



SNIPE
.....
BULLETIN



MARCH 1971

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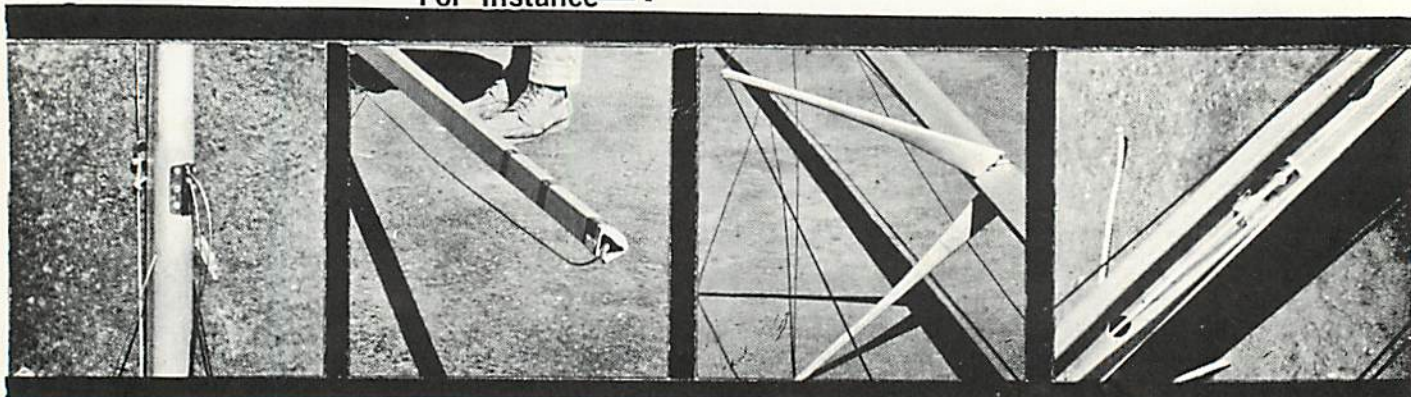
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Voice Of The People

CORRECTIONS ON LAKE CALIMA

I have just received the January issue of Snipe Bulletin with an interesting article on the eliminations for the Pan American Games to be held at Lake Calima here in Cali.

I have sailed Snipes in this lake since it was built in 1966... and have found some inaccuracies in the description of the lake... The lake is much bigger than 2 by 4 kilometers and has a frying pan shape. The length is approximately 14 kilometers (8.75 miles) by a width of from 1 kilometer (0.62 miles) in the handle of the pan to 5 kilometers in the round part where the regattas will be held.

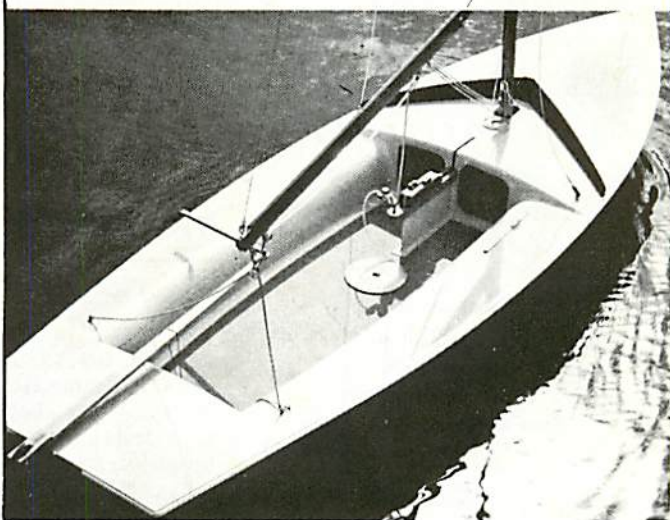
The wind is very steady from the southeast but due to the high mountains that surround the lake, there are some spots where there are tricky cross winds...

Usually around noon the wind picks up suddenly and stays between 20 and 30 miles with gusts to 40 miles an hour. The water becomes very choppy especially in the narrow part where the wind travels in a canyon... chops here may reach 5 feet. In the wide part, where most of the course will be, the chops are not as high but will be between 3 and 4 feet.

The altitude is 1,400 meters (4,592 ft.) rather than 3,500 ft. This makes the climate a little chilly - temperature varies between 16 and 22° c. - 60 to 70° f.

Juan Pablo Carvajal
Cali, Colombia
Snipe #17597 Fleet 692

NEW SELF RESCUING HULL



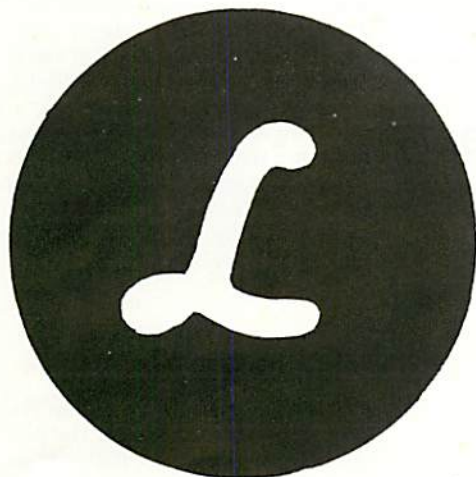
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SNIPER BULLETIN

THE INTERNATIONAL SNIPER CLASS

MARCH 1971

VOL. XX No. 3

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Tel. (813) 734-2300

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EDITORIAL & BUSINESS OFFICE

Address all correspondence to:
35 Edgewater Dr., Dunedin, FL 33528

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CHANGE OF ADDRESS

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

THE COVER

"Oxford Incident" Regatta at Heuston Woods. Taken early Sunday morning October 5, with the race committee in the background starting out to mark the course. A front with gusts up to 40 mph moved through the previous day leaving an almost unnatural calm with early morning vapor rising from the lake - quiet, eerie, and dramatic. One Snipe skipper can be detected beating the pack for pre-race docking space. Tremendous photo by Bruce Peters.

THE COMMODORE SAYS

Fellow Snipers -

This is being written on a plane heading for Miami. I'm sailing with Dick Williamson on his new Cal-43. The St. Pete - Ft. Lauderdale was quite a ride and I hope the balance of SORC will be mild.

With spring around the corner most of us are looking for the sailing season to start. From all indications SCIRA should be bigger and better than ever. Several boat builders tell us about a good business for 1971. With the weight problem resolved we have a strong future for SCIRA.

The Nationals will be in Annapolis in August and could attract a large entry. Stovey Brown and his group assure us of the best yet.

The past couple of years have been trying - lets all join together for a great 1971 racing year and make the I in SCIRA a reality.

Bill Kilpatrick

THE SCORE

Numbered SNIPES — 19277
Chartered Fleets — 699

The month of February was a good one. 98 numbers were issued as follows: Spain 50, U.S. 36, Finland 10 and Sweden 2.

FLY TO BRAZIL

Svend Rantil is exploring the possibility of chartering a plane for the World Championships. The flight would depart from Copenhagen with stops at Milan and Lisbon. If you are planning to attend and would be interested, get in touch with Svend. (P.O. Box 70, s-370, Torskors, Sweden.)

