

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



**MAY 1974**

# Cobra Masts

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110  
PHONE (714) 295-8887



Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

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

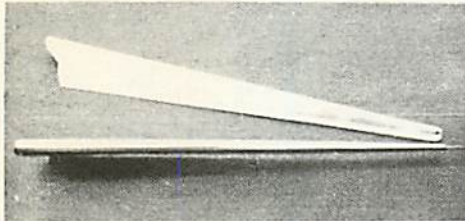
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

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The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.  
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Boom with end plates .....\$32.00  
Rigged Boom .....\$75.00

## ELMS SAILS

Can you buy one set of sails to cover all racing conditions?

Yes if it's an Elms. The new sails that we have been manufacturing the last part of 1971 have proved to be excellent all weather sails. Our 1971 No. 1 model seemed to get faster as the wind increased, so we went to work on it and tried to improve it's light air performance.

We were able to make them considerably faster in light air without hurting the medium and heavy air performance.

The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 3rd and 4th. The second boat used a combination of two sailmakers, main by one, jib by another.

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.

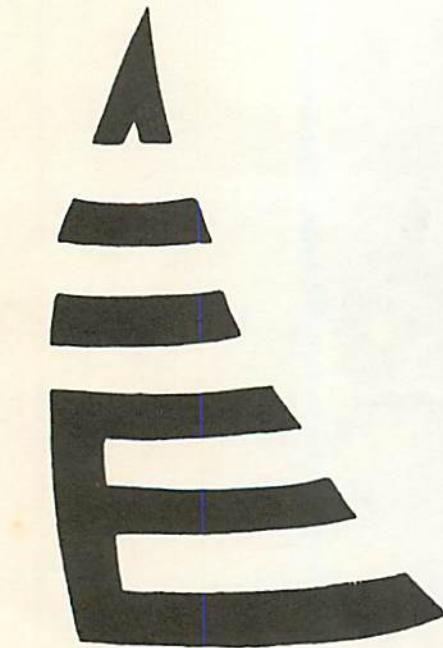
The Nassau Midwinters were heavy. Elms Sails got 7 straight firsts, capturing 1st and 2nd in the championship.

These sails were all 1971 No. 1's except for the 3 boats that did well in the Worlds. They had 1972 models. Their performance would warrant you buying the new all purpose Elms Sails in 1972.

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# ELMS SAILS

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PHONE (714) 295-8887

## "of shoes and ships and sealing wax, of cabbages and kings"

In a previous column I discussed the facts that we now have many good Snipe builders, a good looking modern boat, activity is at an all time high, yet sales proceed at a steady unspectacular rate. What can be done to increase Snipe sales to a rate more nearly approximating the sales rate of sailboats generally? We may never reach the sales level of one builder classes which have simplified their designs to eliminate certain frills and do not have rigid measurement requirements.

On a local level the best thing to do is to make your local fleet as strong as possible. If your fleet is good you will enjoy the sport of sailing more and after all, that's really why you own your Snipe.

Several things make a good fleet. First is a good racing program; plenty of races, good races properly run, a variety of races (i.e. long courses, short courses, trade about races) and perhaps A and B division races and trophies. Also a strong fleet usually has a good social program with

regular meetings and activities. Publicity is also important — newspapers, T.V., and boat show appearances.

On a national and international level the Snipe Class is doing well. In the many national sailing championships which attract sailors of all classes, the Snipe sailors are always well represented and do exceptionally well. The Youth Championship held at Wilmette last June was a good example. Augie Diaz was runner up in the Laser and went on to win the World's Youth Championship held later in Europe.

All this points to the extremely strong Snipe Organization and the racing it provides. For instant action and the finest racing schedule for any one-design in the U.S. there just isn't an equal to the Snipe Class.

Buzz Levinson  
Past Commodore SCIRA

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# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

MAY 1974  
Vol. XXIII No. 5

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## SUBSCRIPTION

\$3.00 per year. \$3.00 of the amount  
of dues in SCIRA are paid for a year's  
subscription to the SNIFE BULLE-  
TIN.

## 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

Earl Elms and Bruce Colyer cross tacks  
on Montagu Bay, Nassau, Bahamas. Photo  
by Gordon Lomer, Bahamas Tourist  
News Bureau.

## NAYRU Appoints Tillman, Johnson

Past Commodore Dick Tillman has  
been appointed to the NAYRU Class  
Advisory Committee. This committee  
advises NAYRU on International classes;  
Olympics; the Adams, Mallory, O'Day  
and Sears contests and other matters  
related to class racing.

Larry Johnson has accepted the  
position of Assistant Director of the  
NAYRU Sailing Center at Association  
Island.

The first year under sponsorship of  
NAYRU, it is designed to provide good  
sailing facilities as well as  
accommodations, all in one location. Our  
North American Championship will be  
held here July 18-21.

Congratulations to both of these fine  
Snipe sailors. It is always helpful to the  
class for members to participate in other  
sailing organizations.

## Western Hemisphere Championship

Western Hemisphere Secretary,  
Roberto Salvat has notified us that the  
dates for this regatta have been set for  
November 1-10, 1974. It will be held at  
Club Nautico San Isidro in Buenos Aires,  
Argentina.

## Dues Reminder

Dues are payable on January 1 and  
become delinquent March 31. Past due  
notices were mailed to members in the  
U.S. on April 15. If you received a notice,  
your dues have not been credited by the  
SCIRA office. If you paid your fleet  
captain, he probably has not sent them in  
so you better see him.

This is the last issue of the BULLETIN  
that will be mailed to delinquent  
members. If you don't want to miss the  
June issue, better send in your dues.

## THOUGHTS WHILE SAILING

The attendance at the Florida Winter  
Circuit certainly demonstrates the  
tenacity and devotion to sailing that is  
common to Snipe sailors. The increase,  
while only slight, was commendable  
considering the uncertainty of gas  
supplies. Snipers from 13 states were on  
the starting line, many having traversed  
the country. Attendance at some of the  
other class regattas was reported to be  
down.

No one reported much problem in  
getting gas. It seems the service stations  
along the Interstates were well supplied.  
Apparently, travel was off as much as  
their supplies. Nearly every boat was  
equipped with a can or two of gas which  
was returned home, untouched.

This may be academic since the Middle  
Eastern countries have again started  
supplying oil. We won't have unlimited  
supplies so plan accordingly. But you  
should have no hesitancy about going to  
out-of-town regattas. This is a way to  
meet different competition and sharpen  
your skills. Somehow, regatta-going tends  
to increase the overall interest in the  
home fleet. So go to it and have fun.



## THE SCORE

This month was a big one, thanks to  
the order from Japan for 200 more  
numbers. They have been getting 150 to  
200 numbers for the past several years.  
At this rate there should be a bunch of  
Snipes there before too long. Finland was  
next with 20 followed by the U.S. with  
15, Belgium 5 and 1 to Denmark, for a  
total of 242 for the month.

No new fleets were chartered but  
Corey Lake Fleet 303 has been  
reactivated. Anyone interested can write  
to Lawrence E. Smith, Jr., Rt. 5, Box 212  
Corey Lake, Three Rivers, Michigan  
49093.

