

SNIPE
BULLETIN



MARCH 1974

Cobra Masts

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They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

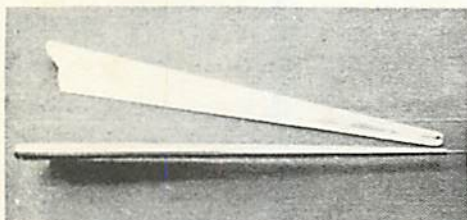
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

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This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

The Juniors had wind up to 20. Elms Sails got 1st, 2nd and 4th.

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Roberto Londono Is Colombian Champ

On Lake Calima, a water reservoir near Cali the 1973 Colombian National Championship was held. The weather sailed was typical regatta weather, that it no winds at all or too much wind. Some races were drifting matches but when it blows it did come with 30 knot plus with large waves producing spectacular capsizing. Roberto Londono from the Bogota fleet won without much effort. He sailed a Bruder Snipe and used North sails. The runner up Jorge Rojas from the Cartagena fleet was a revelation since the 17 years old skipper just started sailing only a year before. Also in this championship for the first time in Colombia a young girl participated as skipper. Vicky Espinoza selected her own old man as crew. She did fairly well and she won the Seamanship Trophy. *DANIEL MORENO G. National Secretary.*

Vicky Espinoza receiving trophies for being the first lady in Colombia ever to skipper a yacht in a major championship. Her father, Rafael is beside her.



COLOMBIAN NATIONAL CHAMPIONSHIP

Boat	Skipper	Finishes	Points	Pos.
19106	Roberto Londono	2-8-2-4-1-1	14	1
20642	Jorge Rojas	dsq-1-8-2-2-5	30	2
19685	Jairo Parra	1-2-7-dsq-7-3	34.7	3
17111	Jorge Abisambra	6-9-1-dnf-10-2	45.7	4
20312	Fernando de la Concha	4-10-5-dnf-3-4	47.7	5
19930	Reginald Selubach	8-6-dnq-1-4-13	57.7	6
20846	Enrique Ortiga	5-3-10-dns-8-10	61.7	7
17999	Orcar Calvo	3-11-4-dnf-12-11	65.7	8
19822	Manuel Isaza	11-4-6-dnf-13-6	67.4	9
15035	Carlos Hobrecker	7-12-12-dnf-5-7	72	10

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Rafael Parga, Crew*

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INTERNATIONAL RACING
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THE COVER

The Sugarloaf echos the shape of the three sails as Cornelia Buckup is followed by P. Petersen (World Penguin Champ '73) and Steve Travis in the Rio State Championship on Guanabara Bay. Photo by Angela Pimentel Duarte.

THOUGHTS WHILE SAILING

The Rules Study Committee has pretty well decided on the general direction it will take and Dan Williams is hard at work writing it all down. The basic philosophy is to try to reduce the time involved in measuring a boat as well as bring the measurements up to date, recognizing the fact that most boats are now built of fiberglass rather than wood. Adopting basic hull lines and using a 1/4" tolerance would go a long way towards this goal. In order to prevent extreme concentration of weight in the center some sort of moment of inertia measurement would be adopted. The Finn class is convinced that this is satisfactory. Whether it can be adopted in the Snipe Class remains to be seen. So far there seems to be no controversy on this but then no boat has been thrown out.

What is controversial is the move towards a single centerboard and tolerances on rudder thickness. The Board of Governors has already approved recommendations on these and asked that a study be made. The only hitch so far is WHICH centerboard will be adopted. Some people are going to have to buy new ones, no matter which way you go. Apparently, the straight board is popular only in the U.S. and Canada, and are in the minority even here. A lot of people just don't like them and some top sailors state they will not go in some boats. Bob Williams has suggested a straight board with a width of 13" at the bottom. Erling Olsen, the Danish National Secretary, arrived at about the same conclusion but a 15 1/2" width at the bottom. Charley Morgan has always felt the board was much too wide but not deep enough.

In settling on one board the attempt should be made to design one so that most existing boards could be converted. Most think that the 20 1/2" width board should be standard. The rules specify a 2" minimum where a board has been cut out

and there is no way to convert an existing 22" board to a 20 1/2" without welding. And if this wasn't enough, how about thickness? A 3/8" board will not fit in a boat designed for a 5/16" one. A 5/16" board rattles around in a 3/8" slot and will vibrate. Now for the finale, convert all that to metric.

These are the problems that can be seen now. There will be others. A case in point is the 9" minimum height on centerboard trunks (see Wells Wanderings). Now it develops that this is not high enough. Perhaps, if the suggested changes can be promulgated soon enough some experimentation can be done before the final adoption on January 1, 1976.

Spanish National Secretary

Santiago Mendez Farina has been elected National Secretary for Spain to replace Arturo Delgado. His address is Real Club Nautico, La Coruna, Spain and telephone number is 224500.

Arturo continues as Vice Secretary of Europe and Africa but felt he could not do justice to both jobs, especially when he will be out of the country for about a year. He will be working in New York and his business address will be c/o J & A Garrigues, 280 Park Ave., 33rd Floor West Building, New York, N.Y. 10017. As European Vice Secretary in New York he will be available to sail in the U.S.

We welcome both of these men and hope they have much success.

