flatness is being checked.

Seals on the centerboard slot opening at the keel must be cut so that they merely touch the centerboard, so there will be no possible advantage to a flexible plastic seal as compared to the previous practice of using a metal plate or a tight fitting slot cut in a glass keel.

If any boat requires additional sealing to prevent entry of water with a low trunk, any type seal may be used at the top of the trunk.

Whether the overlapping seal gives a significant racing advantage or doesn't may be debatable — but the Rules Committee with one exception, and Snipe owners with whom I have talked almost without exception, feel that this is a deviation from the accepted method of construction which will always raise suspicion.



JULY 1974

Things have sneaked up on me this month so I will have to use long overdue "Circular Letter No. 3" to fill this space.

The Circular Letter is a means of disseminating information and rulings on items not specifically covered in the Rules and Restrictions. Items covered by these letters are generally incorporated in the rules when they are next revised.

CIRCULAR LETTER No. 3

Information in this Circular Letter to some extent modifies and supersedes that in Circular Letter No. 2 pertaining to 1972 Rules and Restrictions.

Maximum chine radius is 3/4" at station 1, tapering to 1/8" at station 2, and is 1/8" from there aft.

Maximum lack of flatness in any cross section is 1/8" per

At the Secretaries Meeting in Malaga, the suggestion was made that the 6" maximum roach dimension on the foot of the jib be replaced by a maximum measurement from the grommet in the head of the jib to the center of the foot of the jib. This will be done when new rules come out in 1976, but until then the following procedure should be used to flatten out the double curvature in this area of the sail:

Smooth the material by stroking with the hands from the center of the foot toward the tack and clew. This will result in an upward bulge of material above a line between the tack and the clew. No tension should be pulled on the foot, but the tack, clew, and center of the foot may be held in place to prevent slipping around. In effect — the double curvature is being pushed above the roach area to permit measuring the amount of roach in the flat.

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Sanctioned Snipe Regattas

JULY 5-7, DISTRICT II CHAMPIONSHIP and MISSOURI VALLEY CHAMPIONSHIP, INSA Fleet No. 309, Daniel P. Bockelmann, 5610 Nicholas, Omaha, NE 68123.

JULY 12, DISTRICT I JUNIOR CHAMPIONSHIP, Winchester Fleet No. 77, Lew Law, 80 Richmond Rd., Belmont, MA 02178.

JULY 12-14, DISTRICT III CHAMPIONSHIP, Muncie Fleet No. 557 in co-operation with Richmond Fleet No. 653, Marvin Lee, 5219 Nichol Ave., Anderson, IN 46011.

JULY 12,13,14, DISTRICT V JUNIOR AND SENIOR CHAMPIONSHIPS, Newport Fleet No. 103, Ted Horvath, 496 Smith Rd., Pittsford, NY 14534.

JULY 13-14, DISTRICT I CHAMPIONSHIP, Winchester Fleet No. 77, Lew Law, 80 Richmond Rd., Belmont, MA 02178.

July 18-21, NORTH AMERICAN CHAMPIONSHIP, Association Island, NY, Stuart L. Griffing, 1087 Meredith Dr., Cincinnati, OH 45231.

JULY 20-21, SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet No. 597, Herb Langland, 3640 Drury Lane, Topeka, KS 66604.

JULY 27-28, FINGER LAKES CHAMPAGNE REGATTA, KEUKA Fleet No. 382, Russell Cook, Walcott Rd., Rose, NY 14542.

JULY 27-28, DIAMOND LAKE OPEN, Diamond Lake Fleet No. 158, John K. Gore, Spring Beach, Diamond Lake, Cassopolis, MI 49031.

AUGUST 2-3, SILVERSNIPPE, Stockholm, Sweden

AUGUST 3-4, WISCONSIN - MINNESOTA OPEN, La Crosse Fleet No. 570, James E. Noelke, Rt. No. 1, La Crosse, WI 54601.

AUGUST 3-4, NEW ENGLAND CHAMPIONSHIP, Bantam Lake Fleet No. 301, Al Birmingham, Camp Hill Rd., Litchfield, CT 06708

August 5-11, EUROPEAN AND AFRICAN CHAMPIONSHIP, Hango, Finland, Bent Rosequist, SCIRA/Finland, Thurmansallen 8, 02700 Grankulla, Finland.

AUGUST 10-11, OLD CHICAGO REGATTA, Chicago Fleet No. 86, Jim Pyott, 1965 Robin Crest Ln., Glenview, IL. 60025.

AUGUST 11-13, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Florida Yacht Club, Jacksonville, Florida, R. Means Davis, Jr., 5115 Northside Dr., NW, Atlanta, GA 30327.

AUGUST 14-21, U.S. NATIONAL CHAMPIONSHIP, Florida Yacht Club, Jacksonville, Florida R. Means Davis, Jr., 5115 Northside Dr., NW, Atlanta, GA 30327.

AUGUST 16-18, SNIPE GOLD CUP, Skovshoved (near Copenhagen, Espergaerde, Denmark.

AUGUST 24-25, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet No. 231, Ned Daly 193 Clough Rd., Waterbury, CT 06708.

