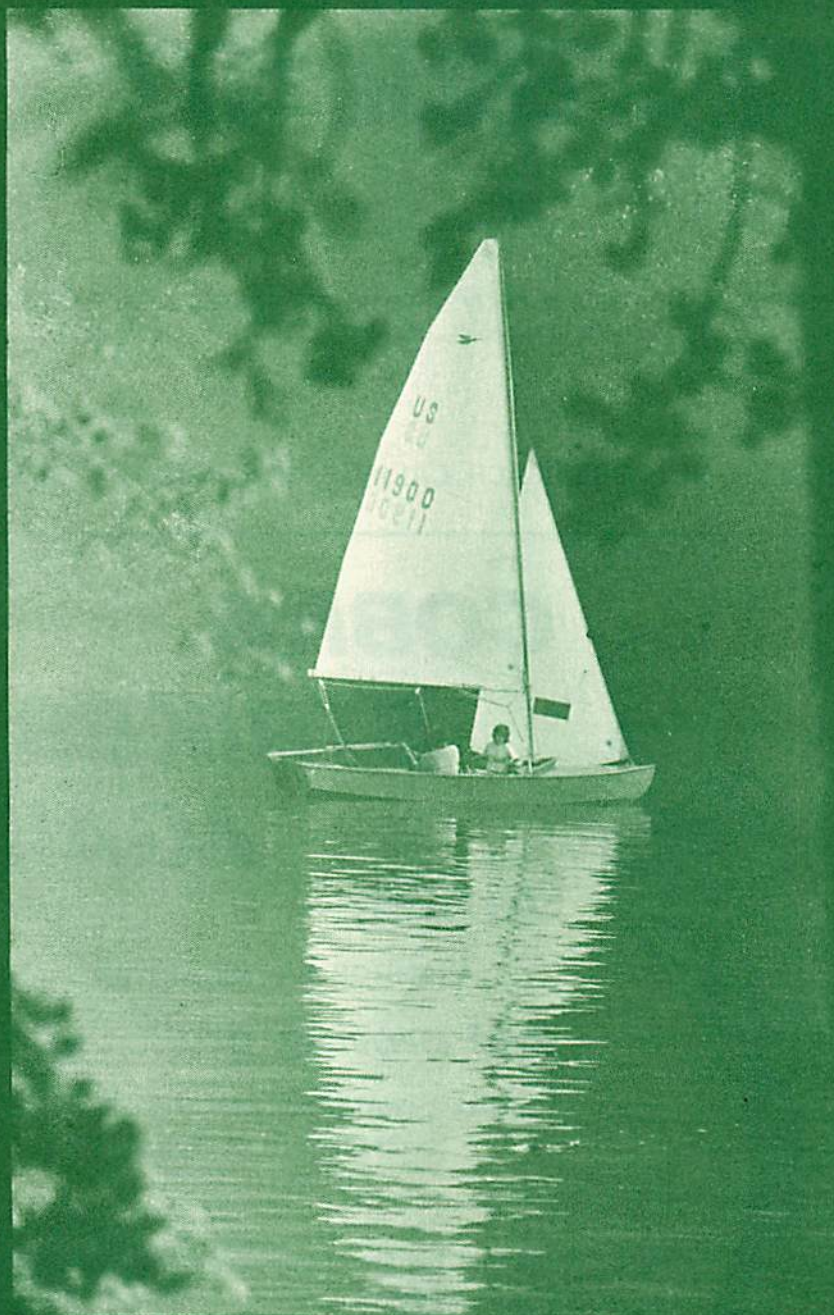


# ***SNIPE*** ***BULLETIN***



**JULY 1977**





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## Diaz, Williams Team for Florida State Win

The Florida State Snipe Championship was held by the DAVIS ISLAND YACHT CLUB together with the Florida Sailing Assoc. Annual Championship on May 7 and 8.

Of the 2 and 3 man monohulls center-boarders only 4 classes made the minimum requirement of 8 boats: Snipes, Thistles, Windmills and Daysailers. The Snipe had the largest fleet of all.

A total of 5 races, 3 on Saturday afternoon with a light air first race followed by two races with excellent

winds coming from the Gulf of Mexico after 4:00 p.m.

Sunday morning's first race was also of very light variable wind, but at 1:00 p.m. the seabreeze came on, and we had a windy final race.

Our thanks to John Jeffers for a well organized regatta and excellent courses, and to the Davis Island Yacht Club members who also worked very hard for this Regatta.

Gonzalo Diaz  
Miami Fleet 7

### FLORIDA STATE SNIPE CHAMPIONSHIP (Top 10 of 15)

Boat	Skipper/Crew	Places	Points	Finish
21713	Gonzalo E. Diaz/Mark Williams	4-1-1-2-1	8½	1
21705	Mike Brown/Adam Goldweber	3-2-3-3-2	13	2
14789	Stephen Suddath/	6-6-6-1-3	21½	3
21711	Gonzalo A. Diaz/Luis Guerra	7-4-2-7-5	25	4
19057	Ed Nelson/Nelson	5-3-5-8-6	27	5
19795	Dr. Don Cochran	1-7-9-10-4	30½	6
21931	Vincent Brun	2-5-4-7-dsq	34	7
19389	Bob Russell/Ronald Russell	10-10-7-11-7	45	8
22215	John Zipperer	dnf-8-8-5-9	46	9
21502	Bruce Nolan/Margaret	8-9-10-4-dnf	47	10

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# SNIPES BULLETIN

SNIPES CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JULY 1977  
Vol. XXVI No. 7

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## THE COMMODORE SEZ

One of the problems that your SCIRA Board members have been thinking about for the past year or so is the slow decline in our dues-paying membership.

In 1973, we had a peak of approximately 3500 members, about equally divided between USA and non-USA members. Since then, our total enrollment has dropped to about 3300 in 1975, the last year for which complete figures are available worldwide.

Other older, established classes have seen the same or worse dip in active members, and there have been several recent articles and comments in sailing magazines and class poop-sheets. I have felt for some time that, while there are more active sailors now than a few years ago, there are even more active sailing classes now to more than absorb the new sailors.

To research this idea, I enlisted the help of "Sailors Gazette", published monthly in St. Petersburg, FL by John Weber and his very competent crew. In December of each year they publish a Southeastern One-Design Directory issue covering the eight states of North and South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee and Kentucky.

I compared the Class and Fleet listings in the 1972 and 1976 Directory issues. I found that in 1972, there were 33 active Classes with 179 active Fleets in the eight states. By 1976, this same area held 39 active Classes with 291 active Fleets.

In four years time, there had been an 18% increase in the number of active Classes and a 63% increase in the number of active Fleets. Furthermore, eleven Classes active in 1972, or one third of the total, were no longer active in 1976, meaning that seventeen new classes had appeared in four years time.

When you add in the large number of non-one design and larger racing and cruising boats that have joined the sailing scene, it is probably inevitable that some of the older classes would show a decline in membership.

Now for the good news: SCIRA Executive Secretary Buzz Lamb says that, as

of May 20th, we are about two percent ahead in membership registrations in the USA this year versus this time last year. It's not much, but it is better than being two percent behind.

Next month, I'll discuss an idea that Past Commodore Buzz Levinson developed that I think has some merit, at least for SCIRA-USA.