CORRECTION

In the January issue of the BULLETIN credit for the Statistical Profile of the 26th World Championship was given to Per and Mats Gothlin. It was compiled and sent to them by Panxo Pi-Suner, editor of the Spanish Snipe BULLETIN, who should have gotten the credit. Per and Mats called our attention to the error and we are happy to make this correction.



SCIRA Dues

SCIRA dues are payable on January 1. Members who are delinquent on March 1 are not allowed to race. All boats, in order to race legally in SCIRA events must display the 1974 dues decal. The decal is proof that dues have been paid and the boat has been insured. Get a decal on your Snipe and make sure that your competitors do the same.

Weight in U.S.

The official weight for 1974 is 381 pounds, which now is standard throughout the world. This completes the four year reduction adopted by the U.S. in 1970. Most current comment about weight reduction has to do with the skipper.

U.S. District Governors

District I: Fred Thurston, c/o Gen. Tel. Info Systems, 962 Wayne Ave., Silver Spring, MD 20910.

District II: Paul Festersen, 1400 Kiewit Plaza, Omaha, NB 68131.

District III: Robert L. Hill, 11422 Pippin Rd., Cincinnati, OH 45231.

District IV: R. Means Davis, Jr., 5115 Northside Dr., NW, Atlanta, GA 30327.

District V: Alvin Bugbee, Apt. 60 F, Greco Lane, Dunkirk, NY 14048.

District VI: Not elected.

District VII: Tony Picciano, 638 Roberts Ct., Merced, CA 95340.

New York and has all facilities available at most reasonable prices. For further information write Stu Griffing, 1087 Meredith Dr., Cincinnati, OH 45231. Stu will be the regatta chairman and be assisted by Dick Tillman and Al Bugbee.

Rule Book for 1974-75

The new Rule Book has gone to press and they should be available by the time you read this. The office will send Rule Books directly to members instead of through the Fleet Captains. This should help the fleet captains and insure that every member gets his copy. This procedure applies only where a Rule Book is included in the annual dues.

North Americans Slated

Word has just been received that the North Americans for 1974 will be held Thursday July 18 through Sunday July 21. They will be held at Association Island, the new NAYRU Sailing Center. The center is 65 miles north of Syracuse,

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Gustav (left) and Peter Krafft receive trophies from Pernille, daughter of Rear Commodore Svend Rantil. Photo by Per & Mats Gothlin.

Krafft Brothers Named Scandinavian 'Yachtsmen of the Year'

The grand slam was won last year by the Snipe racing genius Jan Persson of Denmark. This year a younger Sniper from Sweden has taken his place as the Scandinavian Yachtsman of the year. There are actually two of them, Gustav and Peter Krafft.

With a victory in the Snipe Gold Cup and the Silversnipe plus a 2nd in the North European Championship, they have been the outstanding best sailors in North Europe this year.

GOLD CUP

Gustav began as if by accident to win

the Gold Cup at Skovshoved, Denmark. Among the 105 boats from 10 nations (a record) he took a DNS in the second race and had a bad first race. He thought after that he didn't have a chance.

But then he started sailing and with a 6-1-1-4, he had almost 10 points on Juan Costas, Spain. He is remarkably strong since he lived and slept during the whole week in an Ordinary Volvo 144 - not a station-wagon!

Juan Costas was sailing the only Chubasco hull; Earl Elms winning boat from the Angola World Championship. Felix Gancedo didn't do so well in his borrowed brand new Skipper. He tried every sail he had but it didn't get him better than an 8th.

Some other cheeses who have had better regattas were: Spain's National Secretary Arturo Delgado 34th, Nils Toftgaard 30th, (perhaps too much Snipe building), Gothlin Brothers 24th, and Belgium's National Secretary Raymond Lippert 88th.

NORTH EUROPEAN CHAMPIONSHIP

5 days later, in the North European Championship the Olympic Tempest sailor Morgens Larsen of Denmark won. With a sail from Raudaschl, he went faster even than Krafft, who was second. Third came the Miranda Brothers from Brazil in their own wood hull ('59 series)

GOLD CUP - August 10-12 - (top 7 - 105 starters)

Boat	Country	Skipper/Crew	Points	Pos.
12375	Sweden	Gustav Krafft/David Keiller	19.7	1
18322	Spain	Juan Costas/Marc Robles	27.9	2
20577	Denmark	Jan Persson/Jensknud Lind	32	3
10300	Denmark	Brodsted Brothers	44	4
20811	Denmark	Larsen Brothers	47.4	5
20380	Sweden	Lennart Graat/Anders Gustavsson	48	6
20211	Sweden	Eric Thorsell/Claes Nordwall	50	7

NORTH EUROPEAN CHAMPIONSHIP - August 18-19 - (top 7 - 40 starters)

Boat	Country	Skipper/Crew	Points	Pos.
20811	Denmark	Morgens Larsen/Torben Larsen	14.4	1
12375	Sweden	Krafft Brothers	26.7	2
20546	Brazil	Miranda Brothers	30.7	3
20211	Sweden	Eric Thorsell/Claes Nordwall	36.7	4
19976	Spain	Pablo Zendrera/Panxo Pi-Suner	47.4	5
20577	Sweden	Gothlin Brothers	48.4	6
16868	Sweden	Claes Gilborne/Hans Lundberg	59	7