CHARLES A. GABOR

Capt. Charles A. Gabor, Jr. died at his home in Clearwater, Florida in February. He was fleet Captain of the Lake Mohawk fleet and was International Snipe Champion in 1938.

THOUGHTS WHILE SAILING . . .

The weight issue is now passed and the only thing that remains to be heard is the "I told you so". This is bound to be heard from one side or the other. I was against reduction but have had my fill of weight and will now complain only of lack of weight on the rail when the wind gets up. Apoll was taken and the majority expressed their wishes. So be it!

Let us now look to the future. We have a boat that is modern looking and more comfortable to sail. It should appeal to a great variety of people. The design has stood the test of time and we have a fine organization. Snipe should have no trouble in exhibiting good growth.

But lets look at some of the facts before becoming complacent and settling down smug in a rug. For a number of years we have not been the largest class and our statement that we are the world's largest racing class is rapidly being contested. The 420 class claims 19,000 boats. This is rapid growth for a boat designed in 1960, and they will pass us shortly if their trend continues. This would put us second. There is nothing wrong with that, after all Avis does not do too badly; we cannot be all things to all people and Snipe is not a high performance boat, but it does provide high-level competition and can be sailed by juniors as well as seniors.

Do you know that we have less than 2,000 paid-up boats in the U.S.? Another well-known class has 2,200 paid out of a total of 2,900 numbers. Why do we not have more? There is no one answer to this question, but it certainly behooves us to examine the problem and work towards solving it. One thing is apparent, the majority of new Snipers stay active only a short period of time. Turnover is rampant; to have a viable class we must not only get new members but keep them.

Enough introspection. The next issue will have pictures of the new look in Snipes - they will start you planning on next winter's work.

MORE ON WEIGHT

Unfortunately, last month's issue reported the results of the poll as 237 for and 522 against. It should have read 537 for and 522 against. As Red Marston would say - that is just a case of "type lice".

Based on the results of the poll the board of governors in the U.S. approved a resolution which officially reduces the weight as follows:

1971	410 lbs.
1972	400 lbs.
1973	390 lbs.
1974 & Thereafter	381 lbs.

Finis.



On the Lighter Side

The Bird With The Golden Feathers

A Mother Snipe Story

by Marge Lamb

Once upon a time there was a bird with golden feathers. His name was Snipe and he was regarded by all sailors as good and beautiful. He prospered for many years and his fame spread to the four corners of the world and he became an international bird. Men formed an organization and named it SCIRA and held meets and feasts and councils in his honor.

But alas - as men will - they began to quarrel about who owned the bird. They disagreed about the proper ways to honor (and weigh and measure) him. Some said he should have a longer bill, while others said his bill was just right and others, in the interest of harmony, said that either bill - so long as neither was faster than the other - would do. And that quarrel passed.

Then, again, others said the Snipe was too fat and should lose weight. Others maintained that padding in birds is attractive and should be maintained. Once more in the interest of harmony, it was agreed that birds could be fat or thin according to the country they inhabited.

Still bird watchers continued to quarrel. Youth said "don't trust anyone over 30 with a bird. We own it." Elders said "Snipe itself is nearly 40. It belongs to us." Men of different countries argued about who should take prominent places at the meets and feasts and councils.

And they began to fight for its possession, pulling this way and that. Golden feathers flew everywhere.

Suddenly the Snipe broke free and flew away saying "I belong to myself."

The moral to the story is: You can't feather your nest after the bird has flown.

Michigan INVITATIONAL

Saturday August 29, found rain on Barton Pond, Ann Arbor, Michigan, where 22 Snipe skippers gathered for a week-end of sailing at the Michigan Invitational Snipe Regatta.

By 2:00 the rain ceased and a faint breeze was noted. Twenty one boats made it to the starting line. Don Hite, Lake Angelus took an early lead. John Goldsworthy, Ann Arbor and Mel Nichols Wolf Lake, gave chase in variable winds. Don was master of the conditions and extended his lead throughout the race, taking an easy victory. Goldsworthy Finished 2nd and Nichols 3rd.

The second race began in stronger breezes, but Don Hite was still showing the local skippers how to sail. By the first mark he had established an unbeatable margin. John Johns, Barton Boat Club, and John Goldsworthy pushed hard but were unable to catch Hite.

Sunday morning sunny skies and 20 mile an hour breezes made sailing more enjoyable. The improved weather brought on improved competition. The lead changed hands several times with John Johns finally moving into the lead to stay. John Goldsworthy finished inches ahead of Don Hite who was 3rd.

Don Hite finished 1st overall. John Johns was 2nd and John Goldsworthy was a very close 3rd.

This was the first regatta hosted by the Barton Boat Club. Judging by the good time had by all, in spite of the weather, this should become an enjoyable annual event.

Warren J. Hanselman



Think Snipe



Top L to R: Mel Nichols, Don Hite, John Johns, Bob Eshelman, John Goldsworthy. Bottom: Tim Nichols, Ron Moore Pam Raymond, Kurt Eshelman.

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by Ted Wells

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MICHIGAN INVITATIONAL: top 10 of 22 entries

Skipper	Fleet	Races			Pts.	Fin.
		1	2	3		
Don Hite	Lake Angelus	1	1	3	5.7	1
John Johns	Barton	4	2	1	11	2
John Goldsworthy	Ann Arbor	2	3	2	11.7	3
Mel Nichols	Wolf Lake	3	4	4	21.7	4
Bob Eshelman	Barton	7	5	6	34.7	5
Joe Pearson	Barton	5	7	12	41	6
Jim Towler	Wolf Lake	11	6	10	44.7	7
Hubert Dauch	Barton	10	9	8	45	8
Hal Foss	Barton	14	12	9	53	9
Bill Grabb	Barton	9	8	nf	54	10

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Top L to R: John Call, Don Hite, Dick Tillman, Frank Pontius, Brad McFadden, Terry Timm, Frank Levinson, Pete Duvoisin, Francis Seavy. Bottom: Judy Call, Linda Tillman, Mickey Pontius, Chuck Stanley, Adrienne Wesley, Jane Duvoisin, Doug Cope.



Top L to R: Van Wesley, Scott Cline, Paula Green, Kathy Bronaugh, Bob Green, Tom West, John O'Donnell, Randy Nord, Dean Hearn, Mac MacDonald. Bottom: Greg Kibler, Julia Kohler, Marie Wesley, J. C. O'Donnell (behind Herb West), Mary Anna Nord, Molly Hearn, Allen Robertson.

A real regatta - best and last, good friends reunited, Spooks and Goblins, closeness, congeniality, and top competition, all-night parties and all-day races... what else could be meant but the annual Halloween Regatta at Atlanta Yacht Club? Still the undisputed leader as the "most-miles-driven-toget-to" regatta, Halloween 1970 drew 73 Snipes representing 19 fleets and 11 states. The sharing of new ideas in rigging, new scoring systems, new ways of ranking skippers, and the ever-present weight reduction, the renewal of old friendships and the formation of new ones - this was "what it was all about" on shore.

