

SNIPE

BULLETIN



JUNE 1977



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1977 CARLYLE OPEN
A Fleet (Top 15 of 24 Entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
18926	Lou Dixon/Tim Sixon	IBYC	1-1-1	0	1
20988	Buzz Levinson/Winnie Levinson	ISC	7-2-2	19	2
19062	Mike Zalzal/Cheryl Thielen	Acton Lake	4-3-3	19.4	3
16856	Tom Townsend/Lissa Townsend	ISC	5-7-4	31	4
18266	Dan Wesselhoft/Kathy Hitchcock	IVY	6-6-5	33.4	5
21790	Bill Coberly/Marge Coberly	CDYC	2-4-21	38	6
13020	Paul Dovey/Diane Hess	ISC	8-8-8	42	7
20659	Ray Schmit/Peter Schmit	Burnham Park	13-9-6	45.7	8
22289	Stewart Waugh/Tom Reyburn	Delta SA	9-14-12	53	9
13523	George Newman/Karen Soliwon	IBYC	14-19-9	60	10
20402	Louis Joline/Sonja Joline	MYC	11-20-11	60	11
22468	Erle Bennett/Chris Rogers	Delta SA	20-11-15	64	12
20869	Dick Brackett/Elizabeth Brackett	Burnham Park	16-16-19	69	13
19716	Harry Huff/Karen Huff	Carlyle	18-19-14	69	14
20551	Carl Levinson/George	ISC	10-5-dsq	73	15

B Fleet (Top 10 of 14 Entries)

20880	Frank Vincent/Beth Stardley	IBYC	2-1-1	3	1
19831	Larry Smith/Lisa Smith	Corey Lake	1-2-4	11	2
16851	Larry Colter/Pat Colter	Evergreen SC	3-4-2	16.7	3
21827	Lawrence Christy/Pat Christy	Carlyle	6-6-3	29.1	4
20501	Ray Szczepanski/Bob Meyer	Carlyle	7-3-9	33.7	5
17460	Frantz Albert/Dewitt Smith	CSA	4-5-nf	37	6
19897	Felicia Bamer/Barbara McKeel	Carlyle SA	8-7-5	37	7
17599	Russell Prewitt/Sally Gleason	Delta SA	5-8-nf	43	8
20181	Tim Miller/George Shindel	Carlyle	10-10-7	45	9
16931	Jan March/Steve Shultz	Carlyle	13-9-6	45.7	10

Dixon, Vincent Lead Fleets at Carlyle Open

Steady wind and Dixon, Dixon, and Dixon dominated the 1976 Carlyle Lake, Illinois, Open sponsored by Fleet 705. Lou Dixon and Frank Vincent, both of Island Bay Yacht Club in Springfield, Ill., swept firsts in the A & B fleets respectively in the three-race series, Felicia Bamer, regatta chairwoman, announced. Carlyle Lake is located 80 miles east of St. Louis, Mo.

Dixon swept the A series going away with three firsts. Vincent almost duplicated the feat in the B series with two firsts and a second. He didn't nail down the top spot until the last race on Sunday, when he broke a tie with Larry Smith, Corey Lake, Mich., with a first. Smith finished fourth and had to settle for second overall in the B series.

Second place was still up for grabs in the A series as Buzz Levinson, Indianapolis, and Mike Zalzal, Cincinnati, began the third race separated by four-tenths of a point. Levinson won the skirmish with a fourth, placing second overall and leaving third to Zalzal.

Thirty-eight Snipes, 27 from a six-state area, battled 11 skippers from the host Carlyle Lake fleet, representing a 40 per cent increase over the size of the 1975 Open's fleet. In spite of Lake Carlyle's spacious 24-mile length, starting line action was furious as both A and B fleets jammed and jostled in combined starts for each of the three races.

Saturday's steady breezes stepped up a notch on Sunday creating even better course action. In spite of the heavier wind, the rough stuff was limited to

capsizes in the final race.

Carlyle Fleet 705 captain Larry Christy on Sunday presented identical walnut mounted half-hull Snipe trophies to skippers and crews of the first five finishers in both fleets.

Tom Townsend, Indianapolis, and Dan Wesselhoft, Peoria, took the rest of the A-fleet trophies, finishing fourth and fifth respectively.

In the B fleet, Larry Colter, Bloomington, Ill., took a third. The host fleet swept the remaining honors with Larry Christy grabbing fourth place and Ray Szczepanski fifth.

See you at the Carlyle Open in 1978 (District III Championships will be held at Carlyle Lake in 1977).