DNW

## Race Clinics for Non-Olympic Sailors

Two high-level racing clinics will be sponsored by the U.S. Olympic Yachting Committee in August with the aim of improving skills of 40 talented sailors and in the process also interesting them in Olympic class sailing. The clinics will be held in Lasers on Lake Tahoe at the new U.S. Olympic Training Center at Squaw Valley, Calif. Room and board at the Training Center will be supplied by the U.S. Olympic Committee to all participants and the U.S.O.Y.C. will pay some of the transportation costs.

Five days of intensive on-and off-the-water training will include drills on boat speed and handling, starting and mark rounding tactics, lectures on setting goals, preparation, tactics, starting strategy and

## THE COVER

Larry and Andrew White ghost out of the mist shrouded harbor on their way to final race of the Southern Snipe Championship. Photo by David Cox.

## THE SCORE

Twenty-six numbers were issued last month with 20 going to Spain, 3 to the U.S., 2 to England and 1 to Canada. No new fleets were chartered during the month.

**Numbered SNIPES — 22852**  
**Chartered Fleets — 752**



reading weather signs.

The program will be conducted by Peter Isler, Advanced Racing Clinic Director for the U. S. Yacht Racing Union in 1977. Isler was named the Outstanding College sailor of 1976 among many other accomplishments and will be running 11 clinics for U. S. Y. R. U. in June and July.

Guest experts will be on hand each week to assist Isler. Gary Jobson, sailing coach at the U. S. Merchant Marine Academy and College Sailor of the Year in 1972 and 1973 will be present the first week. Jobson has developed new teaching and coaching methods and has pioneered several sailing clinics.

Guest expert for the second week will be Peter Barrett, silver and gold Olympic medallist, who is the Administrator of North Sails. Barrett has run many outstanding clinics. A boat from several of the Olympic classes will be available to sail during free time.

The first Olympic Yachting Development Clinic will run from July 31-August 6. The second one starts August 7 and ends August 13. Twenty will participate in each clinic.

Sailors interested in attending a Development Clinic should send their name, address, day-time phone number, plus a

short statement of racing achievement and experience to:

U. S. Olympic Yachting Committee Development Clinic, U. S. Yacht Racing Union, 820 Davis Street, Evanston, IL 60201.

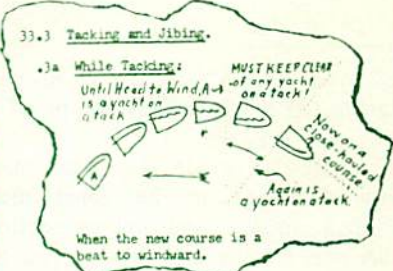
Also state which week they prefer, and whether either week is possible. Applications should be in by July 1. Phone enquiries can be made by calling the U. S. Y. R. U. office at (312) 864-5222.

The selection committee will give priority to top-ranked sailors from non-Olympic classes. There is no age restriction. Boats will be supplied free of charge although a damage deposit will be collected. Travel subsidies will depend on distance traveled.

The primary goal of the Clinics is to develop sailing talent in the U. S. by offering sailors with proven racing ability a chance to heighten their skills still further. These sailors can then pass on ideas and techniques to others in their own classes, thus benefiting a broader base of the racing population.

The U. S. O. Y. C. also hopes that some Clinic participants will be attracted by Olympic sailing as a result of exposure to the Olympic atmosphere at Squaw Valley and the opportunity to see and sail boats of the Olympic classes.

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# Earl Elms and the New Cobra Mast

*Questions and answers on a successor to the old, popular Cobra mast.*

**Q?** What were you trying to do with designing the new mast, as compared to the old one?

**A.** Since we made the older mast, everyone seemed to be going more toward a smaller and lighter section. Bruder was smaller and Proctor was advertising an improved airfoil. So, I figured if I was going back to building masts, I should do something a little different. I wouldn't be able to sell very many of the old design because we had pretty much saturated the market with them. We needed to do something new and improved.

When you make aluminum masts the stiffness comes from moving the metal away from the center. You have two bends — sideways and fore and aft. To prevent too much bend, metal is concentrated in the front, back and sides. I made the mast thicker in the front, a full 1/8" and tapered the sides slightly thinner but put 2 beads of metal right on the sides. This gives stiffness to the sides. I reduced the size of the groove as much as possible and moved metal toward the back of the mast. Therefore, the metal is concentrated at the front, back and sides. This gives a lot of stiffness from a very small section.

**Q?** The new mast is smaller, is it more flexible?

**A.** Yes, it is more flexible than the older section. I tried to make it as small as possible and still maintain stiffness. As you decrease the size, it will become more flexible, even if the weight is not decreased.

**Q?** How does the new section compare with the old one in fore and aft bend?

**A.** Using a 50 pound weight, the old mast would bend about 3 3/4" and the new one will bend about 4 1/2". Sideways the old one will go about 4 1/2" and the new one 5 1/2". The Bruder mast is very similar in size but it will bend about 8 1/2" sideways. Concentrating the metal at the sides has stiffened it up quite a bit. It is still more flexible than the old one, but by putting wider and stiffer new spreaders farther out to the side of the mast we end up with about the same sideways stiffness as before. We are relying more on the rigging to stiffen the mast.

**Q?** How long are the spreaders?

**A.** The spreaders are 18" out from the side of the mast and we are setting them up for 28" between the tips. If you want more sideways stiffness you can move them farther apart. The farther apart, the more sideways stiffness.

**Q?** There is a theory that sideways bend is desirable, what are your thoughts?

**A.** We are trying to eliminate sideways

bend. Of course, you have to hike harder. If you have a heavier crew you want to support the mast more, if you are lighter you want to let the mast bend more.

**Q?** Doesn't sideways bend open the slot?

**A.** True, but as when the mast bends sideways, you are losing power. If the mast is stiffer and straight, you develop more drive, the leech is tighter. You can open the slot by moving the leads back and let the jib twist more.

**Q?** But you want some sideways bend?

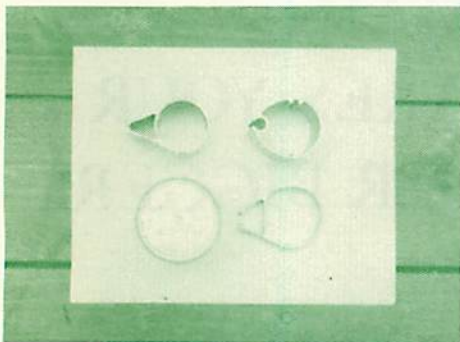
**A.** The key to bend, is to have enough bend to shape the sail the way you want it. You do want some sideways bend in heavier winds. At about 15 knots the force will overpower the spreaders and the mast will bend sideways. In less than 15, you want to support the mast sideways. With a more flexible mast, you don't have to pull as hard on the mainsheet to induce bend. The sail takes the shape you desire without really pulling hard on the leech. When the wind blows hard, Lenhart tends to center the boom more and not sheet as hard. This produces more twist in the sail and there is less load on the mast. I do it a little different — I sheet harder, and pull the leech tighter to make the mast bend. You can do it either way as long as you get the shape you want.