On the lake it was another story. 43 Spooks (sailing 4 round-robin fleets) and 30 Goblins meant business. Few stayed ashore Saturday despite the wind and rain. (Yes, I did say wind - we PLANED some at Halloween this year!) First blood in the Spook division was drawn by Bill Buckles of Decatur, Illinois and Agustin Diaz; in the Goblin division

teenager, Scott Cline of Chattanooga, was the winner. The 2nd race Saturday saw Terry Timm of Ann Arbor, and 10-time Halloween Champion Francis Seavy emerge victorious in the Spooks, with Randy Nord of Atlanta the Goblin winner.

Sunday morning everyone knew John and Judy Call couldn't make it, having put the Friday and Saturday parties to bed after 5 both nights - uh, mornings - but to everyone's amazement they pulled a big 1st in the last race, thus winning both the parties and the championship. Frankie Levinson's 1st in his Spook division race forced Dick and Linda Tillman into 2nd for the race and the regatta. A 3rd in Sunday's race and overall went to Bill Buckles with Kay Ward crewing. 4th place overall went to Pete Duvoisin, just re-elected D-4 Governor at the meeting held Saturday Night.

In the Goblin division Mac MacDonald clinched the regatta with a 1st; the next 2 Boats held their Saturday night positions with Scott Cline 2nd and Tom West 3rd. Bob Green pulled into 4th with Randy Nord dropping to 5th overall.

Peggy Davis



"The Winners laugh and tell Jokes"
John and Judy Call

SPOOK DIVISION Top 25 of 43 entries				
Skipper	Crew	Fleet	Races	Pts. Fin.
John Call	Judy Call	Indianapolis	2 3 1	8.7 1
Dick Tillman	Linda Tillman	Charleston	3 2 2	11.7 2
Bill Buckles	Kay Ward	Decatur, IL	1 5 3	15.7 3
Pete Duvoisin	Jane Duvoisin	Chattanooga	4 2 3	16.7 4
Frank Pontius	Mickey Pontius	Glen Elynn, IL	2 4 6	22.7 5
Frank Levinson	Adrienne Wesley	Indianapolis	7 5 1	23.0 6
Brad McFadden	Madeline McFadden	Atlanta	5 3 5	25.7 7
Terry Timm	Chuck Stanley	Ann Arbor	7 1 7	26.0 8
Francis Seavy	Doug Cope	Clearwater	13 1 6	30.7 9
Don Hite	Ron Moore	Detroit	5 4 11	35.0 10
Lloyd Cox	Danny Cox	Chattanooga	10 10 2	35.0 11
Bryson Lesley	Alice Lesley	Chattanooga	8 11 4	39.0 12
Agustin Diaz	Mary Levinson	Miami	1 nf 5	39.0 13
Dan Williams	Brainard Cooper	Chattanooga	3 12 10	39.7 14
Bruce Mylrea	Laura Mylrea	Atlanta	6 11 9	43.7 15
Skip French	Barbara French	Morris, CT	10 6 12	45.7 16
Bill Simons	Jackie Finley	Chattanooga	9 17 4	46.0 17
Delkin Jones	Helen Jones	Atlanta	4 7 nf	48.0 18
Don Cochran	Gary Sorenson	Clearwater	15 8 7	48.0 19
Marvin Lee	Kevin Lee	Muncie	9 9 12	48.0 20
Means Davis	Peggy Davis	Atlanta	11 7 13	49.0 21
Jim Bronaugh	Jim Bronaugh	Chattanooga	6 18 8	49.7 22
Bruce Colyer	Gail Colyer	Ft. Lauderdale	14 6 14	51.7 23
Dick Chastain	Shirley Chastain	Indianapolis	15 10 11	54.0 24
Henry Wade	Peggy Wade	Atlanta	11 12 13	54.0 25

Goblin Division Top 25 of 30				
Skipper	Crew	Fleet	Races	Pts. Fin.
Mac MacDonald	Allen Robertson	Greensboro, NC	4 2 1	11.0 1
Scott Cline	Julia Kohler	Chattanooga	1 6 3	17.4 2
Tom West	Herb West	Atlanta	2 5 11	30.0 3
Bob Green	Paula Green	Atlanta	9 3 5	30.7 4
Randy Nord	Mary Anna Nord	Atlanta	7 1 12	31.0 5
Van Wesley	Greg Kibler	Chattanooga	3 15 4	34.7 6
John O'Donnell	J.C. O'Donnell	Atlanta	13 4 7	40.0 7
Kathy Bronaugh	Marie Wesley	Chattanooga	11 11 6	45.7 8
Wilby Coleman	Compton Coleman	Valdosta	10 10 10	48.0 9
Dean Hearn	Molly Hearn	Chattanooga	6 16 9	48.7 10
Paul Campbell	Kathy Campbell	Peoria	8 7 16	49.0 11
Gerry Humphries	Bill Humphries	Chattanooga	5 nf 17	61.0 12
Paul May	Mary Anne May	Charlotte	12 14 18	62.0 13
Carl Owens	Helen Owens	Atlanta	17 ns 2	62.0 14
Jimmy Harmon	Wilby Coleman	Atlanta	15 17 13	63.0 15
Jay Cahill	Liz Cahill	Atlanta	18 21 15	72.0 16
Luther Rollins	Grace Harmon	Atlanta	nf 9 19	73.0 17
Martin Burnup	Julie Burnup	Atlanta	14 20 14	76.0 18
John Friis	Nettie Friis	Valdosta	24 12 22	76.0 19
Phil Blair	Laurie Gregory	Clearwater	19 13 27	77.0 20
David Cox	Cathy Cox	Chattanooga	21 ns 8	77.0 21
Bob Kolb	Andy Kolb	Columbus	20 nf 20	80.0 22
Buddy Woods	Roxy Towns	Atlanta	26 5 29	81.0 23
Greg Johnson	Sonia Lasseter	Valdosta	22 18 25	83.0 24
Ron Brackett	Charlene Brackett	Atlanta	16 ns 21	85.0 25

When to cut your losses . . .

when to go for broke?

Jack Knights on tactics

ONE of the most difficult decisions to make in the intellectual business of yacht racing is to decide when to give up a predetermined course of action, cut your losses and follow behind others. Though it shouldn't be, the matter is usually decided emotionally. The average skipper will instinctively avoid having to admit he was wrong and the others right. The independent, extrovert skipper will rather do anything than admit he was wrong. He is much more likely to stick to his guns even though things look temporarily black, in the hopes that the wheel of fortune will turn another revolution and bless him finally with success.

If you think back over your own racing you will have to admit there have been days when nothing seemed to go right. I have known skippers who went so far as actually to do the very reverse of the course they would otherwise have decided to be the right one, purely because, on that particular day, all their decisions so far had met with failure. If you analyse these 'black' days you may very well find that you were doing the right things at the wrong time. If for instance, from a windward start you headed off into what later turned out to be the wrong direction and so lost ground to others, you probably decided to cut your losses, tack over and head towards the others. More than likely, time was running out on the others just as you tacked. From gaining they now began to lose and because you joined them too late you will lose along with them—but since you lost initially, too, you will now have lost twice.