SILVERSNIPES - August 25-26 - (35 starters - top 5)

Boat	Country	Skipper/Crew	Pos.
12375	Sweden	Krafft Brothers	1
20380	Sweden	Lennart Graat/Anders Gustavsson	2
20211	Sweden	Eric Thorsell/Claes Nordwall	3
20386	Sweden	Peter Lundh/Pigge Lundh	4
20577	Sweden	Gothlin Brothers	5



Champions Morgens and Torben Larsen rounding the windward mark just ahead of Juan Costas in the North European Championship. Per & Mats Gothlin photo.

with Piccolo sails and Bruder Mast. The best Spanish boat was Pablo Zendera in 5th. Rear Commodore Svend Rantil was back in action with his new boat 21000. Svend was good with 21-18-23-24.

SILVERSNIFE

The last regatta in this big tournament was the Silversnipe in Stockholm. Again, the Krafft Brothers were best. But there was a real hard fight between them, Sweden's National Secretary Peter

Lundh, Sweden's Champion Eric Thorsell, the two new stars Larsa Skogsberg and Lennart Graat and the Gothlin Brothers. But as it always ends up: Krafft's old Eichenlaub first.

This year's Snipe circuit was the biggest ever in Scandinavia. Almost every Snipe country in Europe was represented. Now we only wait for the transatlantics to show up.

*Per and Mats Gothlin
Stockholm Fleet 329*

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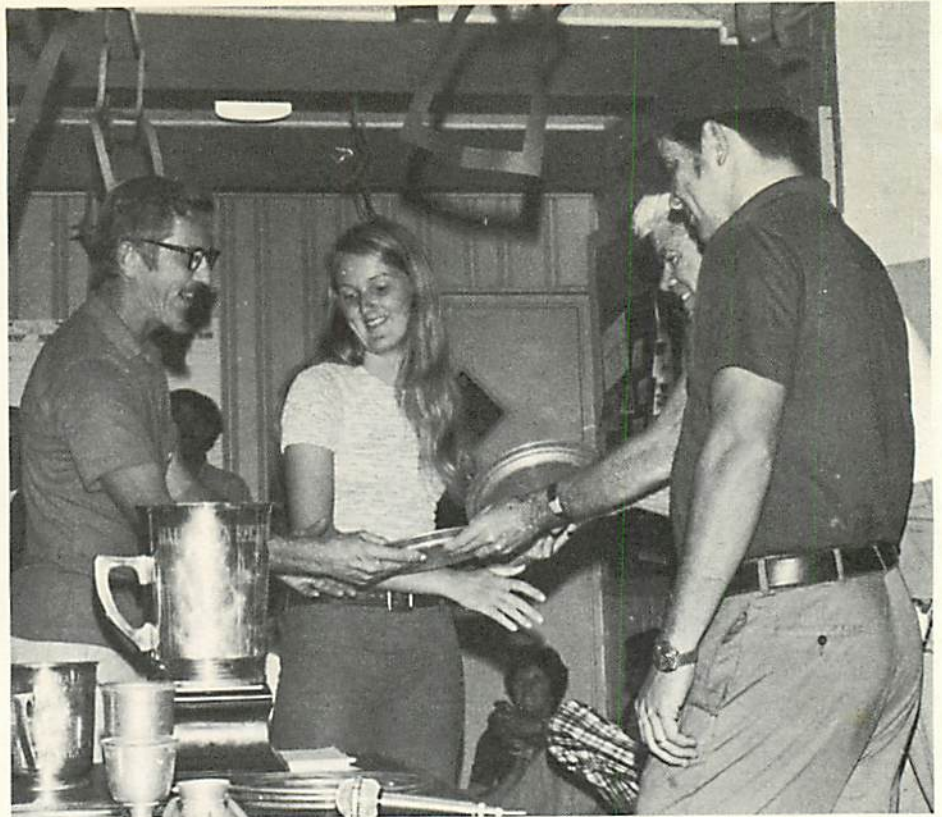
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Goblin and Spook Winners

Twentieth Hallowe'en Regatta 'Wows' Snipers

Twenty years ago it all began, the germ of what is now one of the largest one-design regattas in the U.S. The ideas were there, but even those with big dreams could not have imagined Hallowe'en as it exists today. 94 Snipes from 14 states and Canada came in '73. There were 22 in '53 mostly from AYC and PYC, but we did get some long

distance boats, as Jules Kroeger came from New York and "stole" our silver. Brad kept that from happening this year. In '53 the wind forgot to come and unfortunately in '73 it was the same. In '53 there was hot buttered rum in mugs, but no one imagined the elaborate personalization that now marks those simple cups. The cabins that housed 137

guests in '73 were only a few tents in '53.

Several of the people admiring the very first Snitch were still around to look at the now-famous symbol of Hallowe'en. Fred Pember took 6th and was fleet Captain in '53 and in '73 he was RC Chairman. Carl Owens, Sr. watched his son and grandson sail in '73. Derek Peters didn't change much — still sailing — as were Harold Gilreath, Dan Williams, and Francis Seavy. John Wesley, 2nd in '53, was buzzing around checking equipment as his son sailed to a 7th. Elmer Riker was 7th in '53 and this year saw his daughter begin her sailing career in the Goblin fleet. Paul Whittier sailed in '53 and was the only octogenarian sailing in '73. This year's champion, Brad McFadden, also sailed in the first Hallowe'en at the age of 12.