**Q?** What you are saying is you can do more with a flexible mast?

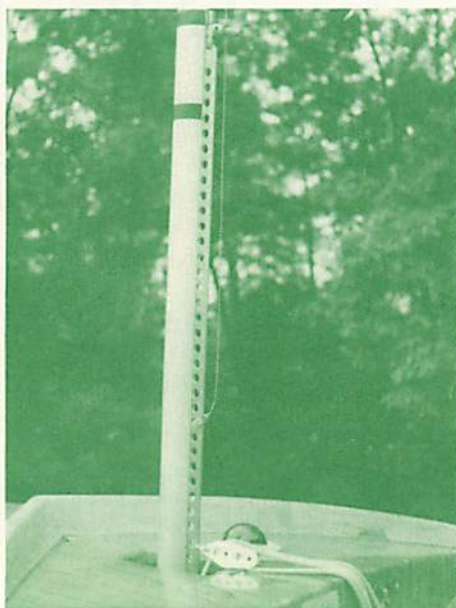
**A.** Yes, you can have a greater range of wind for one suit of sails. For example, with a medium to heavy wind sail, you can use it in lower wind condition, since the bend comes easier and you can attain the shape you want in light air. When the wind comes up, you have to stop the mast from bending by using mast pullers, set the spreaders out farther and tighten the rigging.

**Q?** You have a system of side pullers; what are they for?

**A.** This is used mainly on the reaches and runs. One of the bad things about a flexible mast is you get a lot of side bend when you let the boom out. The load from the boom vang goes right down the boom and bends the mast sideways. There is nothing to stop this bend but the deck where the mast goes through. Using a side



*Above are three Snipe mast sections with a beer can used for size comparison. Above the can is a Bruder section; at right the New Cobra is above the Old Cobra. Photo at right shows "web" on aft edge of new Cobra mast. (Lamb photo)*





puller to pull the mast towards the boom counteracts this force and takes the bend out of the mast. On a reach you want the mast as straight as possible. If the mast bends sideways, the sail is flattened and the leach becomes real open and the boat is not as quick.

Q? What can you do to avoid using a system of side pullers?

A. You can achieve the same thing by driving a tapered wedge between the deck and the mast, on the weather side.

Q? You also recommend moving the chain plates?

A. Yes, they should be farther forward and out.

Q? Do you have any figures on this?

A. On a standard Chubasco, the holes should be 4" farther forward and 2½" in from the sheer. If you go much farther forward you don't have enough support, and risk losing the mast. One thing to look out for, is to make sure the mast puller is off when you go on a dead run, as the spreaders can kick forward. This is the same with most any mast, the top blows forward over the top of the puller and can produce a permanent bend. Most permanent bends are of this type, that is, a reverse bend resulting from too much puller on a run.

Q? What else is new on your mast?

A. We are using a halyard lock at the top to reduce compression on the mast. It also removes the stretch that occurs when the halyard is locked at the bottom. When locked at the bottom the wire can stretch as much as 1½" to 2" when the mast is loaded up. Main sails are made to go the full length on the luff, and if the head drops a couple of inches, you don't get as much on the Cunningham. Locked at the top, the main doesn't drop at all.

Q? Tell us about the web at the bottom?

A. The web was designed to stiffen the mast as much as possible at the bottom. This serves two purposes — to help reduce side bend and to spread the load of the mast attachments such as the pullers and vang. Varying thicknesses is impossible in an extrusion, so any stiffness must be added. The web is inserted in the sail slot and goes up to the gooseneck. I have mounted the gooseneck and all the hard-

ware attachments on the web. This eliminates a lot of holes in the mast which weakens it a great deal. I made two dies, one for the mast and one for the web. The spreaders are cut from the same die as the web, being tapered and otherwise modified.

Q? Are you making all your hardware?

A. Yes, I make it all. Everything was designed to give the mast the exact minimum weight and lowest center of gravity specified in the rules.

Q? Are sails being cut just for your mast?

A. No, neither Ullman nor North has made a special sail for it, since the present patterns seem to fit the mast just fine. The bend is not radical, and the mast seems to fit the previous sails. The only problem is that the slot is smaller and the luff rope on the older sails will be pretty snug in the slot. The sailmakers are now using a smaller diameter rope, and this should help.

Q? How about the boom?

A. We are still making the same boom. It is really stiff and we have never had one break, or had any other problems with them.

Q? Is a taper at the top of the mast helpful?

A. Yes, since there is practically no load at that point, there wouldn't be as much bend at the top. The big load is at the bottom and decreases as you go up. A taper at the top provides a more even bend overall. It is much easier to build sails for a mast with an even bend.

Q? Do you have any trouble with build-up of material at the weld.

A. No, as a matter of fact, about 8 ounces is removed from the top. However, weight saving is not the purpose — the purpose is to get a more even bend.

Q? What about the airflow?

A. There is no question but a mast interferes with the flow of air across the mainsail. However, I feel the size has much more to do with this than shape. The smaller size has less interference than a larger one, regardless of shape.

Many thanks, Earl, and the best of luck to you.



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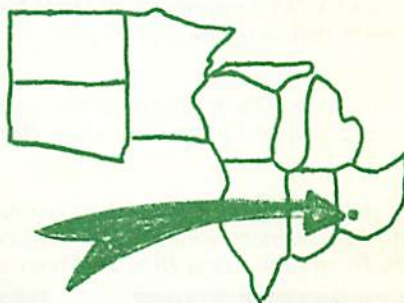
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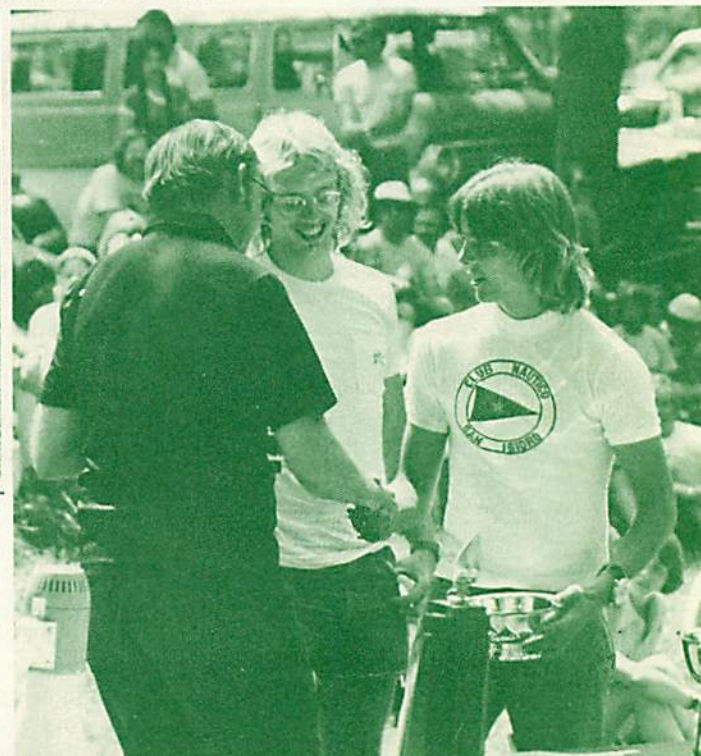


Stars winners,  
from left: Wesley,  
Hite, McFadden,  
Simons, Seavy,  
Lenhart, Duvoisin,  
Thompson, Kneul-  
man. (David Cox  
photo)