If you had stuck to your guns, kept to your original course, you would very likely have regained what you had lost at the outset.

It is this question of falling out of time with your opportunities, missing your windshifts, even catching them completely wrong that usually leads to these outstandingly unsuccessful races which afflict us all from time to time and which haunt one's memories for so long after. And when one is losing like this one naturally becomes mentally disturbed, over-excited, angry even. In this atmosphere it is much more difficult than ever to make a wise decision. And so things go from very bad to even worse.

The choice of whether to stick to a temporarily unsuccessful course, to see a

tactic through, or to change horses in mid-stream and jump on somebody else's bandwagon (excuse the mixed metaphors) is a very difficult one, the most difficult one in yacht racing. It requires level thinking, careful analysis, a comprehensive balancing of the pros against the cons. All the very best skippers have this ability. I would think that good chess players have it also and punters too.

Much of the art is quickness. If only you can spot early enough, when things are beginning to run against you and then act immediately, you can often seize on another person's advantage before he even realises he has an advantage at all.

The sketch shows a very common case of this. You are on the wind but dangerously to leeward of others. If only the wind headed you would be bettered at the expense of the others. But the wind does nothing of the sort, it frees instead. You find yourself more and more to leeward of the others who come up more and more on your beam.

Instinctively you flinch from tacking when freed but at a time like this (when you are worried only about those others on the same tack to weather of you) it may be the best thing to do—if only you do it quickly enough. While the others are chortling about their good fortune in being freed and seeing you fade out to leeward, you quietly, decisively, James Bondishly, tack, cut behind the transoms of the others, get to windward of them and then finally tack back again. Of course the two extra tacks, plus the distance lost when being headed on the short, loss-cutting tack, have cost you a great deal of ground. But from now on, assuming the freer to continue, you start cashing back in. For now it is you who will gain on all the others.

At our national championship meetings, started around midday on coastal waters, this situation occurs very commonly and coincides with the onset of the daily sea breeze.

The more offshore boats are not only freed but find themselves in stronger breeze into which they can point higher. If only you act early enough and cut behind the offshore boats and get to seaward of them you can turn the tables on them. Many times I have seen boats gain even though they overstood the weather mark in their anxiety to get

farther out than others. Time and again, boats gain less than they might, because they don't go far enough into the freer before tacking.

The contrary case, for sticking to your guns, is perhaps best seen on the downwind legs in puffy winds. Many skippers lose yards and yards, particularly on square runs by worrying over much about boats behind bringing up extra wind. All the time they are gybing and luffing and bearing away, edging first this way, then the other, always jealous of every little extra puff caught by every boat behind. In the end these worriers usually find themselves caught under a cloud of sail, inches astern of their transoms, just as they approach the lee mark.

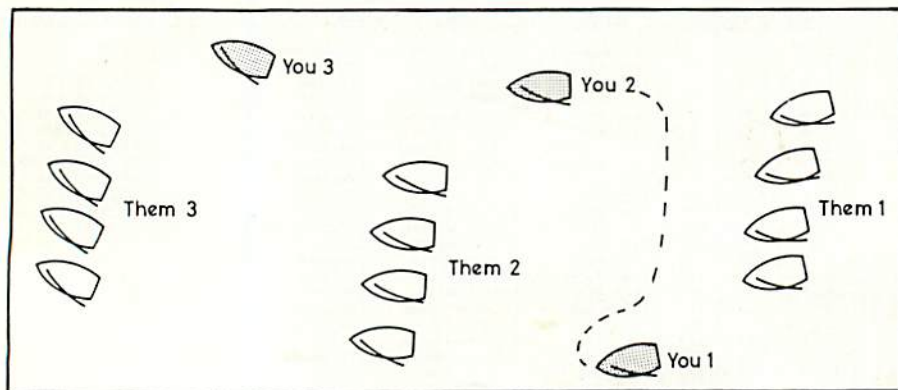
The thing to be in these common circumstances is — philosophical. You must realise that boats behind are bound to catch wind bonuses and come up. But nothing will be gained by attempting to cover them all. It just cannot be done. Concentrate instead on finding as clear a wind lane as possible (this will normally entail drawing out to one side or other of the direct course line) and then having found your path settle down to the absorbing business of extracting the most speed from your boat and sails. Spinnakers need tending every second. Every single wave needs to be carefully steered over. Now and again you see helmsmen who get unbelievable speed from a boat downwind. This is because they are approaching the downwind efficiency which we could all have if only we knew how. The truth is that nobody is anything like 100% efficient at steering a boat downwind. Most never give the subject anything like the necessary concentration. They are either worrying about those behind or relaxing in the sun, thinking it is the windward leg which matters.

Back to the difficult matter of whether or not to cut losses, switch horses, sell short.

There is one good guide—try to decide whether the wind change is going to be lasting or is merely temporary. If you have headed to the west and those to the east are favoured temporarily, do not worry, continue on your course for your turn will come. But if you have reason (such as the onset of the above mentioned onshore breeze, because of heavy squall clouds or because of a zone of calm, that the change is going to be of long lasting significance) then is the time to pocket your pride, cut your losses and head over to the others.

Don't under-rate that word 'pride'. It plays a very important part in framing race tactics. Some would rather be last than admit they were wrong and have to follow the transom of a rival they do not count among their friends. Afterwards they can always say jovially 'Well done old boy, you guessed right today, I guessed wrong. Tomorrow I reckon it'll be my turn for the luck'. This is not the way either to behave or to collect a series winning points total.

In yacht races as in life, fortunes ebb and flow. The difficulty is to determine high water and low. Ask any stockbroker.



Ed. Note: Jack Knights is one of England's top sailors and one of the most articulate anywhere. He has graciously given permission to reprint his article from the June 5, 1970 issue of Yachts and Yachting.

THE OXFORD INCIDENT and ACCIDENT



WINNING SKIPPERS--"ACCIDENT GROUP"--(crews in front)
 Left to right: Larry Guthrie, Lee Griffith, George Hock, Frank Hiatt--winner, Steve Crandall, Jim Guthrie, Gerry Makela, Mike Zalzal, Bob Stevenson, and Gordon Cook.



WINNING SKIPPERS--"INCIDENT GROUP"--(crews in front)
 Left to right: Bob Hill, Bud Leonard, Tom Rolfes, Terry Timm--winner, Bob Rowland, Paul Zent, and Stu Griffing. Not present, Jim Richter, Mark Schoenberger, and Arnie Lundmark.

The third annual "Oxford Incident" scheduled for October 3 and 4 almost didn't make it. Gusts up to 40 miles per hour prevailed and so many skippers swamped that most lady crew members (especially wives) refused to go out for the second race. The skippers' enthusiasm overcame the obstacles, though, and the race went on. Although before the regatta was over skippers, crews and boats came in for some complicated "swapping" that gave the race committee fits.