Felicia Bamer
Fleet 705

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SNIPER CLASS
INTERNATIONAL RACING
ASSOCIATION

JUNE 1977
Vol. XXVI No. 6

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PUBLICATION INFORMATION

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

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

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

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

CHANGE OF ADDRESS

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

THE COMMODORE SEZ

Continuing last month's discussion of the Moment of Inertia (M of I) Rule, we used the M of I and Radius of Gyration (R of G) rigs to collect data from about 60 tests covering 25 different fiberglass and wooden hulls. Most of the tests were run on the M of I rig because we felt from the beginning that this would be more suitable for a Snipe hull.

The results of our tests could be summarized as follows:

1. We found that the M of I of well-built fiberglass boats ran between 200 and 220 slug ft.² A few fiberglass hulls, including most of those that we felt were of flimsy construction, had values of 185 to 195 slug ft.² Most wooden boats fell between 220 and 245 slug ft.² We therefore decided to set the M of I minimum value at 200 slug ft.² This would insure that boats built after Jan. 1, 1976 would not be significantly different from well-built older boats as far as M of I was concerned.

The Rules Study Committee strongly felt that no rules change should either obsolete older boats or make them faster than the post Jan. 1, 1976 boats.

2. The M of I test was easier to perform and safer in that the hull only had to be moved twice, on to and off of, the rig. The hull rests on a pivot rod on the ground. In the R of G test, the hull must be moved three times and it is suspended by gunwale (sheer?) hooks up in the air. The M of I test is slightly faster because only three timings are required vs. six for the R of G test.

3. The M of I rig was easier to build anywhere in the world and only the calibrated springs, pivot rod and bow piece (?) need be sent from the SCIRA office. The R of G rig would have required the shipping of steel hooks and a knife edge strong enough to support a 276 lbs. (125kg.) hull. The fabrication and shipping costs would have been much higher than the \$10.00 per set cost of the M of I items.

4. The M of I test was not quite as accurate as the R of G test, giving an accuracy of plus or minus 2 or 3 percent vs. plus or minus 1 or 2 percent.

After much consideration of the relative merits of both tests, the Rules Study Committee decided to recommend adoption of the M of I rule to the Rules Committee. It was subsequently adopted by the SCIRA Board of Governors.

It is interesting to note that the Rules Study Committee also looked at two other entirely different approaches to the problem. One approach was the use of an

electronic thickness gauge that was being developed by Bob Smither for the Lightning Class. However, we felt that this instrument was not going to be ready in time for us to begin using it January 1, 1976.

The second approach was to drill two or three randomly-placed ¼" diameter (6mm.) holes in each end of the hull while still at the factory. The measurer would use a simple thickness gauge in the hole to verify thickness. The builder would then plug and refinish the holes. We felt that most new-boat owners would need to be educated to accept the fact that his brand new hull had had holes drilled in it, even though they would have been plugged and refinished by the builder. Also, in some countries, the measurer might not be close to the builder.

I still feel that this last approach is the simplest and it might be something for us to think about for 1980.

DNW

U.S. Nationals Entry Deadline

Entries for the U. S. National Championships must be received in the office by July 5th.

Final Notice

The final notices of 1977 dues not paid were mailed on May 15. This is the last BULLETIN for those who paid 1976 dues but have not renewed their memberships in 1977. If we sent you a notice, that means your dues have not been recorded in the office. If we made a mistake, please let us know.

THE COVER

Van Wesley leads around the mark with Means Davis close behind at the Redneck Regatta, Jackson, Mississippi in early April. Van won the regatta with three firsts. Photo by David Cox.

THE SCORE

Nine numbers were issued last month with the U. S. taking 6, Paraguay 2 and Brazil 1. No new fleets were chartered.