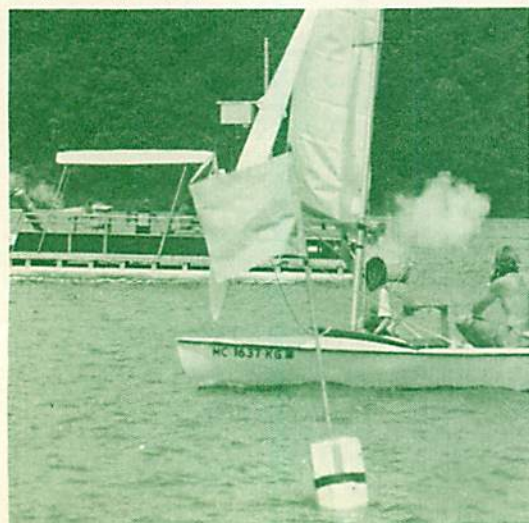


Nick and Nicky Longworth of Delta Fleet followed by a very junior Snipe before the race. (Cox photo)

David and Mark Chapin receive trophies and congratulations  
from Privateer Commodore Dean Hearn (Gary Caldwell photo)



Don Hite gets the gun at finish of last race. (Caldwell photo). At  
right, Bars winners: Emmie Koehler, Lee Burnup, Robert Reece,  
Jerry Humphreys, Don Hite, Jr. Crews in front. (Cox photo)





# Dave Chapin Captures South(erns) at Chattanooga

Young Dave Chapin came south from Springfield, Illinois and captured the Southern Snipe Championship, with 1-3 finishes in the light air series held on Chattanooga's Chickamauga Lake, May 7th and 8th. Detroit's Don Hite's second place with 14-1 finishes, indicates how the positions were scrambled, as only 2 of the three scheduled races could be completed. Brad McFadden of Atlanta in 3rd, was .3 points ahead of Privateer's Van Wesley. Ken Simons, also of the Privateer fleet rounded out the top 5 in the 54 boat A (Stars) fleet. Jeff Lenhart, defending champion, with his bride Peggy as crew, went fast to some of the wrong places and finished 6th. Francis Seavy was 7th, Pete Duvoisin 8th, Dirk Kneulman 9th and Jerry Thompson 10th.

B (for Bars) fleet honors went to Atlanta's Lee Burnup sailing one of the oldest boats in the regatta, 7370. Second place was Don Hite, Jr., Detroit. Emmie Kohler, Atlanta Fleet Captain, with her daughter Julia crewing, was third. Privateer's Jerry Humphreys and Robert Reece completed the trophy winners in the 17 boat B fleet.

A special junior race, a new feature in the 26th Southern Championship, attracted 7 boats, and was won by Jamie Hill of Cincinnati, with Steve Guebert of Atlanta in second.

Saturday morning's rain turned into a drift around the lake waiting for the wind to settle enough for John Wesley's race committee to set a course and starting line. After several attempts, an O X course was set. As explained at the skippers meeting; this would be a course with an X mark start and finish somewhere on the windward leg of the Olympic triangle.

After a misfired (and therefore unheard) signal, Jeff Lenhart was late to the line, but somehow worked up what should have been the unfavored side of the course, and was second behind Dave Chapin at the windward mark, first at the next mark, and long gone after that. Except — he had failed to perceive that the X mark start and finish were being used, and was beyond the committee

boat end of the line going fast for the still distant former windward mark when he was astonished to hear Dave get the gun as winner. A quick jibe and return earned him a 3rd place finish behind Francis Seavy in second.

Sunday, with a light shifty wind coming down the lake, all the smart money locals (and the people they had kindly let in on the secret) knew to go

immediately to the east bank — where they died — and watched Don Hite take a streak in the middle of the lake right to the windward mark. Van Wesley, who is local, but smarter, got out early and followed Don all the way to the finish line. Dave Chapin, not burdened with local knowledge, finished 3rd to ice the regatta, since there was neither time nor wind for a third start.

## SNIPES SOUTHERN CHAMPIONSHIP — PRIVATEER YACHT CLUB — May 1977

		Stars Fleet (Top 25 of 54)		Points	Finish
Boat	Skipper/Crew	Fleet	Places		
19432	Dave Chapin/Mark Chapin	Island Bay	1-3	5.7	1
19267	Don Hite/Tom Hite	Lake Angelus	14-1	20	2
21600	Brad McFadden/Madeline	Atlanta YC	5-6	21.7	3
21021	Van Wesley/Karen Gregory	Privateer YC	13-2	22	4
19924	Ken Simons/Russ Lee	Privateer YC	10-5	26	5
20560	Jeff Lenhart/Peggy	Mission Bay	3-17	28.7	6
6995	Francis Seavy/Kevin Guido	Clearwater	2-20	29	7
19091	Pete Duvoisin/Jean	Privateer YC	6-12	29.7	8
21716	Dirk Kneulman/John Haire	Oakville, Canada	24-4	38	9
17387	Jerry Thompson/Nancy	Lake Angelus	11-15	38	10
18505	John Akins/Glenda	Valdosta YC	21-7	40	11
22511	Means Davis/Peggy	Atlanta YC	17-11	40	12
21643	Earl Elms/Jeanne Bronaugh	Mission Bay	4-26	41	13
21640	Randy Nord/Lisa	Pine Beach	27-10	49	14
7428	Buzz Lamb/Marge	Privateer YC	18-19	49	15
22289	Stewart Waugh/Tom Rayburn	Delta	8-30	50	16
22267	Sam Mollet/Bill Mollet	Akron	26-16	54	17
20004	Lee Griffith/Carl Levinson	Acton Lake	22-21	55	18
21359	Steve Cooper/Orrie Wade	Privateer YC	12-33	57	19
19747	Dan Williams/Brainard Cooper	Privateer YC	9-37	58	20
19020	Bill Simons/Paul Obrien	Privateer YC	16-31	59	21
19724	Scott Cline/Skip Webb	Privateer YC	39-9	60	22
12884	John Sinclair/Means Davis, Jr.	Atlanta YC	32-18	62	23
16104	John Mulhausen/Kitza	Atlanta YC	15-35	62	24
21120	Jamey Hill/Amy Hearn	Acton Lake	45-8	65	25
		Bars Fleet (Top 10 of 17)		Points	Finish
Boat	Skipper/Crew	Fleet	Places		
7370	Lee Burnup/Savony Belsel	Atlanta YC	3-1	5.7	1
19059	Don Hite/Kim Thompson	Lake Angelus	1-4	8	2
20568	Emmie Kohler/Julia Kohler	Atlanta YC	8-2	17	3
21797	Jerry Humphreys/Randy Jones	Privateer YC	2-10	19	4
12441	Robert Reece/Bob Reece	Privateer YC	4-6	19.7	5
12627	Harvey Griffith/Sylvia	Atlanta YC	7-5	23	6
22555	Ron Putman/Barbara	Privateer YC	12-3	23.7	7
19844	Russ Prewitt/Sam Dayle	Delta	9-8	29	8
20251	Bill Harris/Dale Humphreys	Privateer YC	6-12	29.7	9
16700	Dease Ryan/Richard Rogers	Delta	10-9	31	10
		Junior Southern		Points	Finish
Boat	Skipper/Crew	Fleet	Places		
21120	Jamey Hill/Tommy Hearn	Acton Lake			1
21548	Steve Guebert/Bitsey	Atlanta YC			2
20953	Marc Duvoisin/Anne	Privateer YC			3
18022	Jody Hearn/Linda Duvoisin	Privateer YC			4
21021	Jim Bronaugh	Privateer YC			5
15155	Mike Sylvester	Panama City			6
16330	Patrick Reece	Atlanta YC			7