The "Oxford Incident" is actually two regattas: the Incident and the Accident. The Incident features the pros while the Accident is for the less experienced skippers.

Terry Timm of East Lansing, Michigan, took top honors in the Incident group. Bob Rowland, Fairborn, Ohio, took second; Jim Richter, Indianapolis, third; and Bob Hill of Cincinnati, fourth. Others in the order they finished were Bud Leonard, Tom Rolfes, Paul Zent, Stu Griffing, Mark Schoenberger, and Arnie Lundmark.

The Accident event was won by Frank Hiatt of Indianapolis with Garry Guthrie of Richmond, Indiana, second and Lee Griffith of Cincinnati third. Other winners in their order of finish were George Hock, Steve Crandall, J. R. Guthrie, Jerry Makela, Mike Zalzal, and Bob Stevenson.

The "Oxford Incident" Regatta is sponsored annually by Acton Lake Snipe Fleet 515. The event, the largest Snipe Regatta in the state of Ohio, had 67 boats participating from the states of Pennsylvania, Michigan, Indiana, Illinois and Georgia, and from Canada.

Saturday's wild day on the lake was followed by appropriate attitudinal adjustment hour and dinner at the Hueston Woods Lodge ending with splinter group late-late celebrations, a few hours sleep - and back to the docks. Following Sunday's single race, trophies were awarded to the top ten winners in both the Incident and Accident groups.

This year's Regatta is scheduled for October 2 and 3.

Bruce Peters

INCIDENT GROUP: Top 15

Boat	Skipper	1	2	3	Pts.	Fin.
18048	Terry Timm	1	1	3	5.7	1
18250	Bob Rowland	4	3	1	13.7	2
18247	Jim Richter	5	2	5	23	3
18120	Robert Hall	3	11	4	30.7	4
18899	Bud Leonard	2	9	7	31	5
18104	Tom Rolfes	6	7	10	40.7	6
16797	Paul Zent	10	10	6	43.7	7
18118	Stu Griffing	9	8	12	47	8
16734	Mark Schoenberger	7	5	DNS	55	9
12452	John Stanley	16	12	11	57	10
18299	Marvin Lee	12	DNF	9	57	11
16856	Tom Townsend	DNF	6	14	59.7	12
11518	Nick Longworth	13	14	17	62	13
17671	Berkley Duck	DNF	DNS	2	63	14
15040	Jim Menzies	18	13	15	64	15

ACCIDENT GROUP: Top 15

Boat	Skipper	1	2	3	Pts.	Fin.
18119	Frank T. Hiatt	4	1	7	21	1
17331	Garry Guthrie	3	2	11	25.7	2
18858	Lee Griffith	1	10	5	26	3
13450	George Hook	2	5	8	27	4
18407	Steve Crandall	12	7	4	39	5
17224	J. R. Guthrie	11	4	19	50	6
6290	Jerry Makela	8	3	25	50.7	7
18661	Gordon Cook	7	8	20	53	8
4340	Mike Zalzal	10	DNF	13	55	9
15667	Bob Stevenson	6	DNF	18	55.7	10
14546	Bruce Peters	DNF	6	14	58.7	11
15168	Edward Criddle	13	DNF	15	60	12
4579	John Braun	9	9	26	62	13
18342	Steve Barb	DNF	DNS	6	84.7	14
18298	George Drake	DNF	DNS	12	92	15

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TERRY TIMM NEW INDIANA STATE CHAMP



Top L - R: Don Hite, Buzz Levinson, Bob Rowland, Stu Griffing, Dan Wesselhoft, Lee Reichart. Middle L - R: Ron Moore, Paul Levinson, Sandy Rowland, Lane Griffing, Nancy Wesselhoft, Gaye Reichart. Bottom L - R: Mark Johnson, Frank Levinson, Marie Lucas, Terry Timm, Berkley Duck, Nancy Duck, Mickey Pontius, Frank Pontius.



Top L - R: Kack Kirkbride, John Brannan, John Gore, Steve Barb, Ralph Townsend, Dick Madden, Bob Allen. Middle L - R: Linda Lamke, Ann Brannan, Marilyn Gore, Kim Porter, Kay Townsend, June Allen. Bottom L - R: Robert Hill, Robert Hill, Jr, Eric Graebert, Steve Graebert, Marshall McCuen.

A young newcomer came out of the north (Terry Timm of Lake Lansing with Marie Lucas as crew) and captured the Eli Lilly Trophy of the 1970 Indiana Open on Geist Reservoir, Indianapolis, September 12 - 13, with a 1st, 2nd, and 5th.

But wait a minute there, didn't young (17) Frank Levinson of Indianapolis also get a 1st, 2nd, and 5th? And didn't the same thing happen to him two years ago when he also tied for the championship but at that time, too, was beaten by the ultimate winner in the race in which they sailed against each other. Shouldn't happen to a sea-dog - and twice yet.

The weather was a sailor's delight on Saturday, but Sunday turned rainy, nearly windless and the committee set up shop in seven locations during the morning before being satisfied that the

wind was sure as to direction and steady enough to start a race.

After 2 races Saturday, Frank Pontius led the Lilly series with a 4th and a 1st. Terry Timm and Frank Levinson were tied for 2nd with fifths and 2nds. Sunday Timm and Levinson both got 1sts in separate groups. The winner decided on the basis that Timm was 2nd and Levinson 5th in the race they sailed against each other. Berkley Duck of Indianapolis finished 3rd with Saturday's leader, Frank Pontius 5th.

Ralph Townsend, Chairman of the annual event which draws record entries (84 this year!), Provided the usual outstanding Indianapolis Sailing Club Race Committee, Dick Gallmeyer, Chairman, which held steady during fluctuating winds and weather to provide good

courses and starting lines.

The Indiana Open was a pioneer in the concept of Championship Fleet (Eli Lilly series) and "Other" fleet (John Call Series) with self-placement. This invariably seems to divide fairly evenly with 45 Lillys and 39 Calls this year. Teenager Steve Graebert, with his dad as crew, sailing out of Cowan Lake, took 3 firsts to run away with the Call series, followed by Robert Hill of Acton Lake with a 2-1-1.

Junior honors went to Frank and his crew Mark Johnson. In the Call series Steve Barb and crew Kim Porter got the nod since the crew must also be a junior.