Numbered SNIPES — 22826
Chartered Fleets — 752

WORLD JUNIOR CHAMPIONSHIP

Boat	Skipper/Crew	Country	Places	Points	Finish
20974	T. Borgstrom/F. Asad	Argentina	1-1-12-1-1-2-2	6	1
22542	G. Borgstrom/T. Brizueta	Argentina	3-2-1-2-3-3-1	17.4	2
21699	L. Martinez/E. Chaina	Argentina	5-4-4-5-9-7-4	57	3
21597	E. Menezes Vas/R. Saeger	Brasil	10-3-5-ab-8-1-6	57.4	4
21450	E. Fumagallo/J. Cuervo	Argentina	9-6-2-3-10-5-7	58.4	5
10771	A. Sisti/D. Slullitel	Argentina	4-10-8-4-ab-12-3	69.7	6
19790	P. Holm/T. Slotte	Finland	11-12-11-6-4-11-5	80.7	7
21420	J. Belles/G. Ceballos	Spain	8-5-7-ab-2-ab-8	81	8
19432	D. Chapin/M. Chapin	U.S.	12-13-3-ab-6-9-9	84.4	9
22203	H. Garcia Terra/L. Filipelli	Uruguay	6-8-14-10-17-18-11	101.7	10
20933	H. Levinson/P. Levinson	U.S.	16-20-13-8-7-10-14	104	11
22206	N. Peirano/J. Gomez	Uruguay	13-11-ab-11-12-6-16	104.7	12
12296	T. Schmidt Grael/E. Mascarenhas	Brasil	nl-nl-6-7-5-ab-10	105.7	13
21531	M. Doreste/M. Blanco	Spain	2-7-ab-ab-nl-4-ab	106	14
21474	T. Nieminen/T. Nieminen	Finland	7-14-10-15-11-15-13	106	15

Argentina Paces Junior World Championship

Argentina, host country for the 3rd Junior World Championship, took the top three places in the regatta. Brazil was 4th and Argentina was fifth.

The races were held in Mid-December on the Rio de la Platte, Buenos Aires, under the direction of the Yacht Club Olivos and the Argentine fleets.

Fifteen teams from North America, Europe, and South America took part in the competition. The host country is allowed 5 entries, while other countries are limited to 3. Because of the inflated cost of transporting boats, most teams accepted the offer of "loaner" boats from the host club.


Congratulations to the new champions, Brogstrom and Asad, and to the organization for a well run championship. This is the third successful running of the Juniors in 3 widely separated centers of Snipe activity. A formalized deed of gifts for the championship will be considered at the meeting of the Board of Governors in Denmark in August.

Snipes to Race in USYRU Southeast Regatta

The USYRU is sponsoring regional youth regattas in locally popular classes. The purpose is to encourage racing at the local level and the regattas are self-fulfilling, and will not serve as eliminations for other championships. The youth regattas are for sailors under 20.

The Southeastern regatta will be held July 30-31 at Western Carolina Sailing Club, Lake Hartwell, Anderson, SC. Classes included are: Snipe, Sunfish, Laser, Force Five, Y-Flyer, Lightning and Thistle.

Contact: Art Menke, 126 Dolphin Dr., Spartanburg, SC 29302.



Snipe Building Plans

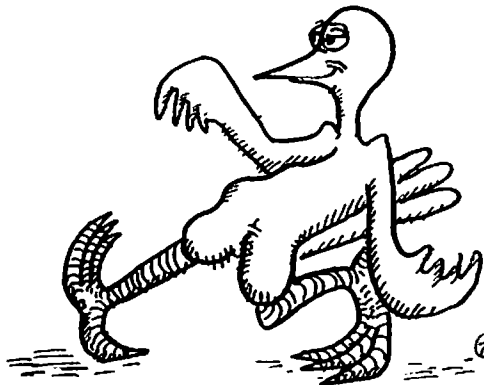
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DR. DUVOISIN'S RX FOR SAIL TRIM

(The following is a discussion on sail trim which Dr. Peter Duvoisin prepared for Privateer Yacht Club's Snipe Fleet No. 142.)

INTRODUCTION: Pete and his son Marc have boats which have been set up alike, except that Marc who is 14 and uses his 13 year old sister Anne as his crew, has a bendy mast and Pete has a stiff one. They have paced the two boats and tuned them for the best possible boat speed.

Pete, who has won most of District IV's major regattas at least once, has taught Marc sailing, rigging and boat handling. Teaching Marc helped Pete analyze what is involved in achieving proper sail shape. He agreed to lecture to the fleet on recognizing what is desirable in sail shape and how to achieve it.

SAIL TRIM: We will concentrate on sail trim — what you do to change the shape of the sail while racing. We assume the boat's rig has been set up for the conditions. As conditions change, whether the wind gets stronger or lighter or sea conditions change, you must trim the sails to meet the new conditions. Make sure all your sail trim adjustments are as simple and easy to do as possible, or you won't use them constantly as you should.

MAST BEND: Each mast has its own bend characteristics and you must learn

to control these. Spreader length and angle control mast bend also. You bend the mast aft to flatten the sail. The front of the Snipe main sail has a "round" built into it which you can see when the sail is lying flat on the ground. Aft mast bend pulls cloth forward in the center of the sail and changes draft of that sail. The leech is freed by aft, as well as side mast bend at the top. The leech controls heel and driving force of the boat.