In photo at left, the dynamic duo, Penny Simmons (L) and Larry Lindo enjoy the rewards of their victory. At right, Bruce Colyer with his crew Jimmy Marten (R) display trophy they won as the highest scoring foreign team in Race Week. (Joan Lawson photos)

## Simmons Saves Race Week for Bermuda

Bermuda's invincible team of Penny Simmons and Larry Lindo did some serious sailing to keep the 350th Anniversary Trophy this year (May 1-7). Thriving on the stiff competition, Simmons guided his old wooden Botved to a hard won victory with 7½ points. Vice Commodore Bruce Colyer, sailing his red Chubasco, followed with 10½ points, while Fritz Gram took third with 14¼ points.

Colyer summed up the racing stating, "An America's Cup competition could not have been any more thrilling than the duels we had this week." "It's been the best we've ever had both in the weather and the quality of the competition," added Carlos Bosch, Race Week's major organizer. There was stiff competition at every level of the 25 boat fleet — from the veterans to the newest skipper — it

was an exciting contest.

Race Week opened bright and sunny. Colyer dominated the first race, flying around the course in 14-18 knot east-northeast winds and choppy seas. He enjoyed his victory only briefly, since he was disqualified for an early start. Simmons then moved into first place followed by Dickie Belvin, Fred Thurston, Fritz Gram, Eric Purdon and Ralph Swan-

### BERMUDA INTERNATIONAL RACE WEEK 1977

Boat	Skipper/Crew	Home Port	Places	Points	Finish
KB9884	Penny Simmons/Larry Lindo	Bermuda	1-1-4-2-3-1	7½	1
US20002	Bruce Colyer/Jimmy Marten	Coral Reef, Fla.	dsq-3-1-1-2-4	10½	2
US16699	Fritz Gram/	Cuba Lake, N.Y.	4-2-5-3-1-6	14¼	3
KB21715	Dick Belvin/Richard Todd	Bermuda	2-6-6-4-4-2	18	4
US19177	Fred Thurston/Rick Bisgyer	Annapolis	3-8-3-5-5-5	21	5
US20707	Terry Timm/	Barton Boat Club	7-5-2-13-7-3	24	6
US19915	Eric Purdon/	Annapolis	5-4-7-6-8-7	29	7
US20999	Ralph Swanson/	Winchester, Mass.	6-7-9-7-10-10	39	8
US19393	Wayne Soares/Leo Murphy	Bermuda	8-9-8-8-6-9	39	9
KB19708	Ray Pitman/David Lawson	Bermuda	10-11-12-9-9-nf	51	10
US20661	Ned Daly/	Lake Quassapaug	11-12-11-12-14-8	54	11
KB21707	Carlos Bosch/Gordy Flood	Bermuda	13-13-16-10-11-11	58	12
US21412	Robert Borer/	Barton Boat Club	14-10-14-11-12-12	59	13
KB20997	Steve Soares/	Bermuda	12-14-10-16-17-ns	69	14
KB17237	Jimmy Amos/Firebird Frith	Bermuda	9-20-21-14-13-ns	77	15
US12021	Herb West/Legs Simmons	Atlanta	19-21-17-15-19-13	83	16
US17377	Ron Barber/	Norwood, Mass.	17-17-18-17-nf-16	85	17
KB18881	Andy Mullin	Bermuda	15-16-13-19-ns-nf	88	18
US22392	Dana Schnipper/Killer Kowalski	Sea Cliff	18-15-22-18-15-ns	88	19
KB19938	Brett Wright/	Bermuda	20-22-23-20-18-14	91	20
US19707	Jim Lawlor/	Lake Quassapaug	nf-18-15-nf-16-ns	99	21
KB21714	John Plasted/Joan Lawson	Bermuda	22-24-20-21-ns-15	102	22
US21612	Wilby Coleman/	Valdosta, Ga.	21-23-19-ns-20-ns	108	23
KB13017	Robert Tatem/	Bermuda	16-19-24-nf-ns-ns	109	24
US22800	Bill Buckles	Cleveland, Oh.	ns-----		25





*The top five skippers relax after the prizegiving. From left, Dick Belvin, Bruce Colyer, Penny Simmons, Fred Thurston, Fritz Gram. (Joan Lawson photo)*

son.

The winds lightened to 6-10 for the second race. Gram was first to the weather mark followed by Purdon, Simmons, Timm and Colyer. Simmons rounded the leeward mark in second. Gram held his lead around the triangle, but succumbed to Simmons on the last leeward leg. Simmons slid across the finish 35 seconds ahead of Gram. Colyer moved up to third, Purdon fourth, and Timm fifth.

Competition heightened in the third race. Sailing in ideal 14-16 knot north-northeast winds, Colyer opened up the lead and crossed the line first, followed by the American contingent of Terry Timm and Fred Thurston. Simmons closed in fourth and Gram slipped to fifth.

The winds dropped to a shifty 12-15 knots for the Wednesday afternoon race. Simmons was first to the weather mark followed by Gram and Colyer. The fight was on. Colyer ran over Gram on the first reach and caught Simmons on the second. He held the lead coming back to weather. Then a great tacking duel ensued as Simmons and Colyer fought for position. Finally Colyer double tacked and got inside at the mark. On the final weather leg, Colyer covered Simmons and finished 100 yards ahead. Gram, an early leader, sailed his own race, and finished third, followed by Belvin and Thurston.

West winds blew a moderate 12-15 in the fifth race Thursday. It was a close weather leg with Gram, Simmons and Colyer around the mark. Colyer passed Gram on the first reach and Simmons on the second. Colyer and Simmons duled

on the run, trading first place three or four times. It was another close battle up the last weather leg as Colyer and Simmons traded position again and again. Gram sailing his own race, finally took the lead within 500 yards of the finish. Colyer split from Simmons in the wind shifts and took second, followed by Simmons and Belvin.

The final race was a classic. It was one of those glorious sailing days — rough 18-22 knot winds and higher gusts whipped the brilliant azure water into foaming white crests. In this idyllic setting, the toughest contest of Race Week took place — with the fate of the trophy in question.

As Colyer strove to stay near Simmons, off went the gun, with Simmons closer to the favored leeward end. Colyer got headed 200 feet behind Simmons and

*(Continued on page 12)*

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Race Week's guiding force, Carlos Bosch (l-r) recaps the week with Wayne Soares, National Secretary, and Dick Belvin, Fleet Captain. (Joan Lawson photo)

## Bermuda...

(Continued from page 11)

tacked off. He continued to tack on the shifts, and caught up to Simmons, who caught a lift to round the weather mark in the lead.

The rest of the fleet spread out over the course, as knock followed lift in rapid relays. One bad tack, and several boats could blow by.