As more and more Snipers came, more and more families came, so that at Hallowe'en '73, land activities barely took second place to racing. Friday night there were "fun and games" and the start of the scavenger hunt. Saturday night there was a steak dinner and dancing and a District IV meeting. Sunday after the races there was the traditional hot-buttered rum.

On the race course, two things were

SPOOKS DIVISION

Place	Skipper	Home	Finishes	Points
1	Brad McFadden	AYC	1-1-2	3
2	Don Hite	Detroit, Mich.	7-1-1	13
3	John McGowan	Jackson, Miss.	2-4-4	19
4	Bill Buckles	Cleveland, Ohio	6-5-2	24.7
5	Matt Gregory	AYC	5-2-8	27
6	Dick Tillman	Orlando, Fla.	7-2-6	27.7
7	Van Wesley	PYC	4-3-10	29.7
8	Albert Lamar	Jackson, Miss.	6-7-3	30.4
9	Paul Zent	Indianapolis, Ind.	1-6-15	32.7
10	Pete Duvoisin	PYC	3-13-4	32.7
11	Francis Seavy	Clearwater, Fla.	5-10-8	40
12	Lloyd Cox	PYC	11-8-5	41
13	John Muhlhausen	AYC	15-5-6	42.7
14	Bruce Colyer	Ft. Lauderdale	4-3-dnf	46.7
15	Harold Gilreath	AYC	dns-9-1	48
16	Glenn Young	Camden, S.C.	10-10-12	50
17	Bill Simon	PYC	2-16-19	50
18	Quinn Dennis	Jackson, Miss.	11-11-11	51
	Carl Owens	AYC	14-4-17	51
19	Frank Fontious	Glen Wilyn, Ill.	9-21-5	52
20	Barry Cochran	Clearwater, Fla.	12-8-14	52
21	Randy Nord	Princeton Jet, N.J.	12-6-17	52.7
22	Steve Barb	Muncie, Ind.	13-14-9	54
23	Tony Abbott	AYC	17-20-3	54.7
24	Leo Murphy	Olean, N.Y.	16-18-7	59
25	Scooter Swanson	Winchester, Mass.	19-11-11	59



Winners of the Spooks Division: From left to right, top, Paul Zent, Pete Duvoisin, Dick Tillman, Matt Gregory, Don Hite, Brad McFadden, John McGowan, Bill Buckles, and Van Wesley. Front row, Nancy Zent, Lane Duvoisin, Laurie Tillman, Karen Gregory, Madeline McFadden, Joe McGowan, John McGowan, and Steve Cooper.



Winners of the Goblins Division, top row from left to right, Sue Mitchell, Bo Cutts, Bill Humphreys, Paul May, Kathy Bronaugh, Bob Reece, Bucky Barrett, Jerry Humphreys and Jeff McGowan. Front row, from left to right, Stan Mitchell, Chris Williams, Mary Anne May, Adrienne Wesley, Reece, Justin Coleman and Witcher, Clay McGowan.

noteworthy — there were lots of boats, and not enough wind. 55 spooks sailed a round robin series, while the 39 Goblins started on one line. The first Spook race was won by Paul Zent of Indianapolis and Brad McFadden of AYC, with Goblin honors going to the youngest skipper, Stuart Lamb (with Buzz crewing). The second race saw Brad victorious again, with Don Hite of Detroit winning the other Spook Division. The Goblin Division was won by District I Governor Don Simpson who has just moved to Atlanta. (Ask him how he and Linda Tillman, his crew, managed to turtle in the first race. They discovered a here-to-fore not published fact about self-righting Snipes: neither holes in the back nor suction bailers work when there's no wind.) Sunday's race was on a mirror, but Don Hite and Harold Gilreath, AYC, and Bucky Barrett, Valdosta, GA, ghosted to victory in keeping with the Hallowe'en theme. With scores averaged, top honors went to Brad and Madeline McFadden in Spooks and to Sue Mitchell with her father Stan as crew in Goblins.

Thus endeth the first twenty years.

Peggy Davis
Atlanta Fleet 330

GOBLIN DIVISION

Place	Skipper	Home	Finishes	Points
1	Sue Mitchell	Clearwater, Fla.	2-2-11	23
2	Stuart Lamb	PYC	1-10-7	29
3	Jeff McGowan	Atlanta BSC	5-16-2	35
4	Kathy Bronaugh	PYC	6-5-9	36.7
5	Jerry Humphreys	PYC	15-4-6	40.7
6	Bob Reece	PYC	7-17-3	41.7
7	Paul May	Charlotte, N.C.	11-3-13	41.7
8	Bucky Barrett	Valdosta, Ga.	27-14-1	53
9	Bill Humphreys	PYC	13-6-17	53.7
10	Bill French	AYC	20-9-8	55
11	Annie Kohler	AYC	10-8-23	59
12	Andy Kolb	Columbus, Ga.	9-11-21	59
13	Don Simpson	AYC	dnf-1-10	61
14	Paul Whittier	Columbus, Ga.	26-7-16	64
15	Martin Burnup	AYC	24-12-12	66

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Typical action scene at the Rio State Championship.