You control the bend with either mast pullers or with blocks at the deck. Since mast pullers are more efficient and therefore easier to use, I recommend them as the mast can be controlled in all wind conditions. Again, make all of your controls convenient to use. The degree of bend produced by the force of the wind on the sails is controlled by the mast puller at the deck, the spreaders, stay tension and main sheet tension.

CUNNINGHAM: (Jib and Main): This adjustment for each sail is the Cunningham hole, in the main located near the tack of the sail, and the jib cloth downhaul. They are used to change the position of draft in the sails. When you pull down, the belly or draft of the sail will move forward. Again make a system that has adequate purchase to make it efficient and convenient to use. Set the system up on shore and see how it

changes the shape by pulling down 2 inches, then 4 inches, then 6 inches on the Cunningham and looking at the sail shape from below the main.

It must be remembered that this is an adjustment — you don't set it and forget it — you must constantly change it to make the shape of the sail right. It does make a difference. Increased wind velocity moves draft aft so you start using Cunningham to control the draft. The amount of pull is graded from 1 inch in 5-6 mph wind velocity to full 6 inches at 15-20 mph. Pulling the Cunningham will also free the leech.

JIB SHEETING: The jib tracks are currently being set 16 inches from the centerline of the boat. Don't worry if your deck isn't wide enough to accommodate that setting — you can do the same thing by moving the fairleads fore and aft and varying sheeting tension.

The sailmakers have been changing the cut of the jib in recent years. There will usually be a pencil line drawn to the clew. You begin to trim the jib by pulling down to the fairlead along that line. Discuss the starting point of jib track placement for your particular jib with the sailmaker.

To point higher, move the fairlead forward and this pulls down on the leech of the jib. This makes the boat go closer to the wind, but speed through the water is sacrificed. You have to decide which is your style of sailing — pointing or footing — then adjust your boat and your sail trim to fit that style. Two boats may get to the windward mark at the same time, but by sailing in different styles — one footing and the other pointing. Sometimes the difference will be determined by the size of your crew — a heavier crew usually will do better with more footing and less pointing.

In many instances when your boat seems to be going slower than it should, let your jib out a little and you will go faster as this frees the leech of the jib and opens the slot.

If the wind is blowing very hard and you need to control heeling, pull the jib fairleads all the way back on the track and you can hold the boat down easier. The leech will be freed and you might not be able to point as high but you might keep the mast upright.

How tight should the jib sheet be? In a Chubasco with a standard spray rail, in



The flying doctor! Jane and Pete Duvoisin hold the boat flat in a stiff breeze at Clearwater Mid-Winter Regatta. (John Weber photo)

light winds, sheet so that the jib barely touches the rail. As the wind comes up, pull it to one or two inches folded on the rail, and when the wind is really high, pull it to 3 or 4 inches roll on the rail. At the 1976 Nationals one fast sailor had his jib in so tight that it was almost touching the mast and it didn't seem to slow him down.

Sheeting tension is often determined by trial and error by pacing with another boat. This is how we determined it. Remember as wind velocity increases, the leech is loosened by the effect of the wind and therefore you can sheet harder without fear of hooking the jib leech and closing the slot. More about the slot later.

TELL TALES: Most jibs have tell tales. They should be streaming back at you — but with the windward one just beginning to “hesitate” and waiver just a little. Don't stall the sails by pulling the sails in and then not sail close enough to the wind to keep the leeward tell tales streaming back also.

Sails are like an airplane's wings and you know a stalled plane is in trouble. The stalled sail is slower than a sail with a slight luff in it. This is why letting your sails out will often increase your speed. The sail may well have been stalled and a stalled sail does not look any different

than well trimmed sail unless tell tales are there to show the disturbed air on the leeward side of the sail.

BOOM OUTHAUL: It is adjusted to avoid hard spots along the boom unless it is blowing hard. Then out to the marks. Pulling the outhaul to maximum will free the leech also.

MAIN TRAVELLER: Many boats are set up with a free running traveller. The closer the traveller to the deck, the further outboard the boom will normally line up when sheeted in. “Pinching strings” are used to center the traveller pulley in the boat so that pulling in the main sheet does not pull down on the main leech and hook it, yet the main is centered in light air windward work. The hooked leech is not an efficient sail shape as it causes a slower air flow over the sail.

To recognize a hooked leech on the main sail, look at the boat from directly behind and if you can read the last 2 sail numbers on the leeward side of the sail, it's hooked! As wind velocity increases, let the pinching string off, as you can now afford to pull down on the main leech which the increased wind velocity is loosening. The “loose leech” or the leech falling off to leeward is also undesirable, as this loses power.