Up at the top, Colyer closed the gap on the reaching leg and tried for an inside edge, but his attempted jibe caught the reaching mark, forcing him to reround. In the midst of the confusion, Simmons took off. Colyer, 60 yards behind, passed Thurston and Belvin and caught up to

Simmons again, rounding the mark a few boat lengths behind him.

Simmons started covering, and had some speed on Colyer going to weather, and again led around the mark. Simmons jibed when a 505 came down. Colyer had to wait to go around the intruding boat and Simmons took off again, to lead Colyer by 16 seconds at the leeward mark.

Colyer overstood the finish hoping to carry Simmons far enough out to reach to the line and get on top of him. But it didn't work. While Simmons and Colyer fought it out, Belvin was waiting for his chance. Simmons and Belvin crossed the finish barely 6 inches apart, to the sound of the gun and blaring boat horns. Timm followed with Colyer a few boat lengths behind. The cherished silver bowl was safe with Simmons once more.

Further down the fleet, competition was just as keen. Thurston, Gram, Purdon, Dally, Soares, Pitman and Swanson fought it out for the top ten.

While competition was fierce on the race course, entertainment on land was as warm and friendly as ever. In the comfortable atmosphere that resembled a class reunion, Snipe sailors returning to the island reminisced about experiences they've shared through the years.

All activities at the Royal Bermuda Yacht Club and Spanish Point Boat Club, executed so smoothly, were the result of 8 months careful planning and cooperation between the two clubs.

Thoughtful to the last detail — it is no wonder sailors return year after year to the land of endless warmth and friendship. . . and outstanding sailing.

Joan Lawson  
Sea Cliff Fleet 4



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The new masthead above is by courtesy of White Rock Snipe Fleet 1. It pictures pretty accurately an incident at Tulsa the week before the Southwestern at Dallas. Gory details later.

Wichita's Santa Fe Lake didn't have any water in it until the weekend of the Tulsa regatta, so I started my season at the Southern in Chattanooga. It was a typical Chickamauga blow down — zero to light, with occasional discernable puffs. With Biscayne Bay type chop, which was occasionally superimposed on top of power boat induced swells. There was only one race Saturday, which would have been won by Jeff Lenhart if he hadn't thought the finish line was where it wasn't. I finally came to the conclusion that no matter how bad the tack you were on seemed, don't tack — the other one will be just as bad and you will lose two boats coming about. If you happen to complete your tack just as a group of swells arrive, make that ten boats. I know — I did just that. I understand Lenhart took only about two tacks per beat.

There was a different secret for success in the one race Sunday. This was to be completely ignorant of local lore which was to go up the shore on the starboard side of the course with the wind where it was. I knew this was right because the last time I was there I didn't go there. This time I went there and it was fatal. The only consolation was that I had lots of good company.

The lake at Tulsa is unique, I believe — concrete shore lines, and sort of negative type hills surrounding the shore line. The lake surface is about thirty feet above the surroundings. It is the city water supply and water is pumped into it. It has also been built in stages and deepened by building up the shore line, which leaves a couple of submerged concrete former shore lines. I've only been sailing there for thirty-five years but I found one of the walls but good.

We should have had a wind averager to average the wind at Tulsa Saturday with Chattanooga. Measured at the dock, it was fifteen to twenty most of the time, but it spent quite a bit of time at twenty-five and occasionally hit thirty. Being early in the season with no one having much practice and the water being a bit cold still, there was no great rush to get out and practice. A couple of hardy crews (young) went out. When one capsized and the other almost spun in, a delay of several hours was announced.

Probably the most effective thing in making conditions improve during the postponement was the decision to provide free beer at that time rather than waiting until after the race. Anyway, a race was finally started. About half of the boats stayed at the docks and about half of those who didn't, wished they had, after capsizing — a couple of them while they were leading. I went out but while trying to rig up the Cunningham luff puller which we had forgotten, we sort of slid across one of the walls — we were heeled over enough so that we didn't hit hard. By the time we got back where we belonged the race was well along without us. Which may have been just as well. I always seem to capsize once a year but I prefer to wait until later when the water is warmer.

Sunday morning, after rather a drifty start, they managed to get off two nice races. The starting line was close to another underwater wall which I managed to plow into going to windward early in the first race. This afforded an opportunity to study the effects of leaving the board down all the time. It didn't really seem to make too much difference except with marginal planing conditions. The boats with their boards up could just get up and we just couldn't.

The racing at Dallas was really fun and as frustrating as racing on White Rock Lake always is. The winds for all three races were between ten and twenty (mph-not knots). No drifting, no battle for survival, and typical of White Rock — no way of knowing whether the tack you were on or the side of the lake you were on was just great or just awful. The only thing you could be sure of was that it was one extreme or the other.

After the two Saturday races I wasn't winning the regatta by any means but I was ahead of all the people who had beaten me in Tulsa, and was ahead of the Zars navy — which is not easy. With three good skippers in the family, you are lucky to be ahead of any of them. Sunday was a different story. I didn't do anything right. Lief Zars has a reputation of always winning Sunday morning races — he didn't quite make it, getting only second. (He had made the mistake of winning the tune up race which explains all his later problems.) Kieth Zars took a tack on the starboard shore a quarter of a mile from the fleet and picked up the header he said he knew was there. I went the other way and all the headers I got were after I tacked. Better luck next time — I hope.

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## Perfection Logged by Middlefork Opener

The 1977 version of the Middlefork Opener will not be surpassed in any way. The weather in Richmond, Indiana was beautiful with sunny skies, temperature in the upper 70's, and steady winds blowing the length of the lake at 8 to 10 knots.

Fleet 653 took a different tack for this year's regatta. The registration fee for each Snipe covered the SCIRA fee, coffee and doughnuts both mornings, lunches both days, and a cocktail party at Commodore Don Meredith's home Saturday night.

Among other awards Saturday night were ten steak dinners given by drawing boat numbers from a hat. The numbers couldn't be drawn from a boat; the only boat in the Meredith's yard was a pram full of beer and ice.

Paul Hemker served as race chairman. Paul assumed that the sailors from Missouri, Illinois, Michigan, Ohio, and Indiana came to race as well as party. Four races were scheduled and completed on Saturday with two more set for Sunday.

In race one around the triangle Bob Rowland led from start to finish. The battle for second was between Tim Prince and Steve Sherman with Sherman holding off Prince while Peter Keen took fourth.

Race two began with the winds up 10 to 12 with gusts higher. The Rowlands seemed to be on their way to a perfect card with another first. There was a constant battle for second between Ray Schmit and Sherman. Schmit took second with Sherman third followed by Prince and Felecia Bamer.

Schmit established an early lead in race three with an excellent start and good down wind work. The next three



*Winning form of Bob and Sandy Rowland. (Inland Sailing Photo)*

spots were being fought for by Prince, Sherman and John Goldsworthy. Prince not only held off the challengers, he overtook Schmit. The finish was Prince, Schmit, Goldsworthy, and Sherman.

Rowland had his perfect score disrupted as a result of a less than perfect start. He was still able to work his way back to finish fifth.

The winds were still at the 10 to 12 level for race four. The Rowlands, now back to their opening style, took first followed by Sherman, Schmit, Prince and Marvin Lee.