Successful State Championship Held at Rio

The 1973 State Championship was the greatest success in recent years for the Snipe Class at Rio de Janeiro. Eight fleets were represented, some of them for the first time. Several new sailors showed up and competition included four world champions in Snipes and Penguins, Claus Cordes 1972 South Brazilian champion, Cornelia Buckup, 2nd in the '71 nationals, and Ivan Pimentel and Vicente Brum both of whom are top skippers in Soling as well as Snipe and many other good sailors among the almost 40 entries.

The races were held in Guanabara Bay, site of the 1971 Worlds, but the winds, unlike in '71 were steady, averaging 12 knots.

The final results showed Eric and Axel Schmidt (World Champions in '61, '63 and '65) in first and 3rd respectively, Claus Cordes in 2nd, Ivan Pimentel in 4th, and Cornelia Buckup in 5th. 1973 Penguin Champion, P. Petersen placed 18th.

The increasing popularity of the class is a joy for all of us, faithful Snipe Sailors and a demonstration of the class potential in the face of the new fancy classes.

Top Ten

1st - 16641, Eric Schmidt/Ricardo Lebreiro, 1-3-2-1-(6)-4, 16.7,

2nd - 12117, Claus Cordes/Bibi Cordes, 4-2-3-2-(5)-1, 19.7

3rd - 16048, Axel Schmidt/George Rider, 3-(10)-5-5-1-2, 28.7,

4th - 11235, Ivan Pimentel/Carlos Gortini, (11)-1-10-4-3-6, 41.4,

5th - 19542, Cornelia Bachup/Paulo R. Ferreira, 7-6-1-8-4-(10), 46.7,

6th - 11744, Carlos Chaves/R. Machado, 9-9-9-3-2-(dns), 53.7,

7th - 16643, Angus Leslie/Harold Causer, 10-8-12-6-7-5, 64.7,

8th - 18530, Roberto Lima/R. Carvalho, 15-(16)-6-10-10-3, 70.4,

9th - 20344, A. Suzarte/Pier Antoni, 8-(15)-8-12-8-7, 73,

10th - 19954, Antonio Almada/Amaro Machado, (dns)-5-4-9-9-dnf, 74.

*Jose Candido Pimentel Duarte
Former F.C. Rio Fleet No. 159*

(Ed Note: Jose is spending this year as a student in California so he could not be in Rio to defend the Championship which he won last year with Paulo Ferreira as his crew. The accompanying pictures are by his sister Angela.)



Cornelia Buckup and her crew, Paulo R. Ferreira, 5th Place winners in the Rio State Championship.

Snipes are shown rounding the weather mark during the first race of the Rocky Mountain Championships, in Grand Lake, Colorado.



Winds Pack Variety for Rocky Mountain Championship

The eleventh annual Rocky Mountain Snipe Championship sponsored by Fleet 210, the Rocky Mountain Sailing Association, was won by Norm Tanner of Fleet 640, Bow Mar, Colorado.

The two-day, three race regatta, was held at Shadow Mountain Lake at Grand Lake, Colorado, on the Western border of Rocky Mountain National Park. Twenty-one boats raced, two from Fleet 124, Jamestown, New York, who were enroute to the Nationals at San Diego.

Sailing out to the start from the launching area, the boats were greeted by rain, hail, lightning, — and wind! The storm was short lived, and the first race got underway with light to moderate winds that disappeared on the final leg to make it a long slow drifter. First race winner was Norm Tanner of Bow Mar.

The second race started in the same drifting fashion, but soon the winds picked up to good strength, to provide a brisk second race, won by T. Bugbee of Jamestown, New York, with Norm Tanner second.

The third race, on Sunday, started with no air and was recalled by the Race committee when there were signs of wind and wind shift. This resulted in what many of the skippers said was a "great race" in moderate to strong winds, a race

that gave us a third first place skipper, A. Bugbee of Fleet 124, New York. He was followed in second place by his brother, T. Bugbee. Norm Tanner, the eventual winner on points, had a strong lead well through the third race; however, he developed equipment problems and was unable to keep his jib taut, and finished in sixth place.

Social activities included a dinner on Saturday night and buffet lunch with trophy presentation on Sunday.

Silver trays were awarded to the first five places: Norm Tanner, A. Bugbee. T. Bugbee, Bill Eichelberger and Jim McKenzie. The Ed Kueck memorial trophy also went to the winner, Norm Tanner.