Numbered SNIPES—21389

Chartered Fleets—733

## Tillman Nips Diaz in Florida Snipes

22 boats showed up for the Florida State Snipe Championship. Coconut Grove Sailing Club hosted the Regatta with trophies for the first five places, skippers and crews!! It turned out to be a small Nationals. Race Committee chairmen were Derrick Griffin and Mario Bustamante using their Catalinas 27, one at the Starting line and the other at the finish line and as stake boat at the weather mark. Bill Young and many other Club members and wives helped run the Regatta. Winds were Southeasterly 10 to 15. It was very light only once on Sunday, after a storm, but it was beautiful weather most of the time. Saturday races were dominated by Dick Tillman with his wife Linda crewing for him. They had good starts and good tactics. Sunday races were dominated by Augie Diaz and Bob Wilkinson. The tie between Dick Tillman and Augie Diaz was resolved with a sail off on I.O.D.A. Prams. Tillman was the winner and so the Florida State Champion. Dan Brown was doing very well until he broke a shroud in the third race. Bob Dean was very fast also. Both Brown and Dean were sailing



Dick Tillman raced pram to win sail-off against Augie Diaz.

with their wives Pam and Cathy. The only woman skipper was Chiqui G. Inclan, daughter of Dr. Clemente Inclan. She placed 13th.

Gonzalo Diaz  
Miami Fleet No. 7

### FLORIDA STATE SNIPE CHAMPIONSHIP (Top 10 of 22 teams)

1. Dick & Linda Tillman, Orlando
2. Augie Diaz/Bob Wilkinson, Miami
3. Gonzalo Diaz/Mark Williams, Miami
4. Bob & Cathy Dean, Fort Myers
5. Frank Levinson/Carlos Inclan, Clearwater
6. Dan & Pamela Brown, Miami
7. Pete Fenner, Ft. Lauderdale
8. Pete Branning/Barbara Chesny, Miami
9. Bruce Colyer/Vicky Stebbins, Miami
10. Gaby & Charlie Bustamante, Miami



### EX-RACING SAILS???

### TOO MANY OR TOO FEW?

Our sail brokerage service is to help sails find new homes. If you have too many sails (Snipes or other classes), send them to us. Most of the people who buy sails from our Lists don't race, often have old boats unsuited to racing, often have built their own boats to use available sails.

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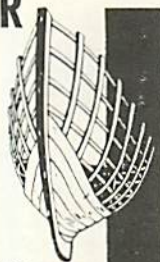


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## Eight Fleets Attend Last Chance Regatta

Thirty-one skippers from eight Snipe  
fleets participated in the "Last Chance  
Regatta" held at Crystal Lake, Illinois on  
September 22nd and 23rd.

Wally Broadhead of Crystal Lake won  
the first race held in 20 M.P.H. plus  
winds. Broadhead passed Don Casey of  
Green Lake, Wisconsin and Bill Coberly  
of Decatur, Illinois, the second and third  
place finishers respectively, on the final  
leg to win the first race.

Bill Coberly, leading most of the way,  
won the second race also held in 20  
M.P.H. plus winds. Coberly was followed  
by Don Casey and Andy Zeratsky both  
from Green Lake.

Sunday's race proved to be a typical  
Midwest Sunday morning drifter. Don  
Casey showed he could sail in all wind  
conditions by winning this race. Bill  
Coberly was second, and Frank Pontious  
of Diamond Lake, Michigan came in  
third.

The Crystal Lake Fleet won the  
Chicagoland Traveling Fleet trophy. This  
award is given to that fleet having the  
lowest total score of the first five place  
boats from each Chicago area fleet. Wally  
Broadhead of Crystal Lake won the top  
Chicagoland Skipper Trophy.

The trophies, both useful and  
decorative, were various types of  
barometers, sailing instruments, and  
sailing items. Trophies were awarded to  
the first five place skippers and crews.

John E. Stanley

Crystal Lake Fleet No. 267

### LAST CHANCE REGATTA (Top 10 of 31 entries)

1. Don Casey, Green Lake
2. Bill Coberly, Decatur
3. Gunnar Stickler, La Crosse
4. Frank Pontious, Diamond Lake
5. Wally Broadhead, Crystal Lake
6. Jim Nies, Crystal Lake
7. John Stanley, Crystal Lake
8. Jim Pyott, Chicago
9. Sterling Beimfohr, Chicago
10. Andy Zeratsky, Green Lake

## Weather Rocks Richmond - Muncie Series

The 1973 regatta was sailed in high  
winds and torrential rains. Without a  
bailer you faced possible swamping from  
the downpour, but the rain didn't drown  
out the stiff competition. As the results  
show, the lead changed hands each race,  
with the top four boats finishing only 7  
pts. apart. Steve Barb sailing his final  
regatta as a junior was most consistent  
and won the regatta in the final race.  
Richmond has never taken first in this  
regatta but has otherwise dominated it  
since its inception, but this year Muncie  
came out the winner.

Hi-lites of the regatta included: several  
skippers missing hiking straps (not so  
funny for abandoned crew), capsizes at  
the jibing mark (Jerry Makela won the

prize for quickest recovery - 12  
seconds!), a skipper who capsized with a  
plaster cast on his arm, hot soup, coffee,  
and beer, and the sweatshirts given as  
trophies which had been imprinted with:  
"Super Crew", "Sail a Snipe", "Richmond  
Snipe Fleet" etc.

This is a one day, no cost (to  
participants) regatta, planned to  
encourage new sailers in our two fleets to  
try racing. It has proven enjoyable for all.

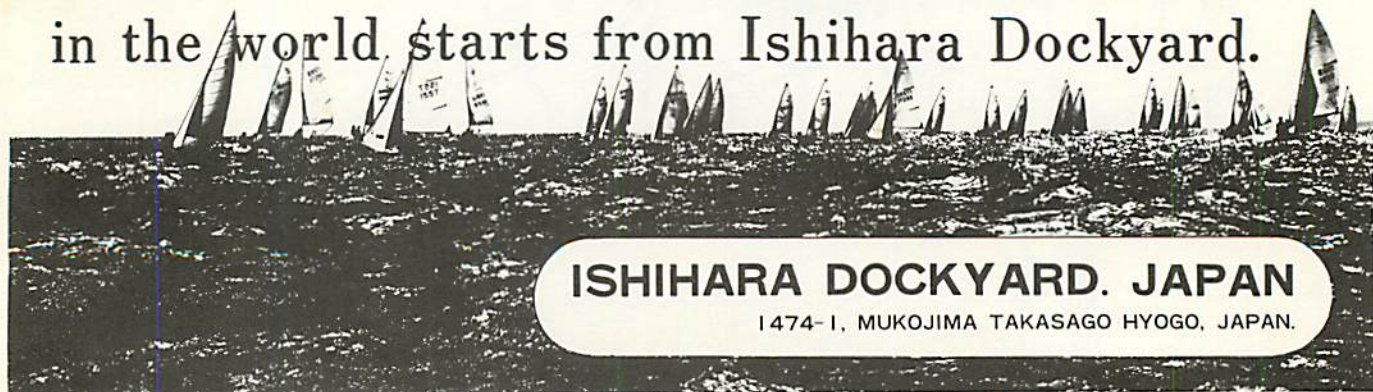
Steve Sherman

Muncie Fleet No. 557

### RICHMOND-MUNCIE REGATTA (Top 5 of 17 entries)

1. Steve Barb, Muncie
2. Steve Holderman, Muncie
3. Marvin Lee, Muncie
4. Steve Sherman, Muncie
5. Gary Guthrie, Richmond

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## Buckles, Hite Score Well In Large Fleet

# Dave Ullman Sweeps Snipe Midwinters at Tampa

U.S. Champion Dave Ullman came from California to the Snipe Midwinters at Tampa Yacht Club March 2-5 and proved two things. Number one is that he IS number 1; by winning with an Olympic Score of 20 points, and number two that Snipe sailors will go a long way to regattas in 1974 the same as any other year. There were 44 boats from 13 states and the Bahamas. Some came with extra gas cans in the boat, but nobody had any horror stories of gas famines — so pack up the boat and plan to go to regattas as usual — just slower — and that has it's pleasant and relaxing side.