(Continued on page 8)

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Duvoisin

(Continued from page 7)

How do you know if your sails are properly trimmed? Look at the sails from another boat, from shore, or even on the shore with the boat rigged on the trailer, although that isn't as good since you do need the dimension of the boat going through the water. I had someone sail my boat and I went out in the runabout, and looked at the sails from all angles and even took pictures of different sail trims and what it looked like from different positions. You also observe the sails from in the boat — on both windward and leeward sides. Compare your sail with boats near yours. Look at the leader's sails and how their main and jib leeches appear. Then try and achieve similar looking sails on your boat by observing sail trim from the runabout.

MAIN SHEETING: This trim is critical to boat speed as this sail has important driving force and you must learn to use it. I have mentioned the hooked main sail earlier and now main sail twist is considered. Main sail twist is a different angle at the head of the sail compared with the angle of the sail at the foot. Too much twist and the head or top of the sail luffs before the rest of the sail.

To compensate for the luff, you pull in sail and the top no longer luffs, but the lower part is stalled and you also get increase heeling force. By trimming the sail correctly you will eliminate both problems: The main needs to have a smooth flowing curve. By pulling down on the leech in light air and hooking the leech you put the brakes on. The air has difficulty getting out of a hooked sail and the hooked leech increases weather helm. In light air, use the pinching strings to keep hooking to a minimum, and as the wind velocity increases, let off those strings.

By main sheet tension in moderate air, practice keeping the top batten parallel with the center line of the boat. Keeping the batten in this position takes constant trimming of the main sheet as wind velocity varies.

The draft of the main sail must be controlled by mast bend and Cunningham adjustment. As wind velocity increases, the draft of the sail is blown back aft in the sail — a slow shape in any sort of wind. The lighter the air the further back the draft can stay but as wind increases you must use the Cunningham to draw this slipping draft forward in the sail.

FAST SHAPE: The theory which sails work on, is that of the lift of foil similar to an airplane wing. The details of how

the force vectors all follow the rules of physics are well explained in sail books. The forward thrust of the sail is a combination of impact pressure of wind, pressure of friction on the windward side of the sail and reduced leeward side pressure due to increase wind velocity through the slot.

The jib and main of a Snipe work together as one sail foil. Anyone who has tried to sail a Snipe to windward in light breezes knows that the boat does not respond well until the jib is put up and trimmed. The slot is the space between the jib and the main that produces this efficiency. The air flows through this space onto the back of the main — the smooth flow of this air gives the sail more lift. Sit on the low side of the boat in light air and observe the slot. Make sure the jib leech is not hooking. Try and visualize the air flow coming off the jib leech and running along the main curvature.

Adjust the leech by fairlead position and sheet tension to get the greatest part of the leech feeding air smoothly to the leeward surface of the main. Move the jib in and out and watch the changes in leech shape and position.

When you have the right adjustments, mark your jib sheets either physically or mentally. It takes trial and error to make sure of your settings. That is the only way it can be done.

Marc's boat and mine are set up just alike and we ran together time after time. We would make one small change, keeping other things equal and pace again. It is amazing how much difference a small adjustment in the setting of a fairlead or sail trim might make in boat speed or pointing ability. Keep looking at the sails and make sail trim adjustments for every wind velocity and/or direction change. The leaders are doing this constantly and if they stop making all those fine adjustments they are no longer "the leaders".

You want to increase speed in relatively small amounts such as a foot every hundred yards. Remember, have the necessary controls to change sail trim, set up conveniently, and use them constantly. Glean all the information from sailing articles and ask the fast sailors questions, and with their answers, put together a fast sail trim for yourself.

Some points to remember if you are sailing slower all of a sudden; Wind velocity changed and you are still sheeting the jib in too much? Let it out! Look at the main sail, is it hooked? or twisted off too much? Is it stalled? Retrim it frequently and thoughtfully. Remember, sailing is fun!

Pete Duvoisin Wins Singlehanded Title at Atlanta (the lighter side of being heavy)

Pete Duvoisin won the first competition for the McFadden World Singlehanded Snipe Trophy — and had to beat out Brad (for whom the trophy is named) to do it. Third place went to John Mulhausen, and Commodore Dan Williams was 4th, in a competition that featured more heavies than a B grade movie.

Saturday's two races were a relatively easy test for the talents of holding both sheets, plus tiller and whisker pole, but Sunday morning when the wind came up, crews were missed even by the more portly skippers.