Judy Head and Berkley Duck

Think Snipe

LILLY SERIES Top 22 of 45 entries		Races				
Skipper	Fleet	Races			Pts.	Fin.
		1	2	3		
Terry Timm	Ann Arbor	2	5	1	13	1
Frank Levinson	Indianapolis	5	2	1	13	2
Berkley Duck	Indianapolis	4	3	4	21.7	3
Frank Pontius	Diamond Lake	4	1	11	25	4
Dan Wesselhoft	Peoria	2	14	3	28.7	5
Stu Griffing	Cowan Lake	12	4	2	29	6
Lee Reichart	Indianapolis	6	3	6	29.1	7
Buzz Levinson	Indianapolis	3	6	8	31.4	8
Bob Rowland	Cowan Lake	6	4	6	41.4	9
Geoff Andron	Burnham Park	5	10	3	31.7	10
Don Hite	Detroit	1	13	8	33	11
Gene Lemke	Indianapolis	15	5	2	34	12
John Call	Indianapolis	19	1	5	35	13
Bud Hook	Indianapolis	8	8	4	36	14
Bud Leonard	Diamond Lake	16	2	9	40	15
M. Schoenberger	Cowan Lake	8	11	5	41	16
Jeff Troeger	Diamond Lake	7	10	7	42	17
Paul Zent	Indianapolis	1	17	13	42	18
Bill Buckles	Decatur	7	11	7	43	19
Tom Townsend	Indianapolis	3	9	19	45.7	20
Bill Collins	Indianapolis	10	13	9	50	21
Jim Richter	Indianapolis	9	7	17	51	22

CALL SERIES Top 22 of 39 entries		Races				
Skipper	Fleet	Races			Pts.	Fin.
		1	2	3		
Steve Graebert	Cowan Lake	1	1	1	0	1
Robert Hill	Acton Lake	2	1	1	3	2
Marshall McCuen	Indianapolis	1	2	4	11	3
John Brannan	Indianapolis	4	2	2	14	4
John Gore	Diamond Lake	3	3	2	14.4	5
Ralph Townsend	Indianapolis	3	5	6	27.4	6
Steve Barb	Muncie	7	4	4	29	7
Dick Madden	Indianapolis	10	3	5	31.7	8
Robert Allen	Indianapolis	5	6	5	31.7	9
Jack Kirkbride	Cowan Lake	2	8	11	34	10
Jim Guthrie	Richmond	9	6	6	38.4	11
Marvin Lee	Muncie	4	nf	3	38.7	12
N. Beisswenger	Indianapolis	5	10	7	39	13
Bill Reid	Peoria	6	8	8	39.7	14
Ron Anderson	Acton Lake	8	5	10	40	15
David Caperton	Indianapolis	11	7	7	43	16
George Poulos	Peoria	15	4	8	43	17
Nancy Norton	Indianapolis	7	9	9	43	18
Bob Hague	Birch Lake	6	11	11	45.7	19
Carol Head	Indianapolis	10	7	12	47	20
Bill Stephenson	Indianapolis	9	10	13	50	21
Frank Hiatt	Indianapolis	13	nf	3	50.7	22

DON HITE HOT at WARM-UPS and MOWS THEM at HARVEST



Top L - R: Bud Hook, Berkley Duck, Don Hite, Ed Griffith, Tom Townsend. Bottom L - R: Helen Call, Nancy Duck, Eva Sarvari, Lee Griffith, Debbie Carver.



Top L - R: Nancy Norton, John Brannan, Marvin Lee, Ad Scholes, Steve Barb. Bottom L - R: Marilyn Whiting, Dick Anderson, Kevin Lee, Bonnie Tomlin, Earl Barb.



Top L - R: Terry Timm, George Drake, Steve Smith, Don Hite, Tim Nichols. Bottom L - R: Harry Drake, Betty Smith, Ron Moore, Mel Nichols.

1970 Hoosier Harvest Regatta

39 Snipes participated in this years Hoosier Harvest Regatta August 22 - 23 at Muncie, IN. It has grown each year since its inception in 1963. Mr. and Mrs. Thomas Barrett traveled all the way from Omaha, Nebraska and John Storey, the Candaian National Secretary, and his brother Tom came from New Brunswick.

The first race was sailed in light rain with winds of 10 to 15 mph. Bob Rowland, defending champ, took a substantial lead till the last half mile when Frank Levinson executed a series of well timed cross tacks, eliminated Rowland's lead and crossed the finish line first. Meanwhile Don Hite caught about 8 boats on the 1st reaching leg by going low and obtaining room at the mark. At this point the entire fleet was within 10 boat lengths of one another. What a mess! Don jockeyed back and forth from 3rd to 8th, but on the last leg he took a starboard tack, picked up an easterly shift and finished 3rd.

In the B fleet Marvin Lee was sailing extremely fast and finished several minutes ahead of his nearest competitor John Brannan.

The skies cleared and the wind picked up for the 2nd race. Several boats which had not anticipated the time zone

change now joined the fleet. Terry Timm was one of these and after an excellent start was not challenged the entire race. Marvin Lee finished first in the B fleet and went to the regatta with 0 points.

Bob and Peg Bigham took first in the A fleet Sunday morning while Steve Barb took first in the B fleet. This gave Steve the Best Junior award. Don Hite through consistent sailing, won the regatta and the Alan "Buzz" Levinson Perpetual Trophy. It should be noted that not one of the trophy winners finished better than 3rd. This is a fine example that consistency pays and many times it is better not to take chances even though it costs you a few places.

Stephen Sherman

NORTHERN WARM-UPS June 6-7, Wolf Lake					
Skipper	Fleet	Jackson, Michigan			Pts. Fin.
		1	2	3	
Don Hite	Detroit	1	1	1	0 1
Tim Nichols	Wolf Lake	3	2	5	18.7 2
Terry Timm	Ann Arbor	4	4	6	27.7 3
Steve Smith	Ann Arbor	14	5	3	35.7 4
George Drake	Detroit	7	9	4	36 5
Paul Campbell	Peoria	10	11	2	36 6
Jim Towler	Wolf Lake	2	7	15	37 7
Bob Lyke	Wolf Lake	6	3	14	37.4 8
David Horthrop	Gull Lake	5	10	7	39 9
Jim Lyke	Wolf Lake	8	12	11	39 10
Joe Panian	Green Lake	13	6	17	53.7 11
Sid Brown	Wolf Lake	SQ	8	9	55.9 12
H. Harshbarger	Wolf Lake	12	14	12	56 13
Alan Hickman	Torch Lake	15	19	8	56 14
Randy Gill	Wolf Lake	9	18	13	58 15
Bud Leonard	Diamond Lake	16	10	16	60 16
Harrold Spicknall	Lansing	11	NF	16	64 17
Warren Hanselman	Barton	NF	13	SQ	70.9 18
Dave Spindler	Lansing	17	17	NF	71 20

HOOSIER HARVEST REGATTA "A": top 10 of 22					
Skipper	Fleet	Races			Pts. Fin.
		1	2	3	
Don Hite	Detroit	3	3	9	26.4 1
Ed Griffith	Acton	8	6	4	33.7 2
Berkley Duck	Indianapolis	6	11	3	34.4 3
Tom Townsend	Indianapolis	4	9	6	34.7 4
Bud Hook	Indianapolis	5	5	10	36 5
Tom Rolfes	Acton	7	4	13	40 6
Paul Zent	Indianapolis	13	7	5	42 7
Terry Timm	Ann Arbor	ns	1	7	43 8
Bob Bigham	Cowan	15	17	1	44 9
Frank Levinson	Indianapolis	1	10	nf	45 10