*Ed Hoffmann
Rocky Mountain Fleet No. 210*

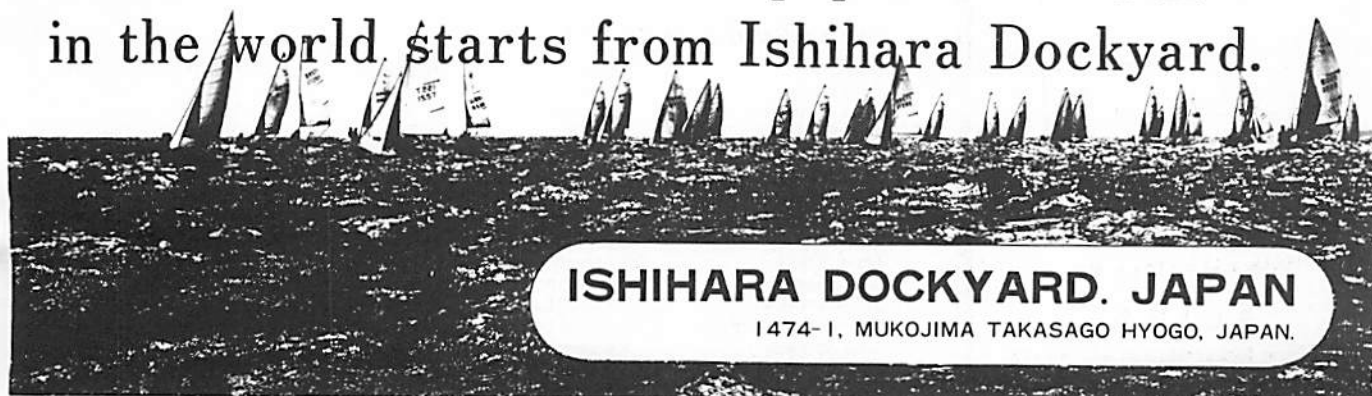


T. Bugbee, Fleet 124, Jamestown, N.Y. and "crew" are presented third place silverware.

ROCKY MOUNTAIN CHAMPIONSHIP

Boat	Skipper	Club	Finishes	Points	Pos.
15003	N. Tanner	Bow Mar, Colorado	1-2-6	14.7	1
17018	A. Bugbee	Jamestown, N.Y.	2-7-1	16.0	2
19793	T. Bugbee	Jamestown, N.Y.	7-1-2	16.0	3
19064	B. Eichelberger	R.M.S.A., Col.	3-5-3	21.4	4
14505	B. McKenzie	R.M.S.A., Col.	9-8-5	39.0	5
19262	R. Ross	Bow Mar, Col.	8-3-14	39.7	6
9898	F. Hagel	R.M.S.A., Col.	10-4-13	43.0	7
16809	R. Gaiser	Bow Mar, Col.	6-6-15	44.4	8
19359	A. Hartman	R.M.S.A., Col.	15-12-4	47.0	9
14600	J. Bakken	R.M.S.A., Col.	5-14-12	48.0	10
16807	G. Mattson	Bow Mar, Col.	11-11-9	49.0	11
19263	J. Clodfelter	R.M.S.A., Col.	13-9-10	50.0	12

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The top winners from the Sail Chicago '73, from left to right, George Drake, Dick Schmidt, Jim Pyott and Paul Dovey.

Fleet 86 Holds Sail Chicago '73

A hot July 6th saw Snipe Fleet 86 host the first race of "Sail Chicago '73". 32 boats turned out for a 18-20 knot Lake Michigan breeze and a 2 foot chop. At the end of the first race, the wind picked up and we all returned to the harbor for hotdogs and beer.

Sunday morning's weather came in at 10 to 12 knots and we had two more good races on relatively flat water. Finishes were erratic as the winds tended to shift abruptly and without warning. Paul Dovey from Peoria put it altogether in the end with finishes of third, fifth and first. Dick Schmidt took second place with a first, sixth and fourth and George Drake was third with an eighth, fourth and a third.

The first five finishing skippers took home carved nautical figurines while their crews received hand made decoupage plaques.

Louis M. Spencer
Fleet No. 86

SAIL CHICAGO - July 7-8, 1973

Skipper	Club	Finishes	Points	Pos.
Paul Dovey	Peoria	3-5-1	15.7	1
Dick Schmidt	Ann Arbor	1-6-4	19.7	2
George Drake	Pontiac	8-4-3	27.7	3
Carl Levinson	Indianapolis	7-2-6	27.7	4
Jim Pyott	Chicago	6-7-8	31.4	5
Lee Reichart	Indianapolis	13-1-11	36.0	6
Gunnar Stickler	LaCross	4-7-10	37.0	7
Brian Sherry	Chicago	2-12-18	45.0	8
Dave Schafer	Chicago	11-11-9	49.0	9
Tom Townsend	Indianapolis	14-13-5	49.0	10
John Stanley	Crystal Lake	9-9-14	50.0	11
Harlen Wilkinson	Crystal Lake	21-17-2	53.0	12
Lou Spencer	Chicago	5-16-16	54.0	13
Sterling Beimfohr	Chicago	15-14-15	62.0	14
Lee Shanes	Chicago	20-8-17	63.0	15

Wells Wanderings



by Ted Wells

MARCH 1974

REGATTAS

The muse has been goofing off pretty badly lately. Maybe the worst winter since 1889 should make me think positively about a regatta season with nice warm – not hot – weather but not yet.

A thought on some of last year's regattas that is even more apropos this year with lower speed limits – get the show on the road on Sunday! In this area – we schedule two races Saturday and one Sunday morning on all regattas. In Wichita, we try to make it easy for our guests from long distances – 325 mile to 525 mile trips to weekend regattas weren't unusual in the past. We serve lunch very informally, very early so the fast packeruppers can get on the road. We award trophies as soon as the scores are figured (no wait for lunch) – which always lets us hit our goal of getting people on the road by 1:00 P.M. at the latest if they are in a hurry. The fast workers can generally make it by 12:30, lunch and all.