Pete had the lead over Brad going into the last race and the two were neck and neck all the way around the course. Tactics being what they are for singlehanders, Pete noting that Brad had a decided tendency to go in irons when tacking, tacked going to the finish line. Brad tacked to cover, went into irons, and Pete crossed the line in first.

Remember Bruce McPhee, who abandoned his boat at Clearwater and got a taxi home? The boat got even, and for a while it was a "no hander" when Bruce's hiking strap broke and the boat sailed off without him. He managed to get up and finish the race though.

Much fun was had by all, but the skippers all agreed that they MISSED THEIR CREWS.

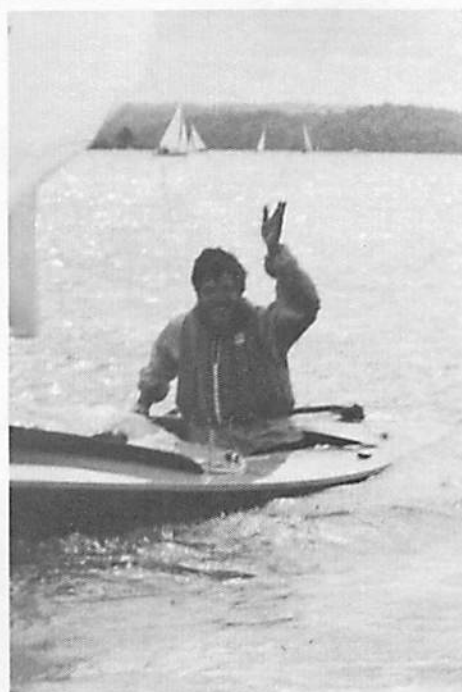


World Single Handed Champion Pete Duvoisin shows winning form.

*Bruce McPhee, aboard
"low-freeboard" model.*

Photos by Sylvia Griffith

*John Mulhausen leans into the wind
aboard his new boat, Poppa John.*



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Redneck Regatta Magnolia Fleet's Windy Weekend

(Top 15 of 21 Entries)

Boat	Skipper	Club	Places	Points	Finish
21021	Van Wesley	Privateer	1-1-1	0	1
22405	Gene Soltero	Dallas	2-2-16	28	2
21884	Means Davis	Atlanta	3-5-7	28.7	3
19259	John McCarthy	Dallas	5-3-12	33.7	4
20897	Joe Buzhart	Jackson	4-11-5	35	5
24021	Matt Gregory	Atlanta	12-10-2	37	6
22511	John McGowan	Jackson	11-4-8	39	7
21501	Douglas Day	Lake Lotawana	9-7-6	39.7	8
21357	John David McGowan	Jackson	7-8-11	44	9
19724	Scott Cline	Privateer	nf-6-9	52.7	10
20266	John Murphy	Lake Lotawana	10-13-14	55	11
20262	Albert Lamar	Jackson	nf-nf-3	55.7	12
19924	Ken Simons	Privateer	nf-12-10	60	13
22468	Earle Bennett	Delta	13-14-15	60	14
17756	Mart Lamar	Jackson	8-nf-17	61	15



John David McGowan and crew lunge to the high side. (Warren Douglas photo)



It was smooth sailing for Ken Simons and crew until wild winds forced a capsize. (David Cox and Warren Douglas photos)

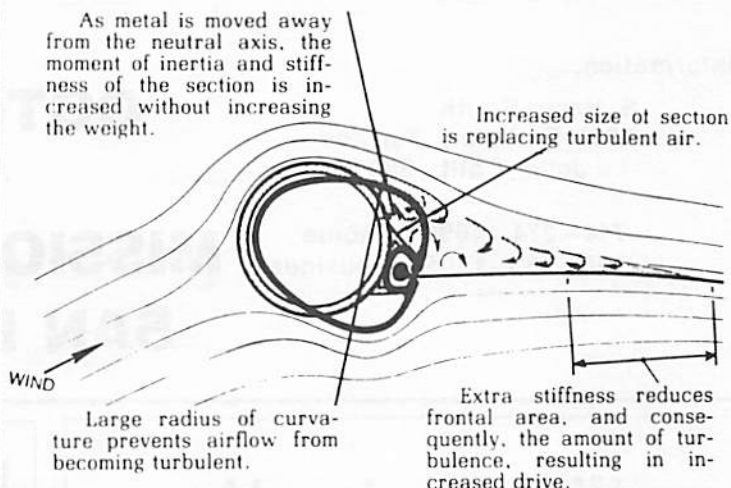


The winners: Buzhart, Davis, McCarthy, Wesley, Soltero and Bennett, with crews in front. Below, Van Wesley concentrates on the boat as Karen Gregory trims the jib. (David Cox photo)



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for publication in the SNIPE BULLETIN.

