

SNIPE
.....
BULLETIN



MARCH 1976

Service Announcement From Mueller/Eichenlaub :



The Snipe that won the following events:

- 1ST SCIRA Mid-Winter Regatta
- 1ST Dallas Southwestern Regatta
- 1ST Cuba Lake Inter-Galactic Championships
- 1ST Crosby Series U.S. National Championship
- 1ST Heinzerling Series U.S. National Championship
- 1ST Canadian National Championship
- 1ST Ohio Open Regatta
- 1ST Decatur Ice Breaker Regatta
- 1ST 2nd, 3rd - Sou. California Dist. Championship

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Letter to the Editor

Dear Fellow Snipers, RE: (U.S.) Bi-Centennial Nationals

Plan on a vacation to District V this summer. On July 17-18, visit the home of the Bold Mothers for the Intergalactic Championship at Cuba Lake, NY. Spend some time in scenic Western New York, then visit Oakville (Canada) for the Ontario's on July 24-25. Move to the other end of Lake Ontario and stop at the Olympics. After they are finished, drive to the U.S. Sailing Center on Lake Ontario for the U.S. Nationals from July 30 through August 6.

There is only a \$10 entry fee this year. The Sailing Center has a daily fee for racing days (plan on 5 days for Seniors). Our district will help subsidize the Juniors participating in the Duffy series. Meals will be on your own and no banquet is planned, although there is planned entertainment on three evenings, and impromptu entertainment on others.

Measuring is somewhat of a hassle with the moment of inertia test being required. Please make every effort to have this done before you arrive.

After the Nationals, drive down to

Keuka Lake, to enjoy the Champagne Regatta and tricky small lake sailing. Clear, cool water and New York State grape by-products will abound.

All information pertinent to the U.S. Bi-Centennial Nationals will appear in future BULLETINS. There will be no separate mailings. Entry forms, updated information, etc., will appear in the BULLETIN. Look for our Bi-Centennial symbol.

See you at the U.S. Sailing Center, Association Island, Henderson Harbor, NY, in August.

Graham Hoffman
Chairman, Governor District V

Tentative Schedule: Friday July 30:
Junior registration and skippers meeting.

Saturday, July 31: Juniors 3 races,
Senior registration, entertainment.

Sunday, August 1: Juniors 2 races,
U.S. Board meeting, Crosby Skippers
meeting, Duffy awards.

Monday, August 2: Crosby 2 races,
entertainment.

Tuesday, August 3: Crosby 2 races,
awards, Heinzerling and Wells skippers
meetings.

Wednesday, August 4: Heinzerling and
Wells 2 races, entertainment.

Thursday, August 5: Heinzerling and
Wells 2 races, U.S. Membership meeting.

Friday, August 6: Heinzerling and
Wells 1 race, Heinzerling and Wells
awards.



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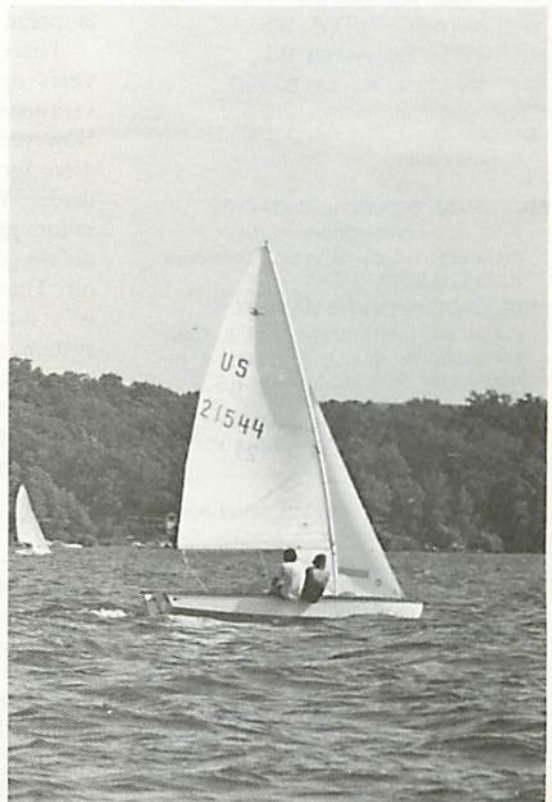
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SNIPES BULLETIN

SNIPES CLASS
INTERNATIONAL RACING
ASSOCIATION

MARCH 1976
Vol. XXV No. 3

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PUBLICATION INFORMATION

Published monthly by Snipe Class

International Racing Association, In-

corporated, (not for profit).

Forms close on the 1st of the month

preceding publication. Material re-

ceived 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 addi-

tional mailing offices.

ADVERTISING

Contract rates furnished upon appli-

cation.

SUBSCRIPTION

\$3.00 per year. \$3.00 of the amount

of dues in SCIRA are paid for a year's

subscription to the SNIPES BULLE-

TIN.

CHANGE OF ADDRESS

Notify Snipe BULLETIN of any

changes, both old and new addresses

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month to become effective.

THE COVER

Another scene from the World Championship in Uruguay. The crews have just stowed the whisker poles and are preparing to round the leeward mark. Photo by Buzz Lamb.

THOUGHTS WHILE SAILING

We attended the meeting of the U. S. Yacht Racing Union (formerly NAYRU) in Jacksonville in January. The feeling has been that this is an organization of rich old men who own very expensive yachts. This may have been the case at one time but it is no longer true. Under the new constitution which has been approved, the various one design classes have 25% of the vote, offshore sailing has 25% of the vote, and the various yacht racing associations have 50%. Generally, the committees do most of the work, and the committee chairmen are the members of the executive committee. One design sailors are well represented on the committees. One can not now say that the union is run by the rich members of the New York Yacht Club. The leadership is spread throughout the country.

There was some attempt, a couple of years ago, to raise money through the various organizations (including classes). However, this has been shelved and a drive for individual memberships is to be made. We recommend that all Snipe sailors join their sailing federations. What do we get from it? We already get quite a bit. The one thing that is most prominent is a set of racing rules and an appeals system. Some of the things being planned are junior sailing programs on a regional basis. One was held on the west coast last year and it was a success. Hopefully, this will expand to maybe 8 or 10 regions. Racing clinics and seminars conducted by USYRU personnel will be held in conjunction with the regattas. It is a bring-your-own boat format and boats that are popular in the area will be chosen. There are plans to have training seminars, sailing clinics for juniors, race management clinics, etc. All this takes support from the sailors.

Other news from the meeting is that Association Island has received enough donations to operate this year. This is important to Snipe sailors in the U. S. since we plan to have our nationals there. The plan is to dredge and improve the launching area and continue to make

improvements in the land facilities.

Another thing that we got from the meeting is the feeling that Snipe is being more accepted by the leaders of the organization. The important aspect of this is that Snipe will continue to be backed for the Pan American Games. Incidentally, they will be held in Puerto Rico in 1979 and we plan to furnish boats for the various contestants. This was done last year and we feel it was a successful program.