Long drawn out stuffing contests and self congratulatory oratorical exercises are all right for the locals who don't have anything to do but go home and take a nap – but during the fuel shortage and lower speed limits – a shortage on formality and a lower time limit on ceremonies would seem in order. Warning – I'm going to regattas this year whether I'm invited or not. I'm out of the luxury car class into one which supposedly will get me home from 450 miles on Sunday without refueling – if I get started early enough.

MORE ON CENTERBOARDS –

My comments concerning the aim toward one centerboard have brought a letter from Ralph Eldridge, skipper of Snipe 7021, who has a pivot board and likes it. He is concerned about the legality of his boat if a single centerboard is adopted in the future.

First off – I don't make rules nor does the International Rules Committee. The Board of Governors does – and they are a knowledgeable and capable bunch of people who are also experienced Snipe skippers. I can't predict precisely what they will do in the future – but I would guess that any change on centerboards would have a "Grandfather Clause" which would require compliance with new limitations only at high competition levels, and even then, with adequate time for compliance.

Just as an aside – don't ever take a pivot board boat to a lake with lots of weeds. The board gets stuck about half way up with gobs of weeds trailing behind and you are in trouble. The board won't move and the weeds don't come off. Some Europeans who sail off of beaches or over sea walls without hoists like pivot boards very much and will probably continue to do so for their own special reasons.

RULE 8

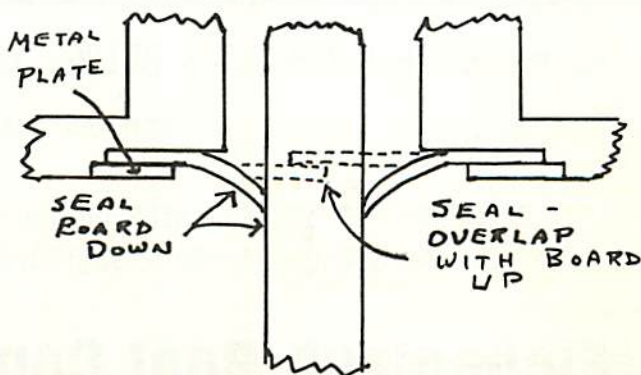
This rule is supposed to be sort of a catch all to take care of any tricky situations that might result from some gadget that could theoretically at least offer a racing advantage over boats that did not have it. The gadget of course is something not specifically approved or disapproved in print – which someone thought he could use. Obviously – he wouldn't have used it to make his boat go slower.

The most recent thing to come up is a very well designed gimmick to completely seal the bottoms of the center board slot at the keel when the board is up – and to provide a very nice fillet in the corner between the board and the keel when the board is down. This is installed on Skipper boats and is made with two strips of about .030" plastic, and it works beautifully.

This idea, like many good ones isn't new. Thirty five years ago I had the same bright idea, but all I had for sealing material was old inner tubes (those things they used to have inside tires in case you have never heard of them) and they didn't work very well. I first saw the Skipper seals at Malaga and ruled that they would have to be cut out so that they only touched the board – no fillet, and no closure with the board up. The Skipper boat has a very low trunk – about 9' – and they say they will sink if they don't have the seals. I was wishy washy here again (I'm not nearly as nasty as some people think) and rather than louse up the World Championship by disqualifying a large percentage of the boats which were legal on paper at least or making them maybe unsailable – I gave in and let them sail as measured and approved.

Shortly after our return, Chuck Loomis wrote that he felt that if the Skipper boat needed a seal to keep water out while sailing – it should be at the top of the trunk where it could not possibly have any racing advantage over a boat which by its basic design just wouldn't sink while reaching in a breeze. The 9" dimension was accepted in the first place by the Board of Governors on the statement of Lou Varalyay, corroborated as I remember by Past Commodore Bob Schaeffer, that no water came in a 9" deep trunk. Maybe Scandinavian trunks take in more water.

Anyway – with one exception – the Rules Committee has so far voted in favor of not allowing this seal at the keel between the keel and the centerboard. Above that – O.K. at the keel – no. Bob Vreeland put it best I believe when he said "significant racing advantage or not – they are a deviation from the accepted way of construction which will always raise suspicion."





Sanctioned Snipe Regattas

APRIL 27-28, DECATUR ICE BREAKER, Decatur Snipe Fleet No. 144, William J. Celio, 124 Wisconsin Dr., Decatur, IL 62524.

May 11-12, SOUTHERN SNIPE CHAMPIONSHIP, Chattanooga, Privateer Fleet No. 142, Dean Hearn, Jr., 4712 Privateer Rd., Hixson, TN 37343.

May 11-12, COLONIAL TROPHY REGATTA, Annapolis Fleet No. 532, Eric St. C. Perdon, 910 Primrose No. 302, Annapolis, MD 21403.

JUNE 7-8, STONE INTERNATIONAL OPEN MEETING, Stone Sailing Club, Fleet 372, John R. Broughton, 24 Empress Drive, Chislehurst, Kent, England.

JULY 13-14, SUNFLOWER HOSPITALITY REGATTA, Shawnee Y.C. Fleet No. 597, Herb Langland, 1553 W. 24th, Topeka, KS 66611.