Bill Buckles was a close second with 24.7 points followed by Don Hite with 26, Bob Cook of Clearwater 43.7, Buzz Lamb 55, Bruce Colyer 57, Pete Duvoisin 58.7, Dick Schmidt 59, Jeff Lenhart 59.7 and Ed Nelson in tenth place with 69 points.

Saturday was set aside for sail measuring, boat weighing and practice racing. The weather was what the Chamber of Commerce likes to brag about; warm, sunny, with a few puffy white clouds. The wind was ZILCH. The practice race was cancelled at 3:00. A little wind did come later though, and a few boats went out to limber up their sails.

**SUNDAY:** same conditions. The first race was started in a zephyr about 2:30. The fleet split and the wind died (and the tide kept running). Those who went to the starboard side of the course managed to keep moving while the port side died. The Olympic course was shortened to one triangle. Buckles won followed by Hite, Cook, and Colyer.

**MONDAY:** The wind was better, white capping in the morning, but the first race was not scheduled until 1:30. By then the wind was down to a gentle breeze. After a general recall, the second start was good and the full Olympic course was completed. Ullman was first Buzz Lamb second, and Hite 3rd. The second race followed immediately in about the same wind — a little less — and shifting to the west. The windward mark was shifted for the second beat and the wind continued to shift through the last beat. Dick Schmidt won that one with Ullman second, Lenhart third, and Lamb fourth.

**TUESDAY:** The races were now



Francis Seavy (right) and Tom Nute talk shop at the Tampa Midwinters. In background is Means Davis. (Photo by Paul Polgar)

running two behind schedule so the committee had ordered a 9:00 o'clock start. The boats went in the water as the sun was peeping over the horizon — through the fog on Tampa Bay. There was a light wind and an incoming tide. Buckles led this race all the way. Ullman finished second and Pete Duvoisin third. A second course was set and after one recall start the wind died to the point that the committee postponed further racing until after lunch. The wind disappeared completely and after announcing that no start would be attempted after 4:00, the committee

blew the final 3 gun abandonment at 3:15. P.S.: Yes, by 4:30 there was a good rail-down breeze.

Hospitality is as much a feature of the Midwinters as sunshine is supposed to be. Margaret and Nat Swan were hosts for the traditional Grapefruit with rum party held under the big oak tree. Ed Nelson was toast master at the presentation banquet where he was assisted by Sue Mitchell in presenting the trophies. Sue also presented each skipper and crew with the favors which she had made for the regatta; red and blue ditty bags appliqued with Snipes.

### MIDWINTER SNIPE CHAMPIONSHIPS (Top 20 of 44 Teams)

Skipper/Crew	Fleet No.	Finishes	Pos.
Dave Ullman/Danny Thompson	495	8-1-2-2	1
Bill Buckles/Ed Coulter	144	1-6-7-1	2
Don Hite/Gail Nelson	627	2-3-9-4	3
Bob Cook/Dianne Cook	46	3-8-8-5	4
Buzz Lamb/Marge Lamb	142	25-2-4-7	5
Bruce Colyer/Vicky Stebbins	7	4-11-12-8	6
Peter Duvoisin/Jane Duvoisin	142	7-12-16-3	7
Dick Schmidt/Gwen Gordon	520	9-20-1-12	8
Jeff Lenhart/Bob Wilkinson	495	12-15-3-9	9
Ed Nelson IV/Craig Wertz	46	10-10-10-15	10
Dr. Bruce Cochran/Ron Moore	46	14-19-6-13	11
Tom Nute/Doug De Souza	495	15-17-15-6	12
Gonzalo E. Diaz/Mark Williams	7	5-13-19-18	13
Terry Timm/Craig Schmidt	520	32-16-5-11	14
Steve Barb/Linda Barb	557	11-4-35-16	15
Dr. Don Cochran Jr./Tim Moore	46	29-5-18-14	16
Fred Thurston/Harriet Fisher	532	20-18-25-10	17
Frank Vincent/Kevin Guido	91	6-28-23-29	18
Means Davis/Peggy Davis	330	17-21-21-17	19
Sue Mitchell/Stan Mitchell	46	22-9-26-26	20

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FOR SALE ONLY BY

SCIRA

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## Davis Repeats Ramel Memorial Honors

Forty-nine sailors from seven states matched wits with "Old Joe" as Lake Lotawana hosted the third annual Ramel Memorial Regatta September 15 and 16. Fred Schenck came in from California to root for fellow past commodores Eddie Williams and Ted Wells but youth was not to be denied as Henry Davis and Tom Connors of Omaha fought off a strong bid by Doug Day of Lotawana to take home the beautiful gold and silver ships model for the third straight time.

The start of the first race came after some delay as the judges tried to draw a bead on the light shifty wind that came generally from the south. Davis and Day broke on top and made it a two-boat race with Davis winning by 15 seconds.

The dying wind was four miles at best at the start of the second race. Capitalizing on a port shift just before the gun, Doug Day took the lead, followed by Dave Haggert and Bob Williams, while Henry Davis killed time turning circles. The order remained the same until the final beat. With the leading contenders spread from shore to shore, "Old Joe" reached out with slender fingers of wind to bring George Croasdale, Dave Haggert

and Mike Choquette across the finish while Day looked on in agony.

Sunday's race found a strong northerly wind accompanied by a steady rain. George Croasdale took the lead at the start but Bob Williams, sailing without his glasses, took over at the weather mark and held to the finish. Henry Davis passed through Croasdale's lee on the downwind to take second in the race.

In the B fleet, only two races were scored as no boat was able to finish the second race in under 2½ hours.