The B Fleet put on an interesting exhibition. E. Purtee led at the first windward rounding. As poles were set, Ann Meredith took the lead and went on to take first in the race. Second went to Jerry Best, with Purtee, Bill Wiersma, and Tom Katterheinrich rounding out the top five.

At the start of race two, Meredith fouled the starting pin while Purtee tapped the committee boat. Tom Katterheinrich jumped to an early lead from a congested start but was forced to retire.

### MIDDLEFORK OPEN A Fleet (Top 10 of 13)

Boat	Skipper/Crew	Club	Places	Points	Finish
22355	Bob Rowland/Sandy	Cowan	1-1-5-1-3-1	5.7	1
18502	Steve Sherman/Steve Porter	Muncie	2-3-4-2-2-4	22.7	2
20659	Ray Schmidt/Robbie Coughlin	Burnham Park	10-2-2-3-1-7	24.7	3
22732	Tim Prince/Liz	Cowan	3-4-1-4-4-3	27.4	4
20536	Peter Keen/Christine	Cowan	4-8-6-6-10-2	48.4	5
17733	John Goldsworthy/Katy Weis		8-6-3-10-11-6	59.1	6
19897	Felicia Bamer/Kathy Hitchcock	Carlyle	7-5-9-11-8-8	66	7
21116	John McAllister/Tom White	Crescent	9-9-8-9-5-9	69	8
16400	John Eilers Jr./Bunny	Cowan	5-10-10-df-6-11	70.7	9
22515	Marvin Lee/David Jennings	Muncie	11-7-12-5-9-10	71	10

### B Fleet (Top 10 of 15)

18120	Tom Katterheinrich/Marna	Hueston	5-df-3-1-2-1	18.7	1
22775	John Hartney/Dorothy	Cowan	7-3-1-3-1-5	21.4	2
19299	Buddy Leonard/Bobby	Diamond Lake	14-4-7-2-3-3	34.7	3
21118	Tony Wilson/Fred Thornburg	Richmond	6-12-2-10-6-4	50.4	4
10163	Jerry Best/Mark Miller	Wall Lake	2-10-5-6-15-9	55.7	5
21365	Joe Spain/Dave Delgado	Burnham Park	8-13-12-7-4-2	56	6
7377	Bill Wiersma/Shirley	Wall Lake	4-14-4-4-12-8	56	7
18115	Earl Purtee/Steve	Richmond	3-7-df-ds-5-7	61.7	8
19794	Robert Schwindt/Barbara Kerrigan	Muncie	10-2-8-12-7-10	62	9
19827	Addis Katterheinrich/Bill	Hueston	11-6-6-5-8-df	64.4	10





*A Fleet crew/skipper kneeling. B Fleet crew/skipper standing. (Inland Sailing Photo)*

Dick Reichter finished first, with Robert Schmidt, John Hartney, Buddy Leonard, and Cheryl Purtee completing the top five.

Race three went to Hartney, Tony Wilson, T. Katterheinrich, Bill Wiersma, and Jerry Best. In race four, Katterheinrich was followed to the finish by Leonard, Hartney, Wiersma, and Addis Katterheinrich.

At the party you couldn't tell the A Fleeters from the B Fleeters.

Sunday dawned crisp and bright with a puffy breeze of 8 to 10 and soft spoken sailors. The fifth race started as a battle between Schmit and Rowland, with the lead changing often. At the finish it was Schmit, Sherman, Rowland, Prince and John McAllister.

Race six, over the same course, pro-

vided the heaviest winds with a shift to the south and steady 14. Rowland led from start to finish taking race six and the championship. Keen, Prince, and Sherman completed the top four with Larry Best fifth.

Hartney led all the way in race five for the B's. T. Katterheinrich was second Leonard third, Joe Spain fourth, and E. Purtee fifth. T. Katterheinrich sewed up the championship with a first in the sixth race. Spain, Leonard, Wilson, and Hartney completed the top finishers.

The Vintage Award for the oldest boat with the best finish went to Bill Wiersma of Wall Lake, Michigan. Bill placed 7 in B Fleet in Snipe No. 7377.

Best Junior Award in A Fleet went to John McAllister, Crescent Sailing Club, Michigan.

Best Junior Award in B Fleet was won by Buddy Leonard, Diamond Lake Yacht Club, Michigan.

Engraved Snipe medallion belt buckles were also awarded to the A Fleet Top 5 skippers and crews in each division.

Earl Purtee  
Fleet 653



## Sanctioned Snipe Regattas

JULY 9-10, WINCHESTER INVITATIONAL, Winchester Fleet 77, Jack Gannon, 14 Brentwood Rd, Woburn, MA 01810.

JULY 9-10, LAKE ONTARIO REGIONAL OPEN, Chautauqua fleet No. 124, Royce Malory, 145 Front St., Lakewood, NY 14701.

JULY 15-17, U.S. JUNIOR NATIONAL CHAMPIONSHIP, District II Fleets, Leif Zars, 111 NE Loop 410, San Antonio, TX 78316.

JULY 15-22, U.S. NATIONAL CHAMPIONSHIP, District II Fleets, Leif Zars, c/o Gary Pools, 111 NE Loop 410, San Antonio, TX 78216.

JULY 24-30, MARITIME SNIPE CHAMPIONSHIP - CANADIAN NATIONAL CHAMPIONSHIP, Northern Yacht Club Fleet 220, Alex Winstanley, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

JULY 30-31, CANADIAN JUNIOR NATIONAL CHAMPIONSHIP, Northern Yacht Club Fleet 220, Alex Winstanley, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

JULY 30-31, NEW JERSEY STATE CHAMPIONSHIP AND OPEN, Lake Mohawk Fleet 10, Joseph J. Sepkoski, 323 West Shore Trail, Sparta, NJ 07871.

JULY 30-31, DIAMOND LAKE OPEN, Diamond Lake Fleet 158, Earl Troeger, 3047 Woodmont Dr, South Bend, IN 46614.

AUGUST 6-7, NEW ENGLAND CHAMPIONSHIPS, Spofford Lake Fleet 751, Glenn Younie, 16 Edwards St, Keene, NH 03431.

AUGUST 6-7, DISTRICT III JUNIOR CHAMPIONSHIP, Cowan Lake Fleet 433, John Braun, 128 Wilmuth Ave, Cincinnati, OH 45215.

AUGUST 13-14, WOLVERINE REGATTA, Barton BC Fleet 520, John Johns, 126 West Hoover, Ann Arbor, MI 48103.

AUGUST 19-21, SNIPE GOLD CUP REGATTA, SCIRA Denmark, (Immediately preceeding Snipe World Championship in the same waters.)

AUGUST 20-21, WIS-MINN OPEN, Green Lake Fleet 129, Ken Kinas, Lakeview Dr, Green Lake, WI 54941.

AUGUST 21-29, 28th SNIPE WORLD CHAMPIONSHIP, Skovshoved Sejlklub, Nils Toftgaard-Hansen, Skovshoved Sejlklub, Shovshoved Havn, DK-2920, Charlottenlund, Denmark.

AUGUST 27-28, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet 231, Ned Daly, 193 Clough Rd, Waterbury, CT 06708.

AUGUST 27-28, SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet 597, Phil Morse, 4416 W 13th St. Topeka, KS 66604.