XIV European and African Championship Scheduled

The European and African Championship will be held at Le Havre, France, August 30 through September 5, 1976. Luis Paul Lamarque, Boite Postale No. 4, 33026 Bordeaux, France will be in charge of arrangements.

The tentative schedule is:

Monday, August 30: Measurement.

Tuesday, August 31: Measurement and tune-up race.

Wednesday, September 1: 2 races.

Thursday, September 2: 2 races.

Friday, September 3: 2 races.

Saturday, September 4: 1 race, make-up race.

Sunday, September 5: make-up day, awards.

Lodgings: Hotels, private homes, and camping near the club, entirely free for the first boat and National Secretary for each nation.

Meals: Restaurant at the club.

Course area: Outside, with 3 buoys.

For further details, contact Luis Paul Lamarque, National Secretary for France.



THE SCORE

As is usual for the first month of the year we were not pressed for new numbers. Only four were issued, 1 for Colombia and 3 for the U. S. A new fleet was chartered for Spoffard Lake in Keane, New Hampshire and we send them our best wishes for success.

Numbered SNIPES— 22363

Chartered Fleets— 751

ON THE LIGHTER SIDE

Diary of a Mad Snipe-Wife

It all began when he got the boat. He was like a school boy in the giddy grip of puppy love. Only it didn't end as quickly. As soon as he'd sent in his SCIRA fees and fleet dues he began to haunt the mailbox for his handbook, just like a kid waiting for his Dick Tracy secret compartment decoding ring.

Finally the handbook came and he was last seen heading into the den and closing the door behind him.

Soon Snipe Bulletins began arriving like kittens. What with manuals, Bulletins, racing books and phone calls to fellow Snipers; our communication deteriorated badly. I couldn't even start an argument.

One Friday night I decided to be firm. "Dear", I plunged, "Let's go out tonight, just like old times."

He stared at me as though I'd suggested dying my hair green and howled, "You know I have to get to bed early. There's a regatta at Overshoe Lake this weekend. That's a 200 mile drive." So much for firmness.

Then there was the time the washing machine broke down — water all over the

floor. He considered it thoughtfully and said, "That reminds me, I'm going over to look at Fred's new rudder tonight. Can we eat early?"

When our anniversary came up, I helpfully mentioned it to him. He nodded indulgently and turned a page in Scientific Sailboat Racing.

Later, perfumed and dressed in a negligee, I slipped into the den. "Guess I'll go to bed," I purred, draping myself over the arm of his chair.

Carefully marking the page he glanced at me, a vision in lemon chiffon. "Uh, I'm not tired yet." he mumbled. So much for — whatever.

The season finally came to an end two weeks before the lake froze over. Maybe now we could get to know each other again, right? Wrong! Every spare moment was spent in the garage sanding, "touching up", adding, repositioning or finishing — a word that applies to the surface of the boat only. When he wasn't fiddling with his own boat he was helping someone else. For me, diary, it was a long, cold, lonesome winter.

Finally, after everyone had given up hoping for it, Spring returned. Desperation began seeping in like the rain through the hole in our roof. Somehow I

had to get my husband back; to look at me, to talk to me, to get that damn roof fixed.

Slowly an idea formed — a diabolical scheme so outrageous as to kill his interest in sailing together.

BURN THE BOAT!

Well, no. And anyway there was nothing new about that idea.

It was on a Friday evening that I approached him. "Honey, are you racing tomorrow?"

"Yep, over at Huckabuck Pond."

"Well," I ventured, "Could I crew for you?"

"Sweetheart," he beamed, (Who, me?) "You mean you want to? Gee, that's great! You want to start tomorrow?"

"Yeh," I choked out. Was he actually talking to me? Was that glow in his eyes for me? Did the room suddenly get a little brighter?

It was true, the long silence was broken at last, and somehow I knew that tomorrow would be the beginning of a brand new relationship. I could hardly wait.

Tomorrow came, and the relationship, well, that's a whole nother story.

by Pat McChesney
Crewmember, Lashaway Fleet 706

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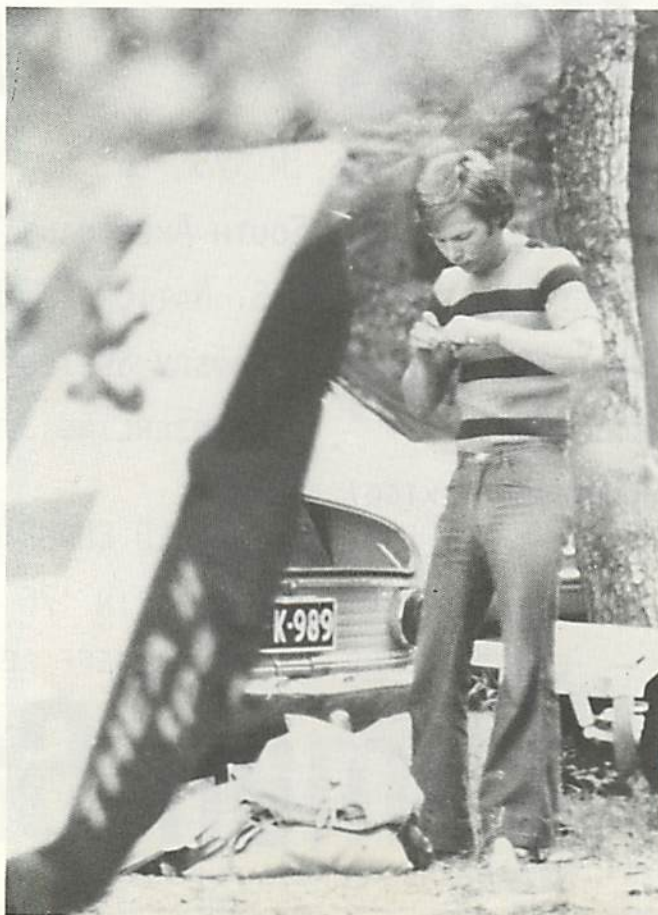
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Matti Nieminen (20293) leads the fleet during Finnish Nationals. Photo by M. Henricson.

Matti Nieminen Sweeps Finnish, Scandinavian Championships

Matti Nieminen, winner of both Finland's National Championship and the Scandinavian Championship, shown with his championship boat Thea II. His wife is Thea I. Matti is a student of computer science. His crew for both championships was engineering student Seppo Ajanko. Photo by P. Lindholm.



The 1975 Nationals were held at the Airisto Tourist Center outside Turku, in southwestern Finland. The race course was set in the middle of the small sound of Airisto, notorious for its shifty winds from the surrounding high, wooded islands. 73 boats participated.

On the first day, the winds created enough confusion to "shake up" the regular order of finishing. The lead after two races was held by Lauri Brummer, Helsinki, not regularly in the top ten. Part of the credit must go to his crew, two-time Finnish champion, Tero Porlamo, who called the shots from the pointy end of the boat. Matti Nieminen was second on his home waters, while favorites, the Bjurström brothers, had to be content with 7th.