AUGUST 24-25, DISTRICT III JUNIOR CHAMPIONSHIP, Acton Lake Fleet No. 515, Lee Griffith, 1224 Laurence Rd., Cincinnati, OH 45215.

SEPTEMBER 7-8, INDIANA OPEN, Indianapolis Fleet No. 409, Dan Blodgett, 1224 Golf View Dr. No. H, Carmel, IN 46032.

SEPTEMBER 7-8, L. I. SOUND OPEN - CALL-OF-FALL, Sea Cliff Fleet No. 4, Dana Schnipper, 59 Park Way, Sea Cliff, NY 11579.

SEPTEMBER 14-15, CALL-OF-FALL, Pine Beach Fleet No. 256, Randy Nord, Box 146, 12 Jill Dr., Princeton Junction, NJ 08550.

SEPTEMBER 14-15, HOSPITALITY REGATTA, Weatherby Lake Fleet No. 698, Kim Loveless, 8114 NW Pleasant Ford, Parkville, MO 64152.

SEPTEMBER 14-15, VIKING-SNIPE, Oslo, Norway.

SEPTEMBER 21-22, INTERNATIONAL OPEN, Blue Circle S.C., Kent, England.

SEPTEMBER 21-22, LAST CHANCE REGATTA, Crystal Lake Fleet No. 267, Wally Broadhead, 347 Lee St., Crystal Lake, IL. 60014.

September 21-22, JOE RAMEL MEMORIAL REGATTA, Missouri Y.C. Fleet No. 49, Dick Goppert, K-18 Rt. No. 1, Lake Lotawana, MO 64063.

SEPTEMBER 21-22, MASSACHUSETTS BAY OPEN, Cottage Park YC, Mass Bay Fleet No. 244, Mike Goll, 16 Johnson Ave., Winthrop, MA 02152.

SEPTEMBER 28-29, CALL-OF-FALL, Bantam Lake Fleet No. 301, Al Birmingham, Camp Hill Rd., Litchfield, CT 06708.

OCTOBER 5-6, CALL-OF-FALL, Lake Mohawk Fleet No. 10, Ray Tallau, Rt No. 1, Box 405, Stanhope, NJ 07874.

OCTOBER 5-6, OXFORD INCIDENT/ACCIDENT, Acton Fleet No. 515, Michel T. Zalzal, 4001 Sharon Park Lane, A-19, Cincinnati, OH 45241.

October 19-29, FRIGID DIGIT REGATTA, Annapolis Fleet No. 532, Eric Perdon, 910 Primrose No. 302, Annapolis, MD 21403.

NOVEMBER 1-10, WESTERN HEMISPHERE CHAMPIONSHIP, Club Nautico San Isidro Fleet No. 274, Rio Platte, Buenos Aires, Argentina.

November 2-3, HALLOWE'EN REGATTA, Atlanta Fleet 330, Bob Dean, 1317 Brooklawn Rd., NE, Atlanta, GA 30319.

Duvoisin Retains Redneck Regatta Honors

Jackson Mississippi's Magnolia Snipe Fleet was host to 36 boats for the Redneck Regatta, April 20-21. As reported in Ted Well's Wanderings last month, it blew "at least 17 to 23 . . . with higher gusts."

The Redneck Regatta attracts sailors from Districts 2,3, and 4 and Pete Duvoisin, Chattanooga, for the second year in a row, won top honors for District 4, as well as individual top honors. His crew this year was his son Mark. Bill Buckles and Steve Barb, both of District 3, were 2nd and 3rd respectively.

REDNECK REGATTA Top 20 of 36 Entries

Skipper	Home	Places	Pts.
Pete Duvoisin	Chattanooga	2-1-2	6
Bill Buckles	Cleveland	1-10-1	16
Steve Barb	Muncie	3-4-6	25.4
John McGowan	Jackson	4-6-3	25.4
Van Wesley	Chattanooga	5-5-4	28
Bill Simons	Chattanooga	6-3-7	30.4
Bryson Lesley	Chattanooga	11-7-5	40
George Lee	Memphis	8-2-8	41
Matt Gregory	Atlanta	7-9-10	44
Ken Simons	Chattanooga	13-11-9	51
Al Lamar	Jackson	12-12-11	53
Lee Reichart	Memphis	9-18-13	58
Harley Hopkins	Jackson	18-10-14	59
David Miller	Louisiana	27-16-12	73
Bob Ruby	Dallas	16-23-18	75
Nick Longworth	Memphis	15-28-16	77
Quin Dennis	Jackson	14-13-ns	81
Erle Bennett	Memphis	24-20-19	81
Paul Dovey	Peoria	21-28-15	82
Frank Collins	Jackson	25-22-17	82

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Snipes at rest on Lake Chickamauga during the Southern. (John Weber photo)



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FOR SALE — Lemke No. 18858, all glass, Elms sails, Cobra mast, with trailer, top and bottom covers. \$995. Harvey Mullane, 140 Elm, Cincinnati, OH 45215. (513) 761-5490.

FOR SALE: SNIPE 16743, IRISH — 5 years old. Sailed only 3 years and in very good condition. Yellow fiberglass hull and white deck. 3 year old Elms sails. A good buy at \$975. Bill Grabb, 325 Barton Shore Drive, Ann Arbor, Michigan 48105. Telephone: (313) 665-5201.

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