HOOSIER HARVEST REGATTA "B": top 10 of 17					
Skipper	Fleet	Races			Pts. Fin.
		1	2	3	
Marvin Lee	Muncie	1	1	6	11.7 1
John Brannan	Indianapolis	2	5	2	16 2
Ad Scholes	Muncie	8	2	3	22.7 3
Nancy Norton	Indianapolis	4	3	9	28.7 4
Steve Barb	Muncie	10	11	1	33 5
Ralph Townsend	Indianapolis	6	8	7	38.7 6
Thomas Barrett	Omaha	7	7	8	40 7
George Howell	Richmond	11	9	4	40 8
Jack Kirkbride	Dayton	5	4	nf	41 9
Ad Scholes, Jr.	Muncie	3	6	sq	41.4 10

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CHANDLER Wins Indian Summer

ANDRON Is Illinois State Champ

The Chicago Indian Summer Regatta was sailed September 19 - 20 on Lake Michigan. Hosts for 45 Midwest Snipes were Fleet 86 and Burnham Park Yacht Club. The permanent trophy made a round trip from and to Detroit; it was brought by last year's winner, Jerry Jenkins, but Mike Chandler, took it right back again. Runner-up was Terry Timm, Ann Arbor. Jenkins finished third, Geof Andron, Chicago, was fourth, and Bud Leonard, Diamond Lake, repeated his fifth place finish of last year.

Illinois fleet members; Chicago, Crystal Lake, Peoria, and Springfield, also competed for the Illinois State Championship. Andron won the silver cup for best Illinois boat, Dan Wesselhoft, Peoria, defending champion, was 2nd, and Mort Disney, Chicago, was third.

The winds on Saturday were from the east; true lake breezes, which built up around noon, veered to the southeast, then backed to the east as the day cooled. On Sunday, the easterly breeze and a southwest weather system fought it out, with peculiar effects for competitors.

The first scheduled race on Saturday was thrown out after an errant lead boat led the first half of the fleet astray. In the first race that counted Chandler was 1st, Jenkins 2nd, and Timm 3rd. Dan Wesselhoft had his only good race as he finished 4th. Geof Andron was over the line early, never recovered, and finished 17th.

Sunday's first race started with a light, patchy southwest breeze. On the final windward leg the competing winds did their tricks; a shift line lay diagonally across this leg, Chandler and Timm



Looking down the line just before the start, 1st race

took long starboard tacks into the southwesterly and picked up enough wind to carry them to finish one - two. Others, including Andron who finished 3rd and Jenkins 9th tried the middle with less success.

The final race started with the same wind shift line across the first leg, but with increasing velocities. The race committee was forced to start the race off the wind, with promises that there was a beat part way into the leg. Andron was first to reach the wind shift line, first at the mark and held that position for the race. Jenkins was 2nd. Chandler had 10th but his two 1sts carried the regatta for him.

Lolli Sherry

Skipper	Fleet	Top of Races			Pts. Fin.	
		1	2	3		
Mike Chandler	Detroit	1	1	10	16	1
Terry Timm	Ann Arbor	3	2	5	18.7	2
Jerry Jenkins	Detroit	2	9	2	21	3
Geof Andron	Burnham Park	17	3	1	28.7	4
Bud Leonard	Diamond Lake	9	10	6	42.7	5
Donald Casey	Green Lake	5	26	3	47.7	6
Marvin Lee	Muncie	12	14	7	51	7
Paul Zent	Indianapolis	21	5	8	51	8
Jeff Jones	Detroit	20	6	9	52.7	9
Frank Pontius	Diamond Lake	6	16	16	55.7	10
Dan Wesselhoft	Peoria	4	23	13	56	11
Mort Disney	Chicago	22	4	17	59	12
Tom Rolfes	Acton Lake	27	12	4	59	13
John Stanley	Crystal Lake	26	7	12	63	14
Harald Schmid	La Crosse	7	18	20	63	15
Wayne Milne	Birch Lake	13	11	23	65	16
Charlie Wright	Acton Lake	20	8	25	71	17
John Gore	Diamond Lake	23	21	15	77	18
Jim Pyott	Burnham Park	14	31	18	81	19
George Drake	Lake Angelus	11	37	19	85	20
Don Hite	Lake Angelus	16	13	17	89	21
Frank Vincent	Springfield	25	20	26	89	22
Don Campion	Burnham Park	19	25	29	91	23
Earl Huff	Burnham Park	34	15	24	91	24
Richard Verhalen	Burnham Park	30	29	14	91	25

JUNIOR CHAMPIONSHIP OF EUROPE AND AFRICA: Club de Regatas de Santiago de la Ribera

August 13, 14, 15, 1970
6 mile Olympic courses

Boat	Skipper	Crew	Nation	Races						Pts. Fin.	
				1	2	3	4	5	6		
16431	Bruno Bensa	Paolo Visono	Italy	3	2	11	12	2	1	28.7	1
16865	Malte Calen	S. Samuelsson	Switzerland	1	8	3	2	5	5	28.7	2
18880	M. Madrid	J.A. Zamora	Spain	2	6	10	4	3	3	34.1	3
18847	Luis Silva	Carlos Gil	Portugal	7	4	4	3	10	4	42.7	4
17404	Guiseppe Zaoli	Chiara Zaoli	Italy	Rt	5	2	8	4	7	48	5
17071	A. Abascal	C. Melgosa	Spain	5	1	6	10	9	8	50.7	6
17566	Gunnar Kjendlie	Randulf Bull	Norway	11	11	1	1	11	12	51	7
18819	Niels Gade	Peter Jenssen	Dimark	6	9	7	6	7	2	52.4	8
16541	C. Larranaga	R. Munoz	Spain	4	3	D	5	6	Rt	56.4	9
18867	J.M. Lorente	J.I. Bernal	Spain	9	10	8	13	1	11	62	10
16035	Lars Unger	Tommy Nilsson	Switzerland	12	13	5	7	8	9	70	11
18863	J. Velasco	J. Duran	Spain	10	7	D	9	Rt	6	76.7	12
16018	J. Vozone	J. Serrano	Portugal	13	12	9	11	12	10	84	13
10193	R. Perini	P. Venerucci	Italy	8	15	12	15	14	Rt	94	14
17357	Kent Larsson	Lars Ohlmarker	Switzerland	14	14	13	14	13	13	97	15

Wells Wanderings



by Ted Wells

March 1971

WESTERN HEMISPHERE - BERMUDA

No one should have been surprised at the weather in Bermuda. The wind always blows like crazy, Great Sound where the courses are is awfully bumpy, the beats are bruising, the reaches and runs wild. Normally that is. But there was a regatta there from September 14 through 19 - and they had Regatta Weather (by definition, any kind never experienced before at the specific time.)

There was an enthusiastic rain for the tune up race, and a few complaints about the course being short. It was - on purpose - but there were no further squawks on course length, five of which were the 7 nautical mile maximum, and two close to the 5 n m minimum. A 7 n m course is pretty long - most people tend to overestimate course length as they do wind velocity.

Great Sound is so full of government markers and there are so many landmarks on the shore on which cross bearings can be taken that it is easy to lay out a course accurately on a chart, using a plexiglas triangle to scale.