On the second day, the wind was again up to its tricks although blowing from another direction. Matti Nieminen sailed cool as usual, and grabbed the lead with a fourth and first. Lauri Brummer fell out of favor with Old Joe and got a 26th and 20th. The Bjurströms started picking up lost ground by coming in first and fifth. The biggest surprise of the day was the newly crowned Junior World Champion, Heikki Haimakainen, who moved up to 5th in the point standings.

Rain and clouds met the sailors on the last day of the championships. The northern wind of Force 3-5 picked up a nasty chop, which called for diligent tiller work to avoid stopping completely in the seas. "Clapa" Carpelan grabbed first place in the fifth race, while the Junior champs came in second. Nieminen was eighth.

Going into the last race, Nieminen held a 4-point lead over Carpelan. Since Raatikainen and Aikala in the following slots could not be discounted either, no covering tactics could be used. It was every man for himself. After the first beat, Lauri Brummer had grabbed an unassailable lead, while the contenders for the championship were all in 8th to 15 place. Nieminen's choice on the beats paid off giving him 6th, with Carpelan a few places further back. This was enough to give Matti Nieminen and Seppo Ajanko the championship they had been striving for for the last 5 years. They were 3rd in '73 and 6th in the '74 Nationals, and 4th in the European Championship.

Henry Ericsson
National Secretary, Finland



Matti Nieminen (right) and crew Seppo Ajanko receive their prizes for Scandinavian Championship. Photo by Kekkonen.

Scandinavian Title Draws 60 Boats

Hango, the sailors' paradise of Finland, once more opened its arms for the great Snipe gathering of the year, the Scandinavian Snipe Championship. The turnout was very encouraging — 3 Norwegians, 6 Danes, 11 Swedes and a magnificent troupe of 40 Finnish boats.

After two "practice" starts, the

nervous field got under way in the lazy southwestern wind. It was tough going, with frequent shifts. At the first mark, it was Matti Nieminen in the lead and Claus Carpelan in second — these two Finns had finished one-two in the Finnish Championship the previous week. The wind died almost completely on the last run, but the leading duo didn't give up. With only 4 minutes left of the 2½ hour time limit, Matti crossed the line to take the gun. Clapa Carpelan inched his way

into second. Olli Kirjavainen was third.

As the stubborn wind refused to blow the sailors were eventually towed into port. Three races were thus scheduled for Saturday.

A light breeze of force 1-2 rippled Saturday's waters. After the ritual of a general recall, Junior World Champion, Heikki Haimakainen, brashly grabbed the lead, followed by the Krafft brothers from Sweden. The greater experience of

(Continued on page 8)

1975 FINNISH NATIONAL CHAMPIONSHIP (Top 25 of 73 boats)

Boat	Skipper	Fleet	Points	Position
20293	Matti Nieminen	TPS	29.7	1
20620	Claus Carpelan	HPS	38	2
20682	Seppo Raatikainen	KPS-KSS	41.1	3
19813	Erik Aikala	HSK	54.4	4
21671	P. Bjurstrom	N	57	5
5604	Heikki Haimakainen	KP	57	6
19682	Lauri Brummer	M	66.7	7
21666	Pauli Immonen	KPS	70	8
21007	Rikard Bjurstrom	N	81.4	9
19675	Matti Kunnari	KPS	88	10
21446	Kimmo Suortti	HPS	88.7	11
19285	Vesa Ronnholm	GSF	96	12
19802	P. Leino	TPS	98.7	13
20280	Henry Ericsson	BS	99	14
19674	Lauri Nordstrom	ONS	104	15
20295	Henrik Pomoell	HSS	120	16
21063	R. Osterman	HSF	122	17
19790	Peter Holm	GSF	122	18
21035	Velipekka Ruoho	KP	128	19
21034	Olli Kirjavainen	KPS	128	20
20270	Per Gylling	BSK	129	21
20679	Bob Casen	GSF	131	22
21836	Lars Osterlund	HSF	136	23
19679	Pekka Lindholm	HPS	141	24
21477	Ilkka Aromaa	BSF	146	25

1975 SCANDINAVIAN CHAMPIONSHIP (Top 25 of 60 boats)

Boat	Skipper	Country	Points	Position
20293	M. Nieminen	Finland	36.7	1
20682	S. Raatikainen	Finland	41	2
21671	H. Bjurstrom	Finland	42.7	3
20620	C. Carpelan	Finland	48.7	4
19683	B. Homstrom	Finland	52.8	5
12375	Krafft Brothers	Sweden	55	6
21067	Jan Persson	Denmark	64	7
19675	M. Kunnari	Finland	66.7	8
21737	Peter Lundh	Sweden	77	9
19801	G. Jansson	Sweden	82	10
21446	T. Soisalo	Finland	88.7	11
20281	Gothlin Brothers	Sweden	89	12
16824	J. Strombeck	Sweden	91	13
20280	S. Winqvist	Finland	92.7	14
19691	C. Osterlund	Finland	101	15
21034	O. Kirjavainen	Finland	104	16
21826	P. Rasmussen	Denmark	110	17
19681	I. Leeve	Finland	113	18
5604	H. Haimakainen	Finland	121	19
21060	H. Jacobsen	Denmark	130	20
21746	Roger Streling	Sweden	131	21
19813	E. Aikala	Finland	134	22
19428	V. Sinding-Larsen	Norway	137	23
19784	L. Vasstrom	Finland	146	24
21690	K. Hogberg	Norway	150	25



Frantic 60-boat start in Hango during Scandinavian Championships. Champions Nieminen and Ajanko (20293 look good in the middle. Photo by Kekkonen.

Matti Nieminen . . .

the brothers prevailed, but Heka kept his second place to the finish. Carpelan took third, after a nicely judged last beat.

The second race was run immediately in similar conditions. The winning gun was taken by Seppo Raatikainen, the old "Snipe Fox" from Kokola. Second slot was occupied by Hakan Bjurstrom, who had moved from his customary place in the pointy end of the boat to take the tiller. The regular skipper, brother Peter, was at home attending the launching of his second child - a boy. Congratulations, Peter!

For the third race, the wind had piped up to force 3-4. After the customary general recall (yawn!) the boats blasted away. Hakan Bjurstrom shot into first and laughed all the way to the bank. He was followed by Seppo Raatikainen in second and Bill Holmstrom in third. Bill's hefty frame is usually found hiking out from a Finn dinghy. He borrowed a local Snipe and did very nicely indeed on his home waters.

The standings after four races were Bjurstrom, Raatikainen, and Nieminen all Finland in the 1,2,3, positions followed by 3 Swedes, Lund Brothers, Krafft Brothers, and Gothlin Brothers, in that order.



Claus Carpelan receives second prize from Nat. Secretary Henry Ericsson at the Finnish Nationals. Photo by Kekkonen.

After thorough lubrication at the Snipe Grand Ball Saturday night, the sailors were all set for battle. The Sunday wind dished out a rare specialty: Force four from the North, with generous helpings of puffs and shifts. "The Great Dane" put his brains and pounds to good use and sailed away to an unassailable victory. Local heavy weather sailor Osterlund made good by coming in second. Of the championship contenders Nieminen was 5th (and now in the lead), Raatikainen was 11th, and Bjurstrom 19th.