Louis Joline

Missouri Yacht Club Fleet 49

### RAMEL MEMORIAL

#### A Fleet (Top 8 of 27 entries)

1. Henry Davis, Omaha
2. Doug Day, Lake Lotawana
3. George Croasdale, Lake Weatherby
4. Bob Williams, Wichita
5. Mike Choquette, Tulsa
6. Norm Tanner, Littleton
7. Dave Haggert, Omaha
8. Bob LaScala, Lake Lotawana

#### B Fleet (Top 7 of 22 entries)

1. Keith Loveless, Lake Weatherby
2. Doug Hiner, Omaha
3. Guthrie Carroll, Lake Lotawana
4. John Murphy, Lake Lotawana
5. Ken Frashier, Lake Lotawana
6. Bob Peugh, Wichita
7. Carl Chinnery, Lake Lotawana

THE WORLD SALUTES

# SKIPPER SNIPE

1ST - 2ND - 3RD - WORLD CHAMPIONSHIP



SKIPPER'S  
INTERNATIONAL A/S

Bybjergvej 8, DK 3060 Espergaerde, Denmark

## SKIPPER SNIPE SALUTES



Felix Gancedo, Skipper

Rafael Parga, Crew



# Jerry Thompson Retains Ohio Title

Snipes from the four Ohio fleets gathered at Chippewa Lake Sept. 22nd and 23rd, along with top sailors from New York, Michigan, Indiana, and Canada, to compete for the Ohio Open Championship. Competition was keen with three former winner, Mike Zalzal, Bob Rowland, and Jerry Thompson all looking for a repeat.

Host fleet No. 621 started the first race Saturday afternoon, under threat of thunderstorms, in Southerly winds of 15 knots with gusts to 25. Several skippers missed the starting gun in this race. Some were reluctant to leave the safety of the dock while others simply overslept. Tricky winds were rough on equipment, skippers and crews as 5 boats capsized along the course. Through it all Jerry Thompson led the A fleet with Bob Rowland and Fritz Gram close behind. Bob Borer of Barton in his new Eichenlaub, was first around the windward mark in the B fleet. Bill Doherty of Chippewa and John Merdith from Richmond followed but Borer was never seriously challenged. Several boats planed away from the weather mark and in the excitement completely missed the next mark on the X course and sadly sailed away.

After a batten busting first race the winds calmed to a pleasant 10 to 20 knots as the sailors started the second race of the series. Don Hite from Lake Angelus, took an early lead leaving Rowland of Cowan Lake to fight it out with Thompson for second place. Lee Griffeth from Acton Lake sailed a lonely fourth with the rest of the fleet bunched behind. Thunder and light rain saw Borer and Doherty leading the B fleet in just ahead of a storm. Don Irwine, a Cowan

## OHIO OPEN CHAMPIONSHIP

Boat	Skipper	Home	Finishes	Points	Pos.
17387	Jerry Thompson	Portage Lakes YC	1-3-2	8.7	1
20007	Bob Rowland	Cowan Lake	2-2-3	11.7	2
19267	Don Hite	Lake Angelus	8-1-1	14	3
20004	Lee Griffeth	Acton Lake	5-4-5	28	4
19339	Jim Menzies	Cowan Lake	9-6-4	34.7	5
<b>B FLEET</b>					
20881	Bob Borer	Barton	1-1-1	0	1
13303	Bill Doherty	Chippewa	2-2-2	9	2
18913	John Merdith	Richmond	3-4-3	19.4	3
18104	Peter Keen	Cowan	6-7-4	32.7	4
9291	Bill Bees	Chippewa	4-6-9	34.7	5

Lake sailor, came back from a DNF in the first race to reach the finish line just 6" ahead of Merdith. The race committee cancelled the third race as the sailors ducked inside for free beer while the storm passed over. After knocking down a few tents, the storm cleared in time for everyone to arrive spruce and dried out for the cocktail party.

A beautiful Sunday morning found the fleet on the line in light winds of 8 to 10 knots. Minutes before the gun the winds did an abrupt shift causing a postponement while a new and more favorable line was set. Hite found good wind along the shore and once again rose to the top of the fleet with Thompson in his wake. They were never challenged in this race. Rowland tried the middle of the

lake and rounded the first mark in the middle of the fleet, but worked his way back to finish third with Jim Menzies fourth. A new leader emerged in the B fleet with Peter Keen of Cowan Lake ahead at the first mark. Borer broke free of the pack and passed him at the next mark, Doherty and Merdith followed his lead to finish in order once again. Keen, victim of mechanical failure, finished fourth.

Although constantly threatened by Hite and Rowland, Thompson from Portage Yacht Club managed to retain the Ohio Open Championship for another year, keeping the Ohio trophy in its home state.

Phil Tanski  
Chippewa Fleet No. 621

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# Coberly Captures 'Big Wheel' At Oxford Incident

The 1973 Oxford Incident and Accident, held October 6 & 7, was the largest in the regatta's six year history — drawing a total of 75 skippers representing 20 fleets from 8 states. The Incident had 36 starters while 39 less experienced skippers competed in the Accident.

In the Incident, Bill Coberly, Dist. 3's new Secretary Treasurer from Decatur, Ill., was the winner with a trio of thirds. Bob Rowland, 'The Sailors' Tailor' from Cowan Lake, was second. In the Accident Atlanta's Bill Snowden won handily. All 3 skippers received large ship's wheel trophies. These prizes were imported from the Philippines by Tom Rolfes, the host fleet's most travelled sailor. The next 8 Incident winners and 9 Accident skippers received smaller ship's wheels made by fleet members Saunders and Hill. In the Incident Lee Griffith of Acton Lake was 3rd, Dan Blodgett of Indianapolis 4th and Don Hite of Lake Angeles 5th. In the Accident, Bob

Langefels of Acton Lake was 2nd, Mark Spicknall of Lansing 3rd, Lou Spencer of Burnham Park 4th and in 5th was Peter Keen of Cowan Lake.

In deference to the dozen junior skippers, a 'Top Junior' trophy was awarded in each fleet. Lee Griffith, 16 years old, and Mark Spicknall, 14, were best; both finishing 3rd in their respective fleets.

All three races were started in winds of 10 to 12 mph with an occasional lifter and header, plus a dead spot here or there to catch the careless. Long starting lines were well set. Beats were over 1 mile and challenging. Each race went the full 2 and 1/3 laps, averaging about 1 hour and 15 minutes.

In the first Incident race Don Hite won followed by Rowland and Coberly. While in the Accident, young Lane Griffing of Cowan Lake started the second lap in third and went on to win. Following were Bill Bees and Bill Doherty, both of Chippewa Lake.

In the second Incident race, Dan Blodgett lead all the way to win. Van Wesley of Chattanooga finished 2nd and Coberly 3rd. In the Accident, Snowden won, Kevin Lee, Muncie, fifth after the first lap moved up to 2nd, while John Meredith was 3rd. The wind lightened during the race to 6-8 mph and the late finishers ghosted home in 4 mph breezes.

Sunday morning started with showers and no wind. But by 9:45 the rains stopped and by the 10:40 start, winds were 10 to 12 with a sunny day in store. The Incident fleet saw two Acton Lake skippers lead the whole way; Griffith was first and Mike Zalzal, second. Coberly came from 6th after the first lap to finish 3rd, keeping his string intact. Later, Bob Langefels of Acton Lake lead all the way to win the Accident, with Lou Spencer 2nd and Snowden 3rd.

The Friday night preregistration beer party was well attended by the early arrivals. The Saturday night dinner, the highlight of the social events, was held in the Teepee Room at beautiful Hueston Woods Lodge, a modern, 5 story high, 'A' frame building which is part of the resort complex.

The 1974 Oxford Incident and Oxford Accident is scheduled for Oct. 5 & 6. Hope to see YOU at our Seventh!!