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

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

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

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

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

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

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

Indiana Open Won by Don Hite

The 19th annual Indiana Open Championship was held Sept. 8-9 on Geist Reservoir at Indianapolis. Light winds and misty rain prevailed for the first two races Saturday, while medium winds under gray skies predominated for the third race Sunday. The forty-six Lilly series boats were divided into four fleets making double winners for each race. In the first race the first division witnessed a battle between Don Hite and Bill Coberly with Coberly ghosting ahead as the wind got lighter towards the finish. The second division caught up with half of the first division and enjoyed sailing the long run together. It didn't bother Lee Reichart, however, who won going away.

After shifting wind difficulties causing an hour postponement, the wind steadied at 5 to 7 m.p.h. from the north for good weather beats in the second race. In the first division John Johns and Bob Rowland fought each other towards the island side of the lake, while Lee Griffith took both of them, Johns was second, and Tom Townsend slipped in third. Steve Sherman and his super-light crew flew to victory in the second division, as I had all I could do to keep ahead of Judy Corliss, who finished third in that race

and was the top lady skipper in the series.

For the third race 6 to 10 m.p.h. winds allowed three long beats with super-fast Jerry Thompson taking the lead after Lee Griffith as windward boat was tapped into doing a 720°. Jerry stretched his winning lead and Frank Levinson swooped through the fleet to gain second spot after a final duel with Jim Richter. In the second flight Tom Head had an early lead with Brad McFadden, Hite, and Bill Buckles pushing. Over the long weather legs Don Hite finally moved ahead to win the race and the Lilly trophy for the second year in a row. Lee Griffith was second in the series, and winner of the top junior award.

In the John Call Memorial Series thirty-one Snipes fought for top spot in three races, each starting immediately after the Lilly races. In the first race Louis Spencer bested Bill Ticknor with David Troeger finishing third. In the second race the top spots reversed, making the tie between Spencer and Ticknor to be decided Sunday. Don Irvine was third. In the final race Gweneth Crook of Oakville, Ontario took top honors, pulling her final position up to fourth. Bill Ticknor garnered second

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giving him top spot overall, and Marshall McCuen, regatta chairman, got his new boat moving for third in the race and fifth overall. Troeger was third in the series and Crook fourth. Thanks to Dick Gallmeyer and his race committee for

excellent courses and to Marshall and his committees for another great Indiana Open.

Harry N. Levinson
Indianapolis Fleet 409

INDIANA OPEN CHAMPIONSHIP - LILLY SERIES - September 8-9, 1973

Boat	Skipper	Club	Finishes	Points	Pos.
19267	Don Hite	Lake Angelus	2-5-1	13	1
20004	Lee Griffith	Acton Lake	3-1-6	17.4	2
12192	Harry Levinson	ISC	3-2-5	18.7	3
20551	Frank Levinson	ISC	4-5-2	21	4
18502	Steve Sherman	Muncie SC	4-1-7	21	5
16796	Lee Reichart	ISC	1-4-10	24	6
17387	Jerry Thompson	Akron	6-7-1	24.7	7
18886	Bill Coberly	CDYC Decatur	1-12-5	28	8
20006	John Johns	Barton Boat Club	5-2-12	31	9
20007	Bob Rowland	Cowan	6-4-7	32.7	10
20880	Bill Buckles	CYC	18-6-2	38.7	11
19056	Brad McFadden	Atlanta YC	8-14-3	39.7	12
16856	Tom Townsend	ISC	11-3-15	43.7	13
19062	Mike Zalzal	Acton Lake	2-7-dns	44	14
18247	Jim Richter	ISC	7-20-3	44.7	15
19897	Buzz Levinson	ISC	9-10-9	46	16
20666	Donald Casey	Green Lake YC	10-13-6	46.7	17
20307	Judy Corliss	Lansing SC	12-3-18	47.7	18
19388	George Drake	Lake Angelus	8-13-10	49	19
15520	Tom Head	ISC	21-9-4	50	20

INDIANA OPEN CHAMPIONSHIP - CALL SERIES - September 8-9, 1973

Boat	Skipper	Club	Finishes	Points	Pos.
17215	Bill Ticknor	Gull Lake	2-1-2	6	1
19618	Louis Spencer	Burnham Park YC	1-2-6	14.7	2
16953	David Troeger	Birch Lake	3-4-4	21.7	3
11392	Gweneth Crook	Oakville Yacht Sq.	5-9-1	25	4
19386	Marshall McCuen	ISC	13-8-3	38.7	5
18250	Don Irvine	Cowan	12-3-10	39.7	6
19362	Stuart Spencer	Richmond SC	8-5-12	42	7
17560	Ralph Townsend	ISC	4-15-18	43	8
20822	Bill Snowden	Barefoot SC	18-6-5	45.7	9
19433	Robert Allen	ISC	6-18-8	49.7	10
17465	Jill Gore	Diamond Lake YC	11-13-9	51	11
18104	Peter Keen	Cowan	21-7-7	53	12
18912	Mike Glauberman	ISC	7-14-20	59	13
17214	Lew Lappas	ISC	16-11-16	61	14
15509	Dave Congdon	CDYC	9-24-11	62	15

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