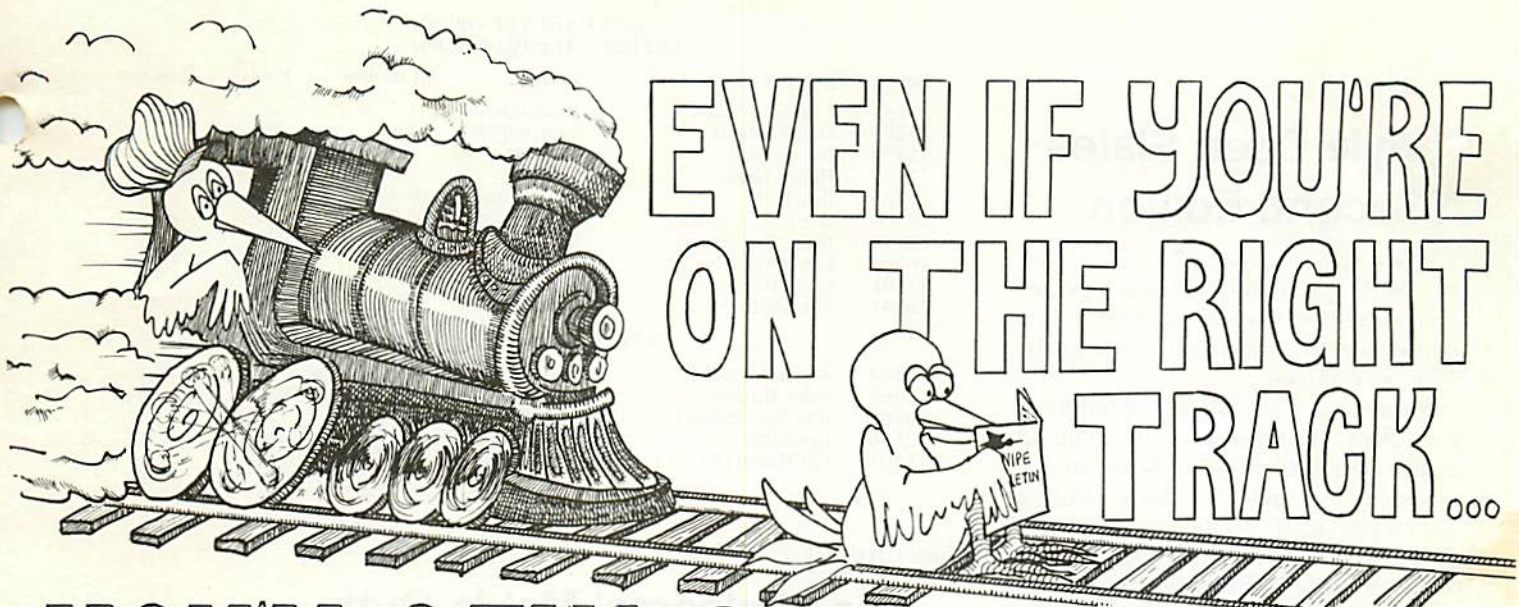
The sixth, and final, race was even heavier and shiftier. Raatikainen took the lead and never looked back. He got his

well-earned whiff of gunsmoke, followed by Peter & Gustaf Krafft. Holmstrom was third.

After some frantic minutes of calculation, it turned out that the Scandinavian Champions for 1975 were Matti Nieminen and Seppo Ajanko. The following four slots were also taken by Finnish skippers: Raatikainen, Bjurstrom, Carpelan and Holmstrom. Nice work by the home team.

The 1976 Scandinavians will be held in Denmark, on the choppy and current-ridden Strait of Elsinore. Beautiful practice for the Worlds in 1977. See you there!

Henry Ericsson
National Secretary, Finland



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Carlyle Open Slates A Second Edition

"Were we out in that?" "That" was the description by a beaming skipper, of the three-foot white capped chop whipped up by unimpeded winds at the 1975 Carlyle Open.

When the first race started promptly at one o'clock, the wind was only about 15 knots. Twenty-seven (27) boats in the combined A and B fleets had a hard-hiking, mast bending, soaking wet beat. The first Snipe to round the windward mark is unknown because the stake boat was rescuing a spectator. The reach was a joy - pull up the board, balance the boat, climb a wave, and "yeeoo ..." to the jibing mark. A sign should have been on the jibing mark saying "hazard area". On the third leg a combination of wind, wave, and the wrong move equalled "submarine". Then it was back to windward to do it "one more time" with the wind increasing to 20 knots. Frank and Carl Levinson crossed the finish line first in only 47 minutes.

The second race was back to back with the wind rising into the mid 20's. The course was shortened to one triangle since the wind was gusting to 35 knots with Dan Blodgett finishing first.

Sunday morning was inviting and agonizing at the same time. The day was beautiful, but the sound of wind shrieking in the rigging of the 287 boats parked on the lot foretold the abandonment of the third race.

We were out in it; we had a ball; we were delighted to have Commodore Stu Griffing and boats from districts 2, 3, and 4 at our first Carlyle Open. We're going to do it again May 22nd and 23rd, 1976! Ya'll come!!

Ray Szczepanski
St. Louis Fleet 705

1975 CARLYLE OPEN (A Fleet - Top 10 of 15 Boats)

Boat	Skipper	Club	Finishes	Points	Position
20551	Frank Levinson	Indianapolis	1-2	3	1
21365	Dan Blodgett	Indianapolis	4-1	8	2
21790	Bill Coberly	Decatur	3-3	11.4	3
21700	Henry Davis	Omaha	2-6	14.7	4
21120	Bob Hill	Cincinnati	6-4	19.7	5
20500	George Croasdale	Weatherby Lake	5-5	20	6
18645	Wally Broadhead	Crystal Lake	7-8	27	7
16796	Lee Reichart	Memphis	8-9	29	8
21501	Doug Day	Kansas City	9-10	31	9
20001	Stu Griffing	Cincinnati	10-12	34	10

B Fleet - Top 5 of 12 Boats

20869	Richard Brackett	Chicago	12-13	3	1 Tie
9365	John Murphy	Leawood, Kan.	14-11	3	1 Tie
20501	Ray Szczepanski	Carlyle Lake	17-14	11.4	3
12536	Les Berardino	Carlyle Lake	18-18	16	4
15301	Jan March (Post 313)	Carlyle Lake	21-19	23	5

Report from England -

The 'Welcome' Mat Is Out!

SCIRA/UK is still showing a healthy state of affairs, for although we have not increased our membership by great numbers, the rise is encouraging. The English built fiberglass Snipe being marketed under 600 pounds sterling, is a tremendous boost to the Class as boats can be replaced at a realistic price. It is quite noticeable that the older wooden vessels are having money and great care spent in modernizing them; here I must state my appreciation for the grandfather clause protecting the elder Snipes from becoming obsolete. England carries a high percentage of the lower numbered Snipes and had the rules committee not continued to protect these vessels, I think SCIRA would have been placed in a position of collapse within the U. K.