Bob Hill  
Acton Fleet 515

## HOWARD N. RICHARDS

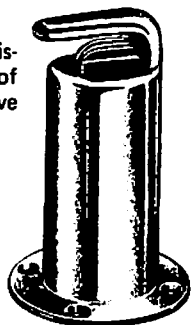
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### OXFORD INCIDENT (top 20 of 36 entries)

Boat	Skipper	Home	Finishes	Points	Pos.
18886	Bill Coberly	Decatur	3-3-3	17.1	1
20007	Bob Rowland	Cowan Lake	2-4-7	24	2
20004	Lee Griffith	Acton Lake	5-9-1	25	3
18315	Dan Blodgett	Indianapolis	14-1-6	31.7	4
19267	Don Hite	Lake Angeles	1-19-4	33	5
11468	Van Wesley	Privateer	11-2-9	35	6
19062	Mike Zalzal	Acton Lake	6-16-2	36.7	7
20880	Scott Cline	Privateer	7-7-8	40	8
19339	Jim Menzies	Cowan Lake	8-8-14	48	9
18067	Dick Madden	Indianapolis	18-6-12	53.7	10
20878	John Brannan	Indianapolis	15-5-17	54	11
19897	Paul Levinson	Indianapolis	13-20-10	61	12
19794	Marvin Lee	Muncie	9-21-13	61	13
18502	Steve Sherman	Muncie	10-22-11	61	14
17331	Gary Guthrie	Richmond	19-15-15	67	15
17163	Frank Pontious	Diamond Lake	23-14-16	71	16
20686	Buzz Levinson	Indianapolis	21-13-20	72	17
20311	Chuck Fox	Rochester	20-12-23	73	18
19800	Tom Rolfes	Acton Lake	12-17-27	74	19
17671	Berkley Duck	Indianapolis	4-33-24	77	20

### OXFORD ACCIDENT (top 15 of 39 entries)

20822	Bill Snowden	Atlanta	4-1-3	13.7	1
17170	Bob Langefels	Acton Lake	7-6-1	24.7	2
20307	Mark Spicknall	Lansing	6-9-4	34.7	3
19618	Lou Spencer	Burnham Park	10-11-2	36	4
18104	Peter Keen	Cowan Lake	11-4-8	39	5
16402	Mark Constant	Muncie	14-8-5	44	6
17460	Kevin Lee	Muncie	12-2-19	46	7
13303	Bill Doherty	Chippewa Lake	3-18-13	48.7	8
17169	Dick Hand	Portage Lakes	13-7-11	49	9
19362	Dean Spencer	Richmond	9-15-9	51	10
9291	Bill Bees	Chippewa Lake	2-24-12	51	11
18118	Lane Griffing	Cowan Lake	1-14-27	53	12
19278	George Howell	Richmond	8-10-22	58	13
18913	John Meredith	Richmond	20-3-21	58.7	13
14374	Wayne Woodworth	Corry Lake	5-12-26	60	15

## Spencer Is C-MOM Winner For 1973

Lou Spencer of Burnham Park, Chicago, took home the C-MOM Trophy for 1973. This traveling trophy is emblematic of the B-Fleet Championship in District III. The winner is determined by the best finishing positions at three out of four participating Regattas. These regattas are; Middlefork at Richmond, Cowan Lake's Riff Raff, Muncie's Hoosier Harvest and the Oxford Accident at Acton Lake. Spencer finished 2nd, 8th, 3rd and 4th respectively. Best 3 gave Lou a consistent 2-3-4 effort in the series.

The purpose of this trophy is to encourage regatta participation by the less experienced sailors in and near the District. A training ground of real competition is created so that confidence and experience can be gained without the feeling that you might 'mess up' one of the real good guys if you make a mistake either in tactics or boat handling.

The question is always asked by those

who are participating in a regatta with two levels of competition for the first time, "How do I know which fleet to sail in??" After you sail in one, you'll know!! A good sailor who tries to hide in the B Fleet is soon found out. It gets lonesome all alone up front. A subtle combination of 'social pressure' and 'personal pride' graduates the skipper when he is ready to move up. Some skippers take a couple of regattas while others find all the competition they can handle in a good B Fleet regatta. If you win a B Fleet regatta one year the pressure is applied to you to move up the next year.

Lou Spencer has worked long and hard traveling the regatta circuit this year. He has yet to win a regatta so that challenge is still there. Congratulations to you, Lou!! And good luck at your next regatta - whichever fleet you sail in!!

Bob Hill  
Acton Fleet 515

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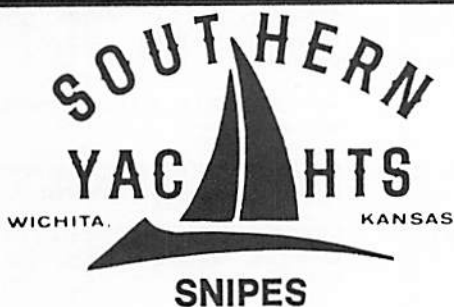


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## Regattas Slated In Europe, Africa

\*\*\*MAY 4-5, COPPER SNIPE CUP, North Sea Yacht Club, Ostende, Belgium.

\*\*\*MAY 11-12, COPPA ALBERTI, Yacht Club S. Margherita Ligure, Genova, Italy.

MAY 23-26, CHAMPIONNAT NATIONAL, Yacht Club de Beaulieu, Beaulieu, France.

MAY 24-26, COPPA BARBANERA, Societa Triestina della Vela, Trieste, Italy.

\*\*\*MAY 24-26, RIJECKA REGATA, Yacht Club Galeb, Rijeka, Yugoslavia.

MAY 25-26, KATTEGATT SNIPE CUP, Marstrand, Sweden.

MAY 30, 31-JUNE 1, TROFEO GENERALISIMO, Real Club Maritimo, Barcelona, Spain.

JUNE 1-3, COUPE DE LA FORET D'ORIENT, Club Nautique de Hauts de Seine, Troyes, France.

JUNE 1-3, WIIBROE CUP, Espergaerde, Denmark.

JUNE 2-3, PINGAT REGATTA, Landskrona, Sweden.

JUNE 8-9, INTERNATIONAL OPEN MEETING, Stone Sailing Club, Essex, England.

JUNE 8-9, JUTLAND CHAMPIONSHIP, Aarhus, Denmark.

JUNE 15-16, COUPE DE L'EST, Der, France.

\*\*\*JUNE 19-23, REGATA VASCO DE GAMA, Portugal.

JUNE 21-23, INTERNATIONAL REGATTA, Portoroz, Yugoslavia.

JUNE 22-23, MIDSUMMER REGATTA, Hjo, Sweden.

JUNE 24-25, HANSA-CUPEN, Bergen, Norway.

JUNE 26-29, NORWEGEN CHAPIONSHIP, Norway.

\*\*\*JUNE 28-30, CHAMPIONNAR SUD EUROPE, Le Havre, France.

JUNE 29-30, OPEN MEETING, Broadstairs S.C., Kent, England.

JUNE 29-30, VITUS BERING CUP, Horsens, Denmark.

JULY 7-8, OPEN MEETING, Northwich S.C., Cheshire, England.