GEORGIA SNIPE CHAMPIONSHIP
(Top 15 of 24 Entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
14789	Steve Suddath/Connie Erwin	Jacksonville	1-1-7	13	1
2-884	Means/Peggy Davis	Atlanta	5-3-2	18.7	2
20356	Ole Erichsen/Hoyt Hurt Jr.	Valdosta	2-5-3	18.7	3
21021	Van Wesley/Karen Gregory	Chattanooga	15-2-1	24	4
21024	Matt Gregory/Pookie Wagner	Atlanta	6-4-4	27.7	5
15155	Pete/Mike Sylvester	Panama City	3-10-9	36.7	6
21612	Wilby/Gloria Coleman	Valdosta	9-11-6	43.7	7
19056	Henry/Polly Wade	Atlanta	13-8-8	47	8
18505	John/Glenda Akins	Valdosta	11-14-10	53	9
22511	John Sinclair/Means Davis Jr.	Atlanta	7-dsq-5	54	10
21359	Steve Cooper/David Leonard	Chattanooga	8-7-ns	57	11
20889	Bert Vervey/Mike Deschenes	Jacksonville	10-6-ns	57.7	12
20308	Bucky/Brenda Barrett	Valdosta	18-13-12	61	13
21508	Fred/Barbara Bradshaw	Atlanta	12-9-ns	63	14
19899	Ralph/Vince Conti	Valdosta	14-16-16	64	15

Georgia Snipe Title Won by Suddath

Ever since last October, when we blithely quoted Feb. 12-13 as the new date for the Ga. State Snipe Championship Regatta, Valdosta Yacht Club had been sweating (no mean feat this winter, but the worse the weather the more we sweat). However my Spring Dance worked, and a pocket of sun and 60+ formed over Valdosta early enough to convince invitees it would be safe to come, and 24 trusting boats appeared on the line to blow winter out of their heads.

Saturday's races started in SE winds, 8-10 with gusts to 15. One minute after the start Van Wesley and Karen Gregory were apparently paying attention to traffic, were caught by a gust and went over. They righted and continued, and at the weather mark gave smiles of sympathy to John and Nettie Friis, who had been knocked over in a collision. The flukey winds at the narrows (our infamous "slot"), along with the gusty winds, caused many position changes, both coming and going. Some made it thru on one tack, others took six. Steve Suddath/Connie Erwin took the first race, followed by Ole Erichsen/Hoyt Hurt, Jr. and Pete/Mike Sylvester.

The second race was a repeat of the first, without the severity of the gusts. Steve and Connie won that one, too, with Van and Karen second, Means and Peggy Davis third. Everyone was back at the dock by 5:00, and a delightful three hours of socializing and enjoying the sun preceded dinner. Winter had been blown away.

Anticipating cold weather, VYC had rented the 4-H Club dining hall for Saturday night's feast, and there Orie Wade and his group of college girls cooked a fantastic steak dinner that brought raves from everyone. After dinner there was a wee bit (?) more partying back at the clubhouse, and everyone retired (collapsed) early (in the morning).

Sunday morning the first to stagger up found himself nose to nose with a pony that had wandered in during the night, mutter "Biggest damned dog I ever saw!" and went back to bed. When the call to coffee and donuts came, we were greeted by light rain and wind from straight up @ 0-½ knots. Someone yelled, "Let's hear it for a 2:00 start!" but Fred Pember, the

race committee chairman, grinned evilly and set out to find a starting line. Most of us followed, scowling under dripping eyebrows.

At the start, the wind freshened to 1 knot, but before long got tired and went back to bed, too. The race was shortened to 1½ laps of the proposed 3 lap course, and the rain quit on the last leg. Van and Karen were first, followed by Means and Peggy, and Ole and Hoyt.

During lunch the sun came out and the wind came up, and that same voice was heard yelling, "Let's hear it for a 2:00 start!" Unfortunately, the race committee showed up with the standings and trophies at that time, so I had to shut up. Trophies were awarded the top five skippers and crews, the pony was given as last place prize, and after the presentation everyone hung around for awhile to enjoy the Spring weather.

Two million thanks to Orie Wade, our Regatta Chairman, for doing four people's worth of work, and making this such a good, good regatta. Our special thanks to Fred Pember for being our Race Committee Chairman, and for running the races in his usual superb fashion.