The past year has been a good one for British Snipers; turnouts were high, attendance at open regattas returned a fair list of competitors, and our list of entries to regattas abroad was an all time high. English fleets played host to a record number of Snipes from abroad, starting the year Larry Murphy of Lake Merced, California, challenging the London Fleet at King George S. C. Then, at the Stone International Regatta, we had Charles Brahms, National Secretary of Luxembourg, past French National Secretary Yves Le Bour, and also Alex Neuhoff from Paris. Harry Levinson represented the U. S., whilst Joe Real competed from Portugal, and Dr. De Smul came over from Belgium. Louis Lemarque, French National Secretary, the Le Harvre Fleet Captain, plus two Belgian crews attended the Blue Circle International meeting. At our North West Championship, Roger Sterling came over from Sweden - then returned with the trophy.

After 12 years of service to the Maldon Fleet, Captain Leslie Lancaster has handed the tiller to Alan Bryant. Our Class Chairman Percy Douglas (becoming as well known in Europe with his visits to their continental Snipe regattas as at home) has relinquished all but his R.Y.A. commitments and U.K. Class Chairmanship. Bob Farrands is still the class representative of the R.Y.A. centre board committee and has also taken the post of Rear Commodore of the Royal Airforce Sailing Association. Unfortunately, the Harris family has been absent. Peter's wife Rhoda has been ill and his daughter, so frequently in the past thrashing both male and female opposition, has a badly sprained back. Trust in the future we shall see the HARRISES back on the results sheets.

The fleet at Osea is coming up to its first birthday. As yet, under the guidance of their Captain Freddie Boothly, no champion has been hatched from their flock, though one of their helmsmen did take the Snipe Blackwater trophy against strong opposition.

Having entered my second year of office, I am indebted to the assistance and generosity other Snipe countries have shown and given my members who have raced abroad. I like to think we have suitably entertained and befriended competitors coming to England, and it is my sincere wish that this traffic to and through will increase. International competition is a must to sharpen our sailing skills - England's door is always open to overseas crews and that doorway carries a big sign: "Welcome!"

John Broughton
National Secretary for U. K.



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Davis Wins Joe Ramel Memorial Regatta

JOE RAMEL MEMORIAL REGATTA
Lake Lotawana, Missouri - September 21-22, 1975
A Fleet

Boat	Skipper/Crew	Home Port	Points	Finish
21700	Henry Davis/Laura Kennedy	INSA	0	1
14967	Scott DeArman/Rachel DeArman	Tulsa	18.7	2
20660	Tom Pollard/John Sherman	Weatherby Lake	27	3
20500	George Croasdale/Mary Ohlhausen	Weatherby Lake	30	4
21110	Bob Williams/Dick Caspari	Wichita	31	5
17151	Bruce Hurst/Greg Isom	Tulsa	33.4	6
21501	Doug Day/Alane Heraldson	MYC	41.4	7
20402	Lou Joline/Sonja Joline	MYC	41.7	8
14307	George Rood/Mary Lu Rood	Omaha	49	9
21828	Jim Hoyt/Skip Cassaca	Quivira	53	10
21097	Phil Morse/Lona Murse	Topeka	54	11
16228	Chris Walker/Sheryl Walker	Topeka	57	12
20907	Doug Goppert/Rita Carroll	MYC	58	13
18939	Scott Hughes/Chuck Hays	INSA	60	14
19911	Bob LaScala/Vicki Alexander	MYC	61	15
19283	Steve Snider/Mike Axton	Tulsa	62	16
20897	Tom Puckett/Meg Puckett	Columbia	63	17
21096	Herschel Stroud/Jackie Stroud	Topeka	69	18T
17624	Fred Schenck, Jr./Ron Swazy	Long Beach	69	18T
21505	Dick Goppert/Nancy Goppert	MYC	74	20
15160	Gene Goldman/Scott Chapman	MYC	75	21

B Fleet

10605	Ken Frachier/Linda Frashier	MYC	5.7	1
20266	John Murphy/Fran Murphy	MYC	11.7	2
1998	Dick Andrews/Rulie Record	MYC	16.7	3
19833	Tom Goppert/Ray Goppert	MYC	23	4
19908	Norm Runyan/Marcia Runyan	Weatherby Lake	33.4	5
18333	Chuck Falkenberg/Judy Falkenberg	MYC	35	6
11450	Guthrie Carroll/Ann Carroll	MYC	35.7	7
17227	Marion Peterson/Pat Van Derck	MYC	40	8
18444	Phil Eberhart/Connie Eberhart	INSA	40	9

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HOOSIER HARVEST REGATTA (A Fleet - Top 10 of 18 Entries)

Boat	Skipper	Club	Races	Points	Finish
21106	Steve Barb	Muncie	1-6-1	11.7	1
21120	James Hill	Heuston Woods	2-5-3	18.7	2
17560	Jerry Makela	Richmond	3-4-5	23.7	3
21777	Bob Rowland	Cowan Lake	15-1-2	24	4
19062	Mike Zalzal	Heuston Woods	7-2-7	29	5
22287	Bill Buckles	Rocky River	4-8-8	36	6
21702	Steve Holdeman	Muncie	5-7-9	38	7
18921	Mark Schoenberger	Cowan Lake	6-3-dns	42.4	8
20536	Peter Keen	Cowan Lake	17-11-4	48	9
21109	Greg Gust	Muncie	13-10-11	52	10

(B Fleet - Top 5 of 9 Entries)

Boat	Skipper	Club	Races	Points	Finish
20659	Ray Schmit	Chicago	1-1-1	0	1
21116	John McAllister	Gross Point	3-2-3	14.4	2
21118	Mark Wilson	Richmond	5-3-2	18.7	3
17467	Earl Purtee	Richmond	2-4-8	25	4
18041	Bob Dobson	Cowan Lake	4-5-5	28	5

Hoosier Harvest A Drifter

Ted Wells had planned to come up from Kansas as he did 10 years ago for the first Hoosier Harvest Regatta. Ted's Winnebago didn't make it and the wind didn't either. We had a typical Muncie drifter with several 360° oscillations in each race, and the winds from 0 to 15 mph, with the average near zero.

Arrivals all asked the same question: "What are they dragging for?" Seems two fishermen had capsized and drowned in the high winds and waves the previous day. They were found during the races. Not by any of the competitors, fortunately.

In the first race Steve Barb built nearly a leg lead only to have Jamey Hill catch him. They dueled the entire last leg with Barb winning out at the finish. It seemed that Steve and Jamey had two different techniques in drifter conditions. Both kept good boat speed, but Steve went for longer tacks, ignoring many shifts, and giving himself an extra 10% when he reached the lay line. Jamey, on the other hand, used the shifts more readily, and did not overstand the marks.

In the second race Bob Rowland of Cowan Lake was an easy winner.

Saturday night everyone enjoyed free beer and a cookout at the club, followed by the showing of the '74 World Championship film.