Two courses were set with marks to starboard, which shook up some experienced skippers from large yachting centers where I guess they had never heard of such a thing.

Any farm boy skipper from Kansas or Texas learns in his first year that marks can not only be left to starboard - they can be left on both sides with the X and X + 1 courses that are frequently necessary out in the sticks. It is really pretty simple - you leave all marks on the same side as the starting mark for a triangular or Olympic type course (Rule 3 (b) page 125, SCIRA 1970 Rule Book, Rule 51 (2) of NAYRU Rules) A bit more information from the RC is necessary for tricky courses. Code flag R does not signify a starboard course - this signal is used only when a triangular course is to be reversed after starting.

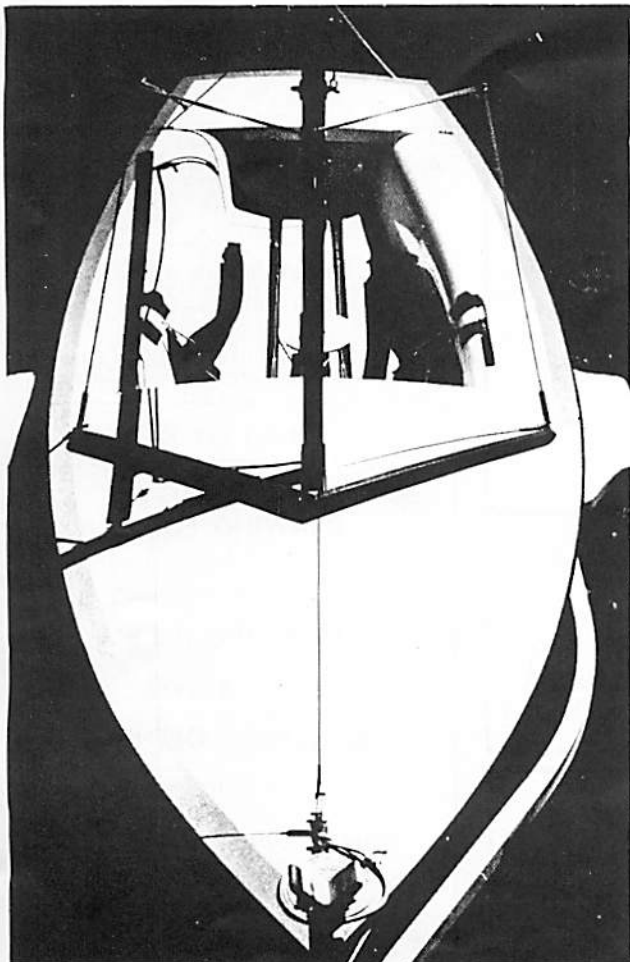
The wind never got over about eight miles per hour and the local press, which incidentally gave the best coverage I have ever seen on any regatta anywhere, said in the first race the wind was from four to five mph with gusts to six. They also shifted often making it vital to be in the right place at the right time.

There were several cliff-hanger situations: the second race finished two minutes and two seconds under the time limit, and on the last beat of the last race, the Boswells had to move from third to first place to win the series - while getting one boat between them and Orella and two between them and Schmidt. This they did, with about fifty feet to spare between boats.

The most outstanding feature about the regatta however was the hospitality, courtesy and helpfulness of the Bermudian hosts. They housed all the contestants in their homes, and had club members at the club early in the morning to put the boats in, and late at night to take them out. I've never seen the equal.

* * * * *

Note: This was written for earlier publication but was delayed to publish the article on the Moment of Inertia Equipment.



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MAY 1-2 MIDDLEFORK OPENER, Whitewater Valley Snipe Fleet, James F. Burdett, 221 So 22nd St, Richmond, IN 47384.

MAY 8 - 9 SNIPE SOUTHERN CHAMPIONSHIP, Privateer Yacht Club, Neil C. Brown, 3735 Kings Road, Chattanooga, TN 37416.

MAY 15 - 16 SCIRA DISTRICT 2 CHAMPIONSHIP & JUNIOR CHAMPIONSHIP, Austin Yacht Club, Bob Kelly, 2303 Fair Oaks Dr, Austin, TX 78745.

MAY 15-16 KICK-OFF REGATTA, Lansing Kick-up Fleet, Jerry L. Taylor, 1102 Cliffdale Dr. Haslett, MI 48840.

MAY 22-23 TROFEO PERPETUO COMODORO MANUEL RASCO, Coconut Grove Sailing club, Julio Galletti Jr, 7865 S.W. 18th Terr., Miami, FL.

MAY 22 - 23 TULSA SPRING OPENER, Sewuoyah Yacht Club, Dan Pickard, 6607 So Lewis, Apt 207 Tulsa, OK.

MAY 29-30 WOUTHWESTERN CHAMPIONSHIP, White Rock Sailing Club, Ed Haynes, 7236 Westbrook Ln., Dallas, TX 74214.

JUNE 5-6 THE NORTHERN WARM-UPS Wolf Lake Yacht Club, John Osborn, 4488 Kenmar Dr, Jackson, MI.

JUNE 12-13 RIFF RAFF REGATTA, Cowan Lake, Ray Shively, 1410 Binni Dr, Dayton, OH 45459.

JUNE 12-13 WISCONSIN-MINNESOTA OPEN SNIPE CHAMPIONSHIP, La Crosse Snipe Fleet, B. Claypool, 2717 Glennwood Ave, Minneapolis, MN.

JULY 16, 17, 18 DISTRICT 3 CHAMPIONSHIP REGATTA, Decatur Snipe Fleet, Christopher Stump 255 S Crea, Decatur, IL 62522.

JULY 17-18 ROCKY MOUNTAIN SNIPE CHAMPIONSHIP, Rocky Mountain Sailing Association, W. J. Mapel, 11290 Benthaven Dr, Lakewood, CO 80215.

JULY 24 - 25 DIAMOND LAKE OPEN SNIPE REGATTA, Diamond Lake Yacht Club, Harold Slutsky, 924 Weber Sq, So. Bend, IN 44617.

AUGUST 7-8 DIAMOND LAKE JUNIOR OPEN Diamond Lake Yacht Club, Harold Slutsky, 924 Weber Sq, So. Bend, IN 44617.

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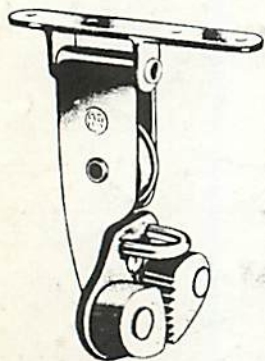
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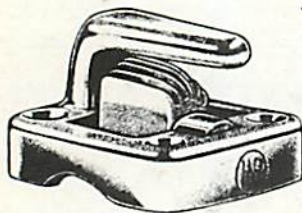
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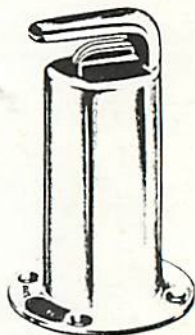
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