JULY 12-14, TURNOI DE L'ATLANTIQUE, Club Nautique d'Audierne, Audierne, France.

JULY 13-14, GRAN PREMIO S.A.R., Real Club de Regatas, Gijon, Spain.

JULY 13-17, DANISH CHAMPIONSHIP (for Danes only), Hellerup, Denmark.

JULY 27-28, OPEN MEETING, King George S.C., Londres, England.

\*\*\*AUGUST 2-3, SILVERSNIFE, Stockholm, Sweden.

\*\*\*AUGUST 5-11, ALL EUROPEAN CHAMPIONSHIP, XII European and African-Championship, Hango, Finland.

AUGUST 16-17, INTERNATIONAL REGATTA, Portoroz, Yugoslavia.

\*\*\*AUGUST 16-18, SNIPE GOLD CUP, Skovshoved (near Copenhagen), Espergaerde, Denmark.

AUGUST 17-18, HAMAR SNIPE, Hamar, Norway.

SEPTEMBER 7-8, N. W. CHAMPIONSHIPS, Budworth Sailing Club, Cheshiro, England.

SEPTEMBER 7-8, CHALLENGE P. LAROYE, North Sea Yacht Club, Ostende, Belgium.

\*\*\*SEPTEMBER 14-15, VIKING-SNIPE, Oslo, Norway.

SEPTEMBER 15-17, TROFEO DOS MARES, Club Nautico La Manga, La Manga del Mar Menor (Malaga), Spain.

\*\*\*SEPTEMBER 21-22, INTERNATIONAL OPEN MEETING, Blue Circle Sailing Club, Kent, England.

SEPTEMBER 28-29, CAMPEONATO LUSO-GALAICO, Club de Vela Atlantico, Leixoes, Portugal.

OCTOBER 5-6, OPEN MEETING, Maldon S.C., Essex, England.

OCTOBER 5-6, SNIPE A PARIS, Cerclo de la Voile de Dennemont, Paris, France.

October 11-13, TROFEO INTERNACIONAL DE BLANES, Club de Vela Blanes, Blanes (Gerona), Spain.

NOVEMBER 1-3, CAMPEONATO IBERICO, Portugal.

DECEMBER 28-30, REGATAS INVIERNO GRAN CANARIA, Real Club Nautico Gran Canaria, Las Palmas de Gran Canarias, Spain.

# Wells Wanderings



by Ted Wells

MAY 1974

## RACING RULES

This time of year, every year, a rules review is a good idea (I have to do one for our own fleet so I might as well pass the same thing off as a WW).

The racing rules are like the SCIRA rules — they may be changed only every four years. Except. The NAYRU discovered a problem with one of their 1973 rules and have changed it. Details later.

A logical place to start is the starting line. And the "anti-barging" rule is the most logical of the logical places. A little historical background might help. I don't remember exactly when the current rule was adopted or exactly what the old rule said — but people would come barging in at the windward end of the line at least 150° off of a close hauled course and claim room due to an overlap or something. There was NO WAY of getting a decent start at the windward end of the line. This situation is now covered by rule 42.3, which most skippers sort of understand.

It is really simple — if you are to windward, and do not want to get a DSQ, and do not want to be sued for damaging the committee boat — just remember — a reaching start right at the committee boat can be fatal. The worst place in the hemisphere for reaching and barging starts USED to be the Clearwater Midwinter Regatta. When the anti-barging rule first became effective, John Hayward and I were both coming up to the start, close hauled, in the first race in the normal 25 m.p.h. wind. We both yelled as loud as we could, but held our courses. The boats were planked then, mostly with red cedar, and we put some very large holes on the port side of two boats. Barging thereupon ceased at Clearwater. It has been making a comeback recently however (fiberglass doesn't puncture so easily). The loafing, slow-reaching progress down the starting line is sometimes considered barging — but it is not. You can reach down the starting line as much as you wish, keeping in mind rules 37.1 and 37.3 — and rule 40. If you get shoved over early

— too bad. You asked for it — but it is surprising how you can, in the middle of the line, think you are early and actually be well back of the line.

Rule 40 doesn't really offer much of a limitation, as luffing above a close hauled course generally will lose more boats than it will gain. Rule 34, plus appeal decision 157 does provide some new problems (as previewed in WW of October '73). The hassle that I have seen is not the one envisioned by the NAYRU in making their change to rule 34. The one I have experienced and expect to experience is caused by the interpretation contained in appeal decision 157 which says in effect that a port tack yacht that could clear a starboard tack yacht before a windshift picks up the starboard tacker, can keep on going and the starboard tacker must tack or drop behind to clear. The wording of this decision is quite precise on who must do what in order to come out looking good and I strongly recommend reading it carefully. It will cause protests this year. The change in rule 34 only refers to a luffing match and puts things back where they were as far as continued luffing is concerned.

There is another appeal decision — this one referring to an appeal processed thru the Snipe Class — which affirms what rule 37 says about a yacht establishing an overlap to leeward. Namely — the guy just sitting there dead in the water with a way too early start may be unpopular but you have to avoid him and your chances of throwing him out are nil.

Also remember at the leeward end of the line, a boat caught at the mark is entitled to luff, shoot, or wish his way around it any way he wishes. (The operation probably will not be too successful especially if there is any chop — or current in the wrong direction.)

On the way to the windward mark, it is pretty simple — starboard tack is sacred and a port tacker who says the starboard boat didn't have to tack or that he would have cleared if he had just kept going — has probably had it. Appeal decision 157 may cause some arguments on this subject in drifters — but in a breeze, I think the port tacker must be prudent. (or smashed up and disqualified too.)

Speaking of being prudent — don't do a 720 just to be safe and plan on protesting another boat for a rule infraction in the same incident. As the law reads — doing a 720 admits guilt. Injustice maybe — but that is what the book says.

When you are the leeward of two port tackers coming up on one or more starboard tack boats, differences of opinion can arise. It is really pretty simple — back to the leeward boat having the right of way. As they approach the starboard boat (or a flock of them if the windward mark is close) the leeward boat can hail the windward boat to tack if *it would have to make a substantial alteration of course to clear* the starboard tacker. If it would have, in the normal course of events gone behind the starboard boat, it cannot hail the windward boat to tack just because he thinks the starboard boat is overstanding and he might sneak in. (his chances of success are remote at best)

In any case — the leeward boat calls the shots. If he wants to tack — he can force the other port boat over (with ample warning of course). If he wants to go behind the starboard tacker — he must of course give room to the windward boat to go behind also.

At the windward mark — remember that there is no such thing as room to tack under another boat at a mark. Rule 41 applies as well at a mark as in the middle of the ocean. Barging up on a port tack at the mark can be hazardous to your regatta score. If the starboard tacker has prudently overstood a bit — he can shut the door at his pleasure. He does not have any obligation to let a port tack boat tack close under him at the mark.



## Sanctioned Snipe Regattas

MAY 4-5, MIDDLEFORK OPENER, Whitewater Valley Fleet No. 653, James F. Burdett, 221 South 22nd St., Richmond IN 47374.

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.

MAY 11-12, TEXAS SNIPE CHAMPIONSHIP, Lake Canyon Fleet No. 681, Jim Schneider, 635 Balboa Dr., Universal City, TX 78148.