Sunday, Steve had 11.6 points, Jamey had 13, and nobody had wind. A stone's throw triangular course was set, and seven legs placed on the course board. Steve fouled at the start and was last seen doing a 720° in zero wind at the starting line. He spent the next six legs catching up and beat Rowland and Hill at the finish.

This was Steve Barb's first Sanctioned Regatta win and automatically disqualified him for the "Never Was Club". Jamey Hill was second and received the best Junior award. Jamey has

been crewing for his dad, Bob Hill, our past District Governor, and learned his lessons well. Jerry Makela sailed one of his most consistent series and finished third. Bob Rowland overcame a first race 15th with a 1st and 2nd to finish in 4th place.

In the B fleet Ray Schmit, and his crew, who together weigh "a lot" showed that weight is of little consequence when you have boat speed and good tactics. Ray aced the B fleet, and caught most of the A fleet in all races. John McAllister, a very young Junior in his first season of regattas, was 2nd. Mark Wilson, also a junior, finished third.

Beautiful stained glass trophies, awarded to both the A and B fleets, were made by Mark Constant of the Muncie Fleet. The last place finishers each received a watermelon as a booby prize.

Steve Sherman, Regatta Chairman

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Wells Wanderings



by Ted Wells

MARCH 1976

ANNUAL RIGGING ARTICLE

Bill Crosby used to keep reminding me that there is a new bunch of skippers each year who need information, and the same stuff published the previous year, is brand new to them. So here goes —

Mast location — centerline 60" aft of the stem head.

Jib stay attachment at the deck — from 11" to 12½" aft of the stemhead.

With the jib stay tight but no bend in the mast, a tape line attached to the clevis on the end of the main halyard should give a distance from the clevis when hoisted to the top limit, to the top of the transom at the center, of 21 feet ½" for the maximum aft rake (as used by Dave Ullman) to 21' 6" for a more average figure. A good way to eyeball this without a tape is that going to windward with a moderate breeze (10-15 mph) the bottom of the boom should be level with the horizon.

With the mast pulled forward so the side stays are tight, this same distance from the clevis to the transom should be 21 feet 9½" for the Ullman rig to 22' 4" for the more normal rig. In light winds and smooth water, if you sail like Dave does, you will point higher and go better to windward with his setup. Off the wind, no, especially dead before the wind.

Spreader length is subject to a lot of argument. A good median I think is 17" from the side of the mast to the stay. Spreader swing is also subject to argument — the more swing, the more mast bend. To avoid as much as possible a violent jitting of the mast in 30+ mph gusts, I put the stops on the spreaders so the ends are never closer than about 24". Others let them come closer — say 16 or 17". Depends on your winds.

There is a lot of leeway in location of jib leads. Ullman has them 15½" from the centerline, and some others can sail fast with them that far in — but you don't dare trim too tightly. Others use from 18½" to 20" out from the center. It depends on the cut of the jib and how you trim the sheet as to which is best for you. A precaution — only the real hotshots can get the trim just right for windward work with the far in leads. I'm with the common herd in trimming mine farther out — I keep hoping I can go fast at 18½" but usually settle for 20".

The fore and aft location of the jib leads depends a lot on

mast rake — more aft rake, farther forward on the jib leads. In general — set them so that the luff of the jib breaks uniformly from top to bottom as you head to wind. Some jibs have a pencil line on them to line up with the sheet — which helps. Generally, the lead will be about 2 to 3" forward of the aft end of the centerboard slot — but you will find a lot of variation on this.

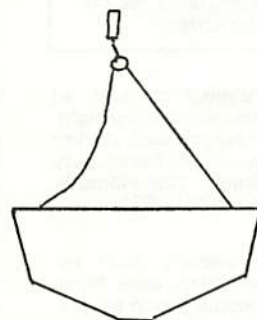
Trim jib sheets inside the stays or outside? You will go better to windward in light winds with them trimmed inside — above about 10 mph wind velocity, your side stays will be slack enough to trim outside without stay interference, and this makes reaching a lot easier — providing you believe in the efficacy of reaching hooks and/or those gadgets used on Snipes before the Barber twins knew what a sail boat was, let alone the so called "Barber Haulers".

When you are trimmed inside the stays — it is possible but not easy to re-thread your jib sheet outside the stay for reaching in light air. In 15+ mph winds — no way.

Best whiskerpole length? I use 91½" from mast surface to centerline of sheet. This is too long for a run dead before the wind, but instead of a different pole — just use a loop of ¼" line attached to the mast which in effect results in a 6" shortening of the pole when it is hooked into the loop of line instead of being placed on the mast.

A reminder on the racing rules, the pole must be set on the mast — by a fitting, by resting on it, or by a piece of line as described above. It must not be held in the hand except while setting.

Should you drop your boom to the second stripe in high wind? This depends on crew weight and hiking ability. Dropping the boom lessens heeling tendency. Flattening the sail by bending the mast helps also. If you can hold the boat flat with the boom up, do so. If you can hold it flatter by dropping it — do so.



Now for a bit of updating. Some skippers, especially outside the U. S. are sailing with the rigging much tighter than has been common in the past. I haven't tried it so I can't comment. Also — apparently there needs to be revived interest in what might be called the non travelling main sheet traveller. This may be accomplished either by tying a piece of string around the ordinary rope traveller so the block which is hooked to end of the boom remains in a fixed position on the traveller, or an auxiliary traveller may be used. In either case, the idea is to slack off on the mainsheet when on the wind, freeing the leech and letting the main twist. A mast-aft-puller should be used to hold tension on the jib luff. Use of this traveller system is apparently essential for light wind windward work, with most mainsails now being built.

This system is very effective in wind velocities up to the point where hiking out is necessary. At this point, you should be able to quickly cut things loose so you have the regular travelling traveller.

(Continued on page 14)



Geneva, Switzerland, 1947 – Ted Wells' mainsail receives careful examination after five first place finishes.

Wells Wanderings *Continued*

ANCIENT HISTORY

In the process of getting ready to move to a smaller house with a smaller yard and much less storage space, we came upon the photograph published here. It might be titled "Sail Inspection". It was taken at Geneva, Switzerland in 1947, and shows the main that I had used in all races with winds from 5 to 30 mph. It was the first American sail most of the other contestants had seen, and they are shown trying to figure out how it got five firsts out of five races.

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EICHENLAUB 16600 – For sale \$750. Cedar hull, mahogany deck, Proctor mast, two suits sails. Dry sailed. Good condition and race record. John Gore, Rt 5 Spring Beach, Diamond Lake, Cassopolis, MI 49031. Ph (616) 445-2048.

FOR SALE Chubasco 19906 – White deck with green hull, excellent condition, compass, 2 suits Elms sails, top and bottom covers, 2 rudders, 2 tillers, good trailer, \$1,900 firm. Pat Middleton, 418 Mohawk Tr., Shreveport, LA 71107. Ph (318) 221-8026.

No. 19695 Vervey fiberglassed plywood Snipe, White deck, light blue hull. Full daggerboard, Proctor Mast, aluminum boom, all go fasts. Yarbrough trailer. Dry sailed. \$950. Al Radspinner, P.O. Box 5032, Jacksonville, FL 32207. Nights (904) 737-2480.