John Atkins

Wells Wanderings

Circular letter No. 1, Pertaining to 1976 Restrictions and Measurements:

Paragraph 30 should have been deleted at the time that the January 1, 1976 restrictions became effective. This measurement is no longer necessary since the sketch of the rudder now provides all necessary dimensions and tolerances. This letter is published as provided in the last paragraph of Section 29 of the SCIRA constitution.

SCIRA International Rules Committee
Ted A. Wells, Chairman

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DISTRICT III CHAMPIONSHIP 77

CARLYLE LAKE ILLINOIS

JUNE 24, 25, 26

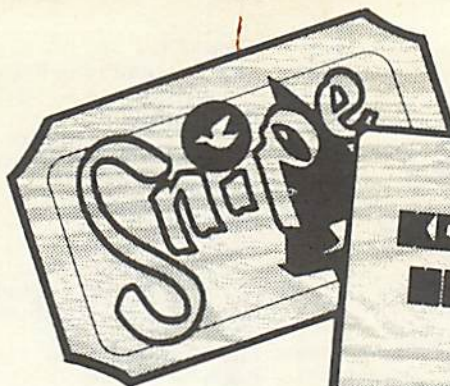
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CYCLONE 21502, Light blue deck - white hull. Cobra mast and M & N sails. Fully equipped. \$1900. Contact Bruce Nolan, 1740 Tiger Tail Ave., Coconut Grove, FL 33133. (305) 858-3527 anytime.

FOR SALE New suit sails Snipe main and jib, with battens. Made by Rockall of England \$129. (302) 655-5140, Box 4224, Greenville, Wilmington, Del.

EICHENLAUB 21794, Used five (5) times, sails, trailer. \$2095. Rick Lueck, 10641 N.W. 22nd St., Pembroke Pines, FL 33026. 305-592-2311 Ext 250 (days) 305-431-8436 (nights).

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Sanctioned Snipe Regattas

JUNE 4-5, NEW YORK STATE OPEN, Cuba Lake Fleet 442, Fritz Gram, 305 York St., Olean, NY 14760.

JUNE 4-5, RIFF-RAFF, Cowan Lake Fleet 433, Robert Dobson, 38 Hayden Dr, Cincinnati, OH 45218.

JUNE 4-5, NEW YORK STATE/10TH BOLD MOTHERS INTERGALACTIC, Cuba Lake Fleet 442, Gram/Murphy, 107 North Clinton Street, Olean, NY 14760.

JUNE 10-12, HEART OF AMERICA, Quivira Fleet 121, James DeCesare, Jr., 215 Terrace Trail, Lake Quivira, KS 66106.

JUNE 11-12, COLONIAL TROPHY, Annapolis Fleet 532, John Gudas, 113 Smith Ave, Annapolis, MD 21401.

JUNE 11-12, GOVERNOR'S CUP REGATTA, Island Bay Fleet 91, Tom Lewis, 7 Columbine, Springfield, IL 62703.

JUNE 11-12, SILVERSNIPEN, Motala, Sweden.

JUNE 18-19, MIDWESTERN CHAMPIONSHIP, Wichita Fleet 93, Ted Wells, 5 Huntington Ave, Wichita, KS 67208.

JUNE 18-19, DISTRICT V SENIORS, Newport Fleet No. 103, Melvin Young, 504 Webster Road, Webster, NY 14580.

JUNE 18-19, SILVER SNIPE CUP, Hanko, Finland.

JUNE 18-19, SLAUSON MEMORIAL REGATTA, Peoria Fleet 131, David Bettinghaus, 2019 Arrowhead Lane, Peoria, IL 61604.

JUNE 24, 25, 26, DISTRICT I CHAMPIONSHIP, Pine Beach YC Fleet 256, Randy Nord, Box 146, Princeton Junction, NJ 08550.

JUNE 24, 25, 26, DISTRICT III CHAMPIONSHIPS, Lake Carlyle Fleet 705, Ray Szczepanski, 7781 Wooddale La., Normandy, MO 63121.

JUNE 25-26, NORTHEASTERN and ONTARIO CHAMPIONSHIPS, Oakville Fleet No. 321, Jayne McCutcheon, Apt. 501, 395 Martha St., Burlington, Ontario, Canada.

JULY 2-3 (Rescheduled from May 14-15) TEXAS SNIPE CHAMPIONSHIP, Lake Canyon Fleet 681, Keith Zars, 111 NE Loop 410, San Antonio, TX 78316.

JULY 2, 3, 4, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Douglas Hiner, 525 Fairacres Rd, Omaha, NB 68132.

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



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