MAY 11-12, LAKE YOSEMITE NORTH SOUTH SNIPE REGATTA, Lake Yosemite Fleet No. 731, Anthony Picciano, 638 Roberts Ct., Merced, CA 95340.

MAY 18-19, GRAND OPENING OF THE SEASON SAIL, Lansing Kick-Up Fleet No. 601, Mrs. Judy Corliss, 1000 Cawood St., Lansing, MI 48915.

MAY 25-26, SOUTHWESTERN SNIPE CHAMPIONSHIP, White Rock Dallas Fleet No. 1, David Fortune, 9637 Shadydale Lane, Dallas, TX 75238.

JUNE 1-2, NORTHEASTERN INTERNATIONALS, Chataouqua Fleet No. 124, Harold G. Griffith, 227 Crossman St., Jamestown, NY 14701.

JUNE 1-2, 34TH ANNUAL SEQUOYAH INVITATIONAL REGATTA, Sequoyah Fleet No. 68, Lawrence M. Theriot, 8914 E. 33rd Place, Tulsa, OK 74145.

JUNE 1-2, GOVERNOR'S CUP, Springfield Fleet No. 91, Robert Donath, 1733 S. Glenwood, Springfield, IL 62704.

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

JUNE 8-9, HEART OF AMERICA, Quivira Fleet No. 121, Dave Zoller, Lake Quivira, Kansas City, KS, 66106.

JUNE 8-9, RIFF RAFF and OHIO OPEN, Cowan Lake Fleet No. 433, John D. Braun, 128 Wilmuth Ave., Cincinnati, OH 45215.

JUNE 15-16, NEW YORK STATE OPEN, Cuba Lake Fleet No. 442, Leo Murphy, Jr., 107 N. Clinton, Olean, NY 14760.

JUNE 22-23, MIDWESTERN CHAMPIONSHIP, Wichita Fleet No. 93, Ted Wells, P.O. Box 2, Wichita, KS 67201.

JUNE 22-23, SLAUSON MEMORIAL, IVY Fleet No. 131, Daniel E. Wesselhoft, 7232 Miramar, Peoria, IL 61614.

JUNE 29-30, WOLVERINE REGATTA, Barton B.C. Fleet No. 520., Robert Borer, 1724 S. University Ave., Ann Arbor, MI 48104.

## Frank Levinson Scores Diamond Lake Win

Diamond Lake Yacht Club was host to its annual open regatta on July 28-29 at Diamond Lake Michigan, with 72 boats hitting the starting line in two fleets. The A fleet trophy was won by Frank Levinson of Indianapolis with wins in each of the first two races and a close second in the final race. The B fleet trophy also went to Indianapolis in the

possession of Frank Hiatt. The first race, a triangular plus windward leg course saw Frank Levinson get a good lead on the start which he never relinquished. Berk Duck of Indianapolis and Bob Rowland of Cowan Lake fought it out for second place with the honors going to Berk at the finish. The B fleet saw Earl Troeger of Birch Lake (our District III Governor)

### DIAMOND LAKE OPEN REGATTA A FLEET

Boat	Skipper	Home	Finishes	Points	Pos.
20551	Frank Levinson	Indianapolis	1-1-2	3	1
20007	Bob Rowland	Cowan	3-2-4	16.7	2
19299	Bud Leonard	Diamond	14-4-1	28.0	3
16953	Jeff Troeger	Diamond	6-12-3	35.4	4
16856	Tom Townsend	Indianapolis	4-8-8	36.0	5
20400	Dave Kerper	Diamond	21-3-9	47.7	6
19062	Mike Zalzal	Acton	5-6-21	48.7	7
17671	Berk Duck	Indianapolis	2-13-26	54.0	8

### B FLEET

18119	Frank Hiatt	Indianapolis	3-1-6	17.4	1
19711	Tom Athanas	Diamond	12-3-3	29.4	2
14374	Wayne Woodworth	Corey	7-2-8	30.0	3
16600	John Gore	Diamond	8-14-1	34.0	4
17700	Earl Traeger	Birch	1-6-17	34.7	5
17215	Tick Ticknor	Gull Lake	2-10-14	39.0	6
12536	Dave Bethinghouse	Peoria	10-5-7	40.0	7
13200	Chip Charnley	Grand Rapids	5-9-11	42.0	8

JUNE 29-30, LAKE ONTARIO REGION OPEN (BRIODY), Oakville Y.S. Fleet No. 321, Jim Belford, 85 Wolfdale Rd., Oakville, Ontario, Canada, 416-844-0443.

JUNE 30, JULY 1, THE OAKVILLE TROPHY, (ONTARIO OPEN), Oakville Y.S. Fleet No. 321, Jim Belford, 85 Wolfdale Rd., Oakville, Ontario, Canada.

JULY 5-7, DISTRICT II CHAMPIONSHIP and MISSOURI VALLEY CHAMPIONSHIP, INSA Fleet No. 309, Daniel P. Bockelmann, 5610 Nicholas, Omaha, NE 68123.

JULY 12-14, DISTRICT III CHAMPIONSHIP, Muncie Fleet No. 557 in co-operation with Richmond Fleet No. 653, Marvin Lee, 5219 Nichol Ave., Anderson, IN 46011.

JULY 12,13,14, DISTRICT V JUNIOR and SENIOR CHAMPIONSHIPS, Newport Fleet No. 103, Ted Horvath, 496 Smith Rd., Pittsford, NY 14534.

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

JULY 20-21, SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet No. 597, Herb Langland, 3640 Drury Lane, Topeka, KS 66604.

JULY 27-28, FINGER LAKES CHAMPAGNE REGATTA, KEUKA Fleet No. 382, Russell Cook, Walcott Rd., Rose, NY 14542.

JULY 27-28, DIAMOND LAKE OPEN, Diamond Lake Fleet No. 158, John K. Gore, Spring Beach, Diamond Lake, Cassopolis, MI 49031.

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

AUGUST 10-11, WISCONSIN-MINNESOTA OPEN, La Crosse Fleet No. 570, James Noelke, Rt No. 1, La Crosse, WI 54601.

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.

AUGUST 24-25, DISTRICT III JUNIOR CHAMPIONSHIP, Acton Lake Fleet No. 515, Lee Griffith, 1224 Laurence Rd., Cincinnati, OH 45215.

SEPTEMBER 7-8, INDIANA OPEN, Indianapolis Fleet No. 409, Dan Blodgett, 1224 Golf View Dr. No. H, Carmel, IN 46032.

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.

OCTOBER 5-6, OXFORD INCIDENT/ACCIDENT, Acton Fleet No. 515, Michel T. Zalzal, 4001 Sharon Park Lane, A-19, Cincinnati, OH 45241.

NOVEMBER 1-10, WESTERN HEMISPHERE CHAMPIONSHIP, Club Nautico San Isidro Fleet No. 274, Rio Platte, Buenos Aires, Argentina.

win a close matchup with Tick Tickner of Gull Lake and Frank Hiatt following closely in that order.