Chubasco style 1973 Snipe 20572. White fiberglass deck and hull, Double compasses, North Sails, dry sailed – \$1400. James Todd, 11 Woodridge Road, Dover, MA 02030 (617) 785-1124.

SAILS FOR SALE – 1973 Elms all purpose suit, used eight times \$120; 1973 Elms full main, like new \$65; 1972 North all purpose suit \$70. Lou Joline, Rt. 2, Box 187, Blue Springs, MO 64015. Ph (816) 229-3703.

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Here in St. Louis where we were new and few, we brought out our best Snipes and "Malled" them. In addition we tried a couple of other radical(?) ideas. All of these efforts have contributed to our success. In 1973 there were 4 Snipes in residence at Carlyle Sailing Association, in 1974, 10 and 1975, 16 or more Snipes, the final number will depend on the length of the club waiting list. By later September, 1974, 9 Snipes had been sold to new and active owners. Would you believe we had a Snipe shortage during this past summer?

Our basic thinking was that Snipe had been out of the public's sight too long and that the best way to grow was with neophyte sailors in used Snipes. The demand for new boats would come later when the neophytes outgrew their boats.

To Mall our Snipe, we joined with other classes in our club, (after all, different boats for different folks), some of whom were "basement dealers" for boats on their class.

We pre-planned our "all sailboat show", decided on which shopping center or mall we'd like to show our boats in and laid some general ground rules on staffing and display material. Then a delegation, usually two, contacted the general managers of these complexes. Their response was a pleasant surprise. It seems that during February and March they have a flat spot in their displays, (see, we're not the only ones). We represented something new, different and colorful and so we are allowed to "Mall our Snipes".

Some major do's and don'ts we experienced are as follows: Do staff the show with fleet people every evening and all day on weekends. It is a great excuse to talk about your favorite boat. Do have a listing of used boats, a general description, its owner's name and phone number and its price. This makes an excellent hand-out. Do have a handout about Snipe in particular. In spite of being apprehensive of being keelhauled (daggerboard and rudder in the back??)

by Buzz Lamb, the SCIRA handout entitled "The International Snipe" is excellent. Do stamp on this handout the Snipe Fleet Number and the phone number of your "Fleet Propagandist" (more about this person later). Enthusiasm and sincerity are the marks of all Snipe sailors, just let it all hang out. Do use imagination in displaying the boat. A boat sitting on a trailer is a fish out of water and looks it. Scrounge a piece of carpet, set the boat on it hiked to leeward and hang the sails with some shape to them to get attention. Do take the names and phone numbers of interested individuals and then be sure to follow-up with a phone call within a week or two after the show. This is the step which will decide the success or failure of your effort.

The biggest "No-No" of them all is don't display the list price of a new boat, trailer and sails. This sends most interested parties fleeing in terror. This should be one of the ground rules of the show for it defeats all classes. Don't

overdress when you pull staff duty during the show. Make sure the guy in the mirror looks like a "sailor" not a "seller". At our show, the guy in blazer and slacks was avoided, (hardsell?). A couple of nights later in turtleneck and funny hat, the same guy was sought out. Some wag from an unnamed class hung a sign from his display boat's boom which said "We're sailors, not salesmen". It turned out to be a very effective sign.

Don't emphasize racing. Neophytes want to try sailing first to see if they like it. They'll grow into racing just as you did. Remember to them a "Beat" may be an unacceptable form of music. Don't forget to emphasize the simplicity of basic sailing. People are nervous because this thing called a "Snipe" doesn't have an ignition switch! Don't forget the distaff side of your fleet. They like sailing and Snipe as much as you do. They are a vital asset in this effort.

(Continued next month)

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Sanctioned Snipe Regattas

APRIL 11-17, VII CAMPEONATO DEL ATLANTICO SUR DE CLASSE SNIPE, Club Urugayo Fleet 506, Jose Luis Murguia, Luis de la Torre 423, Montevideo, Uruguay.

APRIL 15-19 *** EASTER TROPHY, San Remo Yacht Club, San Remo, Italy, Enzo Perini, c/o Cir. Nautico Chioggia, Calle S. Croce 1221A, 30015, Chioggia, Italy.

APRIL 24-25, REDNECK REGATTA, Magnolia Fleet 604, John Whitfield, 1003 Bailey Ave., Jackson, MS 39216.

APRIL 24-25, REDNECK REGATTA, Magnolia Fleet No. 604, John Whitfield, 103 Bailey Ave, Jackson, MS 39216.

MAY 1-2, HERNANDO DeSOTO, Delta Fleet 407, Stewart Waugh, 3641 Prince Andrew Cove, Memphis, TN 38134.

MAY 1-2 *** COPPER CUP (Belgium) AND SOUTH EUROPEAN DISTRICT CHAMPIONSHIP, Brouwershaven, Holland, Henri Hine, Ave. Van Beclare 24, Box 3, 1170 Brussels, Belgium.

MAY 8-9, SOUTHERN CHAMPIONSHIP, Privateer Fleet 142, Dr. Gary Caldwell, 1109 Brynwood Terrace, Chattanooga, TN 37415.

MAY 21-23, NORTH AMERICAN CHAMPIONSHIP, Nassau Fleet 391, Godfrey K. Kelly, P. O. Box N 113, Nassau, Bahamas.

MAY 22-23 *** INTERNATIONAL CHAMPIONSHIP REGATTA, Stone Sailing Club, England, John Broughton, 24 Empress Dr, Chislehurst, Kent, England.

MAY 27-30 *** INTERNATIONAL OPEN FRENCH CHAMPIONSHIPS, Lorient-Bretagne, France, Luis Paul Lamarque, Boite Postale No 4. 33026 Bordeaux, France.

JUNE 12-13 *** VALLI CUP, Turun Pursiseura, Turku, Finland, Henry Ericsson, Framslingsgatan 1B11, 00140 Helsinki 14, Finland.

JUNE 12-13 *** SILVER SNIPEN, Varberg, Sweden, Soren Pettersson, Byvagen 11, 15152 Sodertalje, Sweden.

JUNE 19-20, NEW YORK STATE CHAMPIONSHIP (open), Chautauqua Fleet 124, Royce Mallory, 145 Front St, Lakewood, NY 14701.

JUNE 25-27, DISTRICT I CHAMPIONSHIP (JR. & SR.), Massachusetts Bay Fleet 244, Ginny Turner, 121 Circuit Rd, Winthrop, MA 02152.

JULY 10-11, DISTRICT V CHAMPIONSHIP, Keuka Fleet 382, Dr. Graham Hoffman, 149 Ontario St. Honeoye Falls, NY 14472.

JULY 16, DISTRICT V JUNIOR CHAMPIONSHIP, Cuba Lake Fleet 442, Gram-Murphy, 107 North Clinton St, Olean, NY 14760.

JULY 17-18, INTERGALACTIC OPEN, Cuba Lake Fleet 442, Gram-Murphy, 107 North Clinton St., Olean, NY 14760.