SEPTEMBER 2-4, LABOR DAY REGATTA, Lake Worth Fleet 53, James A. Holcomb, Rt. 2, Box 785, Lake Worth, TX 76135.

SEPTEMBER 10-11, INDIANA OPEN, Indianapolis Fleet 409, Bob Rogers, 722 Tuxedo St, Indianapolis, IN 46240.

SEPTEMBER 10-11, WEATHERBY LAKE ANNUAL HOSPITALITY REGATTA, Weatherby

Lake Fleet 698, Virgil Hoffman, 7901 NW Potomac, Kansas City, MO 64152.

SEPTEMBER 17-18, MASS BAY OPEN, Mass Bay Fleet 244, Ginny Turner, 121 Circuit Rd, Winthrop, MA 02152.

SEPTEMBER 17-18, OHIO OPEN, Chippewa Fleet 621, Paul Elsbree, 420 Dorchester Rd, Akron, OH 44320.

SEPTEMBER 17-18, JOE RAMEL MEMORIAL, Lake Totawana Fleet 49, John Murphy, 8728 Meadow Lane, Leawood, KS 66206.

SEPTEMBER 17-18, OHIO OPEN, Chippewa Fleet No. 621, Paul Elsbree, 420 Dorechester Road, Akron, OH 44320.

SEPTEMBER 24-25, KEUKA CHAMPAGNE REGATTA, Keuka Fleet No. 382, Bill Hamilton, 141 Ontario Street, Honeoye Falls, NY 14472.

SEPTEMBER 24-25, EVERGREEN REVITALIZER, Evergreen Fleet 740, Larry Colter, 1203 N. Fell St, Bloomington, IL 61701.

SEPTEMBER 24-25, MYSTIC LAKE OPEN, Winchester Fleet 77, James Fraser, 9 Essex St, Medford, MA 02155.

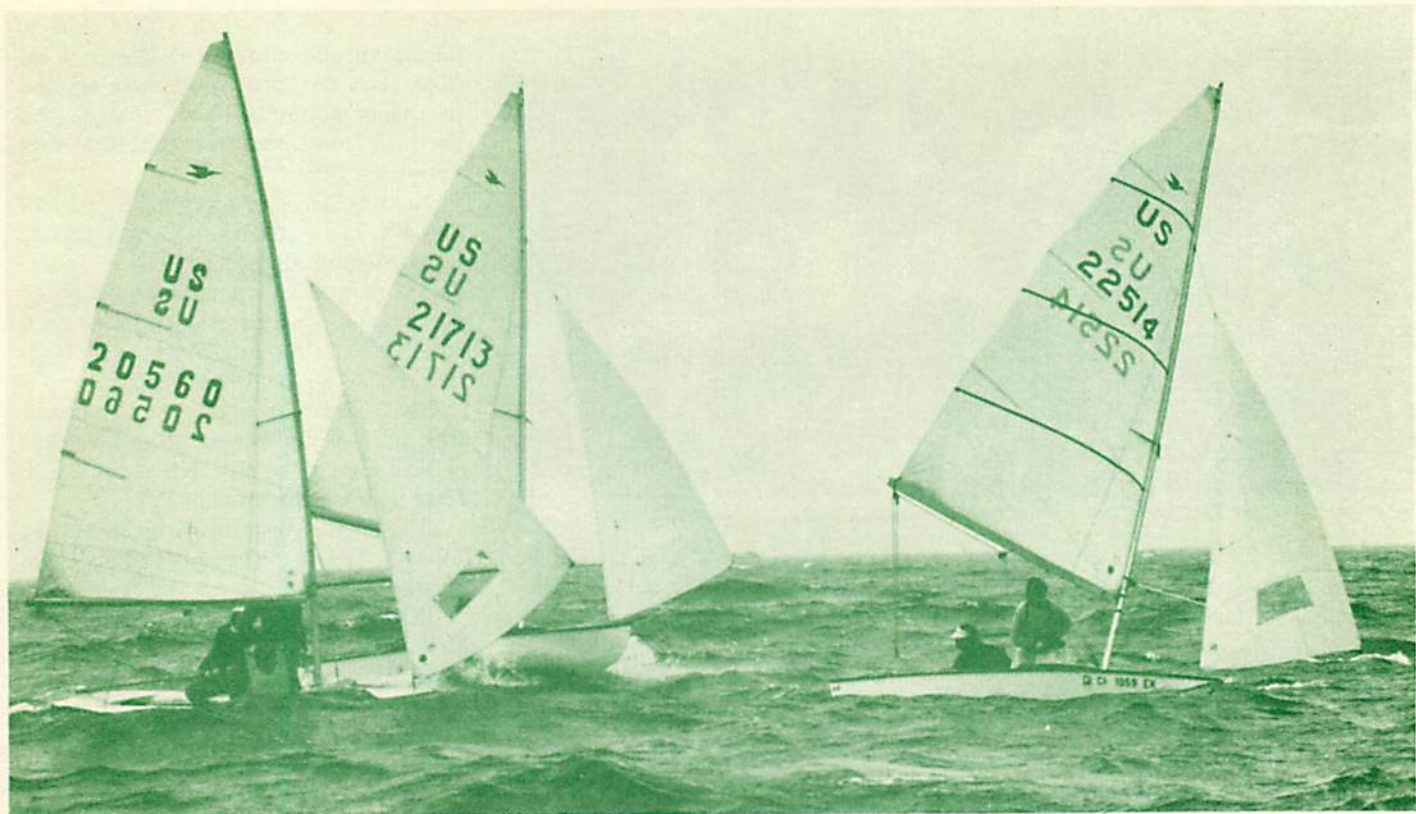
OCTOBER 1-2, OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Robert L. Hill, 11422 Pippin, Cincinnati, OH 45231.

OCTOBER 6, 7, 8, 9, NORTH AMERICAN CHAMPIONSHIP, Mission Bay Fleet 495, S. Harry Smith, 1911 Parkview Terrace, La Jolla, CA 92037.

OCTOBER 8-9, CRACKER BARREL, Chatahoochee Fleet 452, Dick McMichael, 3805 Woodmont Dr., Columbus, GA 31907

OCTOBER 22-23, FRIGID DIGIT, Annapolis Fleet 532, John Gudas, 113 Smith Ave, Annapolis, MD 21401.





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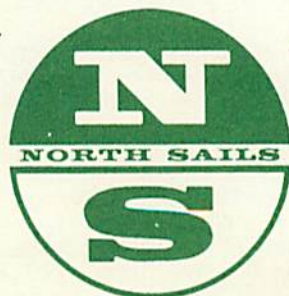
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## **1976 Results**

EUROPEAN CHAMPIONSHIP . . . 6 out of top 10  
 FINNISH NATIONALS . . . first  
 RACE WEEK, PALMA (90 boats) . . . first  
 SWEDISH NATIONAL CHAMPIONSHIP . . . first  
 SWEDISH SILVER SNIPE . . . first  
 CANADIAN NATIONALS . . . first  
 ENGLISH NATIONALS . . . first  
 SOUTHERN CIRCUIT . . . second overall  
 BACARDI CUP . . . first  
 PACIFIC COAST CHAMPIONSHIP . . . first  
 CROSBY SERIES . . . second (three daily firsts)

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