As in the first race, Frank Levinson found the steady winds to his liking as he found the way to the finish line first over the same course. This time Bob Rowland improved upon his first race with a second and Dave Kerper of the host fleet brought in a third. Frank Hiatt of Indianapolis established himself as the man to beat in the B fleet by adding a win to his earlier 3rd. Wayne Woodworth of Corey Lake and Regatta Chairwoman Tom Athanas followed Frank to the line in that order.

With a good day of racing under the belt, all participants and a number of additional club members adjourned to the clubhouse for charcoal steaks, roast corn and a movie on the Americas Cup races.

Sunday dawned bright, clear and windless, in contrast to the good winds of the day before. A slightly longer course was set up and subsequently shortened for lack of wind. The first leg found boats from the B fleet and A fleet completely mixed with each skipper demonstrating his individual thoughts on where or if the wind was going to come up. Bud Leonard demonstrated his ability to find zephyrs, as he has done in light winds throughout the season, to lead the A fleet to the finish. Following a tedious first leg, Frank Levinson continually improved his position to follow Bud to the finish by a whisker. Jeff Troeger of the host fleet improved his standing in the regatta with a third. John Gore of Diamond used a fine first leg, lapping some of the slower A fleet boats and holding on to his lead to turn in a win in the B fleet. Stu Spencer of Richmond followed closely for second and Tom Athanas duplicated his finish of the previous race with another 3rd.

At the trophy presentation all participants were enthusiastically invited to return to next years rerun, even to those named Frank from Indianapolis.

Thomas Athanas  
Diamond Lake Fleet No. 158

### Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. 75c @ copy — 10 for \$6.00. From SCIRA only.

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FOR SALE — Sitka spruce, B or better mast and boom lumber, air dried for five years. Approx. 800' of 4/4 X random width X 10' — also 7 pcs of 2" X 7" X 20' 20% below cost. Post Woodworking, 2020 E. First St., Tempe, Arizona 85251.

FOR DAY SAILORS ONLY — Stiff fiberglass covered, plywood center, keel-stepped spruce masts and vee-shaped spruce boom. Prepaid to nearest terminal — both for \$80.00 Only a few left. Fred Post, Jr., 7026 E. Latham St., Scottsdale, Arizona, 85251.

NEW DUPLIN SNIPE: Proven hull design. Available with Cobra or Seahorse mast. Minimum weight with maximum lead. Glassed sitka spruce rudder. Well equipped with best hardware. Complete \$1795.00 F.O.B. Winthrop, MA. Hulls available. Rapid delivery time. For information contact Joseph R. Duplin Marine Inc., 8 Argyle St., Winthrop, MA 02152. Tel 617-846-2170. Evenings 617-846-9340.

FOR SALE — Chubasco 17763. Excellent condition, white hull, wood deck. Trailer, covers, Cobra spars, 2 suits of sails, Harken blocks, extra go-fast equipment, minimum weight. \$1,500. Joe Luckey, 1564 Eton Way, Crofton, MD 21113, (301) 721-0292.

FOR SALE — Eichenlaub 19395, self-rescue, green hull, white deck, excellent local record. North and Boston sails, Proctor EX mast, compass, trailer, cover, \$1,600. Bob Orr, 20 Roslyn Rd., Grosse Pointe, MI 48236. Tel. 313-886-4945.

REALLY NEW 1973 LEMKE SNIPE, 20586, sailed only twice by golf addicted disillusioned owners, red & white all glass hull W/aluminum spars, cover, trailer, many extras — A super racer! Don't wait for factory order, make a reasonable offer after 6:00 at (616) 342-0543. Winkleys, Kalamazoo, MI.

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18923, CHUBASCO, Wooden hull & deck. 3rd in '73 US Nationals, winning 3 races in the Crosby. With or without trailer and sails. Priced to go (owner leaving the country)! Complete with cover, trailer & North sails \$1,200. Call Tom McLaughlin (714) 224-2424.

SAILS — 1972 Elms 0-40 Main & Jib. Used 10 times only. Window. Cunningham. \$100. S. D. Fisher, 80 Brentwood Lane, Fairport, New York 14450, 716-377-4765.

LOFLAND SNIPE No. 13302 (one of the good ones) — Cobra mast — custom stiff boom — 2 suits North sails — trailer — all f.g. hull — Elvstrom bailer — dry sailed only — \$800 — Dave Bantleon, 91 East St., Annapolis, MD 21401 — (301) 268-2360.

FOR SALE: 1973 Bruder Snipe 20266 complete w/North sails. Red hull white deck. Used but V.G. cond. F.O.B. Mamaroneck, NY. \$1,400. Martin F. Welch, 250 Garth Rd., Scarsdale, NY 10583.

FOR SALE: New 1973 Bruder hull, white, 21059. W/rudder, d.b., tiller & hiking stick, flotation gear, traveler, wood club trailer, boat cover. No mast, boom or standing rig. F.O.B. Mamaroneck, NY \$1,000. Martin F. Welch, 250 Garth Rd., Scarsdale, NY 10583.

FOR SALE: New Southern Yacht Snipe complete w/S.Y. trailer, no sails — No. 20371 — yellow w/black trim. F.O.B. Mamaroneck, NY. \$1,400. Martin F. Welch, 250 Garth Rd., Scarsdale, NY 10583.

TO SEAN ROLFES (11-16-73) — A challenge from Paul Arno Sherman (3-17-74) to be sailed at the 1984 Junior District Ills. Hiking power (7 lbs., 20 inches long). Crew (Marilyn) doing fine. Skipper (Steve) shook up as always.

FOR SALE: CHUBASCO 17515 — White fiberglass hull, beautiful flame grain mahogany deck. Perfect condition. New Cobra mast, board, North & Elms sails, top and bottom cover, trailer. \$1600. Dr. H. M. Heller, 2865 Clyde Park SW, Grand Rapids, Michigan 49509, Phone collect: (616) 538-8210.

FOR SALE — Lippincott 13011 modified to current specifications and minimum weight, enlarged cockpit, cut down trunk, cut-off board, Proctor mast and boom, Harken blocks, North sails. \$750. Scott Overton, 24 White Deer Plaza, Sparta, N.J. daytime phone (201)729-6111.

17466 — lemke with Keel stepped Proctor "ex" Mast — Levinson Sails — Trailer included — \$1250 — Good, fast Racing Record — Selling due to Health — H. Wurster — 2415 S. Twyckenham, South Bend, In. 46614 a/c (219) 287-4403.

FOR SALE — Lippincott Snipe No. 13023, perfect condition, AL EX mast, wooden boom, AL and S.S. dagger boards, North sails, boat cover and Lemke trailer. Ed Probeck 10 Kyle Court, Clarendon Hills, Ill. (312) 325-9898.

FOR SALE — Lofland Fiberglass Snipe. Proctor mast, good North sails, extra jib, excellent condition. Rolco trailer included. \$975.00. W. A. Yancey, 550 Washington St., San Diego, Ca. 92103.

CHUBASCO — 17766, minimum weight, beautiful wooden deck, excellent condition throughout, new large cockpit, max forward location, Harken blocks, fat lightweight rudder, North, Elms and Levinson sails, top and bottom covers, custom trailer. \$1,600. Glenn Young, 112 Cool Springs Dr., Camden, SC 29020.

### HEART OF AMERICA REGATTA

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JUNE 8 & 9

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