JULY 31-AUGUST 1, U.S. JUNIOR NATIONAL CHAMPIONSHIPS, Association Island, Dr. Graham Hoffman, 149 Ontario St., Honeoye Falls, NY 14472

AUGUST 2-6, U. S. NATIONAL CHAMPIONSHIPS, Association Island, Dr. Graham Hoffman, 149 Ontario St., Honeoye Falls, NY 14472.

AUGUST 7-8, KEUKA CHAMPAGNE REGATTA, Keuka Fleet 382, Russ Cook, Wolcott Rd, Rose, NY 14542.

AUGUST 12-14 *** SNIPE GOLD CUP, Espergaerde, Sejlklub, Denmark, Fleming Rasmussen, Kofod Anchersvej 30, 3060 Espergarde, Denmark.

AUGUST 13-17, MARITIME SNIPE CHAMPIONSHIP, Northern Y.C. Fleet 220, Steve Astephen, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

AUGUST 17-20, CANADIAN NATIONAL CHAMPIONSHIP, Northern Y.C. Fleet 220, Steve Astephen, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

AUGUST 20-29, WESTERN HEMISPHERE CHAMPIONSHIP, Northern Y.C. Fleet 220, Steve Astephen, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

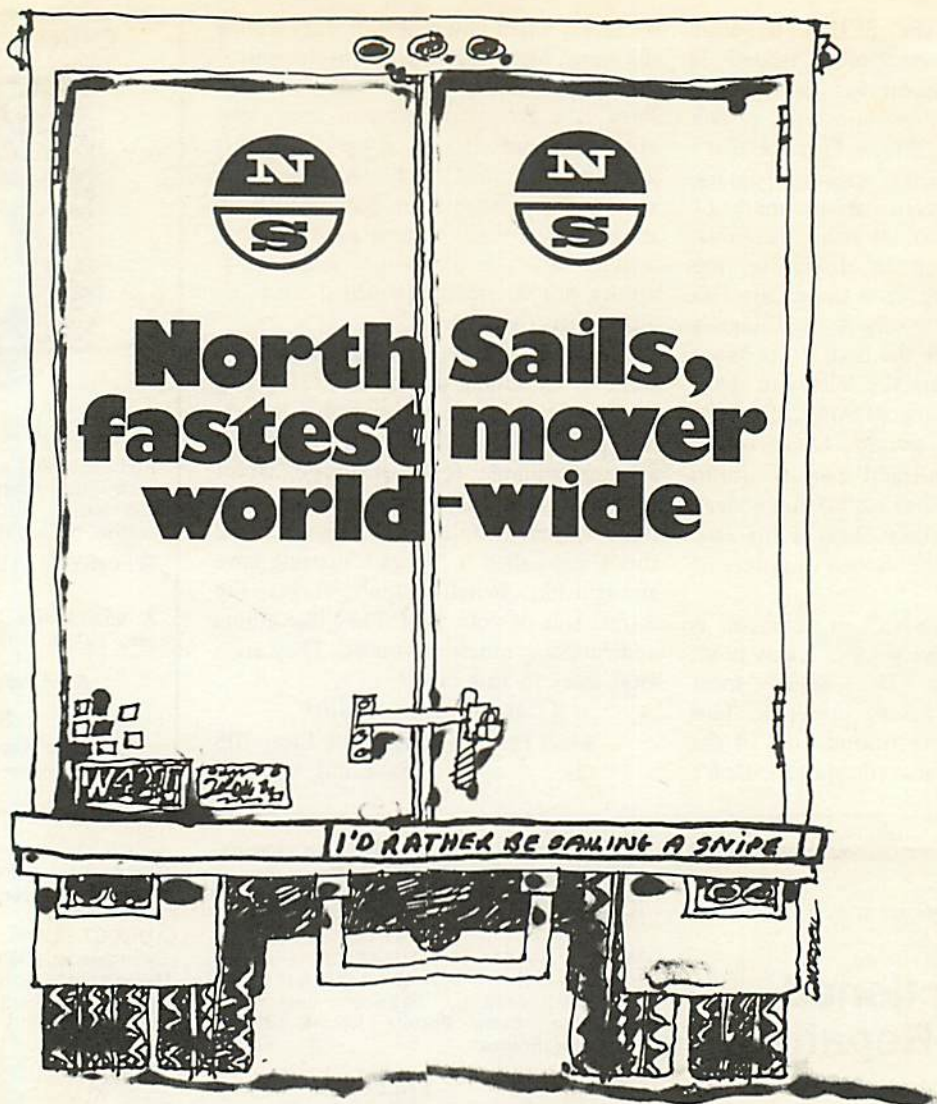
AUGUST 21-22, BRIODY MEMORIAL (LAKE ONTARIO OPEN), Newport Fleet 103, Fred Seedhouse, 1180 Severn Ridge, Webster, NY 14580.

AUGUST 30, SEPTEMBER 5, EUROPEAN AND AFRICAN CHAMPIONSHIP, Le Havre, France, Luis Paul Lemarque, Boite Postale No 4, 33026 Bordeaux, France.

SEPTEMBER 16-18 *** LA MANGA DEL MAR MENOR TROFEO DOS MARES, Spain, Santiago Mendez Farina, Juan Vigon 23, Madrid 3, Spain.

SEPTEMBER 18-19, MASS BAY OPEN CHAMPIONSHIP, Mass. Bay Fleet 244, Ginny Turner, 121 Circuit Rd, Winthrop, MA 02152.

OCTOBER 30-31, HALLOWE'EN, Atlanta Fleet 330, James C. Roddey, 5850 Riverwood Dr, NW, Atlanta, GA 30328.



1975 Results

SWEDISH SILVER SNIPE.....	1st	JUNIOR NATIONALS, DUFFY SERIES... 1, 2, & 4
NORWEGIAN CHAMPIONSHIP.....	1st	SENIOR NATIONALS, WELLS SERIES... 1, 2, & 3
FINNISH NATIONALS.....	1st	SENIOR NATIONALS, CROSBY SERIES... 2nd - 6th
YUGOSLAV OPEN CHAMPIONSHIP.....	1st	SENIOR NATIONALS, HEINZERLING SERIES... 9 of top 15
GOTHENBURG MAYSNIPE.....	1st	CHILEAN NATIONAL CHAMPIONSHIP..... 1st
WHITSUN REGATTA, HELSINKI.....	1st	RACE WEEK DE PALMA..... 1st
INT. OPEN FRENCH CHAMPIONSHIP... 1, 2, & 3		MASSACHUSETTS BAY OPEN..... 1st & 2nd
FRENCH CHAMPIONSHIP..... 1, 3, & 4		DISTRICT 1 CHAMPIONSHIPS..... 1st & 2nd
NASSAU: BARCARDI..... 1st		U K NATIONALS..... 1st
NORTHEASTERN CHAMPIONSHIP... 1st & 2nd		SPANISH NATIONALS..... 1, 2 & 3
NORTH AMERICAN CHAMPIONSHIP... 1st & 3rd		
DISTRICT 3 CHAMPIONSHIPS..... 1st & 3rd		

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