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MAY 1977



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Lucia Day Races in Sweden — They Never Give Up

“Navigare Neseesse est” is a Roman proverb from Classical times. The Romans thought about the balance of trade — but we don’t think the Snipegang in Stockholm had that in mind when they ended the ’76 season on Lucia Day. No, it was just because they thought it was so darned much fun to race Snipes and then celebrate the fact that from that day on we are facing lightness. From Lucia Day — which is a religious feast at the beginning of winter — nights are getting shorter and days longer.

To race so late in the season wasn’t just a gimmick. No — the Snipers had been racing all during October and November. (Our racing season usually stops in late September.) In spite of a long hot Snipesummer, everybody was so turned on they just couldn’t stop.

For the Lucia-race we had 15 out of 25 boats from the Stockholm fleet. The weather was a little bad, 32°F and occasional snow squalls. The city of Stockholm had one of their worst traffic jams because of all that snow. There were 3 races. Short ones just to keep everybody warm. Many tacks and gybes and so on. The most difficult thing was the snowstorms. Those guys who didn’t have non-skid patterns on their deck and floorboards were slipping like hot butter. The sheets weren’t too nice to grab after being

in the snowslush in the keelson either. The fact that the first prize was an ice-bucket and the regatta was called “Copa di Lucia Snipes on the Rocks” was therefore completely OK.

We think the one who had the hardest time was a Snipe named Bootlegger. It was Augie Diaz Cyclone Snipe which the Gothlin brothers bought at the last Worlds in Montevideo. The lady was born in the Florida sunshine and spent the long hot summer in Uruguay waiting for her trip to Sweden. She had never heard of such things as ice and snow, much less been swimming in it. The sauna all crews went to afterward was too small for her. Even the very legitimate hoisting of a few wasn’t to her liking. Perhaps it was the swedish Christmas traditional drink — burnt spiced brandy — that was wrong. Considering all that, the old lady made a very good show, placing 3rd.

The races were held inside Stockholm near the free port. The marks were not regular ones, they were Christmas trees. Many of the guys and girls (we have learned from all your photos in the BULLETIN, so now 80% of the crews are mixed) had the perfect week-end. On Saturday they made their final end to the summersport, sailing, and on Sunday they went a few miles to a little lake to do another kind of sailing. This time with



Sailor's dress according to the racing instructions: Ice-prods, sealskin gloves, and special device for snuff — injection hypodermic without needle and the snuffbox in other hand. (Per and Mats Gothlin photo)

skates on their feet: Handsailing.

Per and Mats Gothlin
Stockholm Fleet

LUCIA DAY RACES, SWEDEN Top 6 of 15 Entries

Boat	Skipper/Crew	Finish
Rusty Nail	Per Gothlin/Lulle Bonthelius	1
Cukoo's Nest	Mats and Lena Gothlin	2
Bootlegger	Lennart Frigren/Gunnar Bengtson	3
Gron Maskin	Claes St. Clair-Renard/Jan Iversen	4
Snigeln	Fritz Weise	5
Josses Flickor	Winctantz Sisters	6



At the gun. Notice the big fur hat. (Per and Mats Gothlin photo)

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SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

MAY 1977
Vol. XXVI No. 5

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CHANGE OF ADDRESS

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

THE COMMODORE SEZ

The heading on this column should be either "More than you want to know about Moment of Inertia" or "What you always wanted to know about Moment of Inertia, but were afraid to ask."

Having served on the Rules Study Committee for about 2½ years, I was thoroughly exposed to the Moment of Inertia question. I had assumed that most Snipe skippers understood the background of the M of I rule and the Committee's reasons for recommending its adoption. However, some of the questions that were raised in the U. S. General Membership Meeting at the 1976 U. S. National Regatta indicated that there were a number of misconceptions about the Rule and its purpose.

When the R.S.C. began its work, we decided that we would eliminate some of the detailed thickness requirements spelled out in the older Rules. We would, however, specify minimum thicknesses for the hull, deck and centerboard trunk, and we would allow up to 33 lbs. (15 kg.) of ballast. We also specified that all ballast must be permanently installed where it may be seen.

The 33 lbs. amount came from our observations and weighing of several types of current well-built hulls. These hulls either had blobs of fiberglass around the centerboard trunks, metal ballast or heavily-fiberglassed floorboards to bring them up to minimum weight. We wanted to bring the ballast out where we could see it.

We also wanted to encourage builders to put adequate amounts of fiberglass in the ends of the hulls. Current thinking on hull design is that a boat with light ends will bob up and down over the waves and go faster than a heavier-ended hull, which tends to plow through the waves. In some classes, light-end construction had been carried to such extremes that the boats were sustaining major damage in relatively minor collisions.

The relative amount of hull thickness in the ends can be measured by a Moment of Inertia (M of I) or Radius of Gyration (R of G) test. Either test involves oscillat-

ing the hull through a given number of timed cycles and getting an average cycle time; the longer the cycle time, the higher is the M of I or R of G.

The committee naturally was aware of the Wells System for measuring M of I which Ted Wells had designed at the request of the SCIRA Board of Governors some years ago. It is similar to one which Bob Smither, chief measurer of the Lightning Class, had developed. Neither Class had proceeded with implementing the System. We also knew that Gilbert Lamb-oley had designed a R of G test that was in use by the Finn Class.

One of the joys of sailing at the Privateer Yacht Club is that there is at least one example from most of the various Snipe boat-builders in our club. So I decided to run some actual experiments on various hulls on both M of I and R of G rigs to see which system might be most suitable for the Snipe Class. I made up both types of rigs to be used around the Club. To gather additional data, I also made up a M of I rig to be attached to the U. S. National measuring rig. We collected information on other types of hulls at a U. S. National Championship Regatta. (Continued next month.) DNW

THE COVER

Greg Fisher and crew show flawless hiking technique in breezy going on Clearwater's South Bay at the Mid-Winters. Photo by John Weber.

THE SCORE

Forty-three numbers were issued last month. Finland had the most with 20 followed by the U. S. with 14. Norway got 6 and England took 3. No new fleets were chartered.

Numbered SNIPES — 22817
Chartered Fleets — 752

Status by Countries

The following is a list of countries that had paid dues for 1976. The figures indicate the number of dues-paying boats. Those nations not included had not remitted their dues by press time.

The list shows an increase from last year but it is difficult to make comparisons since countries remit the previous year's dues at various times during the early months of the following year. The last full year (1975) showed a total of 3157 dues-paying boats and even then there were a few delinquents.

Austria	4	England	102
Bahamas	15	Finland	100
Belgium	50	Italy	35
Bermuda	12	Norway	32
Canada	39	Paraguay	10
Chile	22	Spain	477
Colombia	28	Uruguay	33
Denmark	38	U.S.	1,504
Ecuador	3	Total	2,504

Chandler's Landing YC to Welcome U.S. Nationals

Devane Clark, CLYC, has sent the following advance greeting to participants in the 1977 U. S. Nationals to be held in July: The Chandler's Landing Board of

Governors extends a warm "Welcome Aboard: to all Snipe sailors participating in the U. S. Snipe Nationals to be held at CLYC in July. We are most eager to provide any assistance possible to make your competitions enjoyable.

CLYC offers a convenient, well-managed center, including the club building which includes dining rooms, a bar/grill, a pro shop, and locker rooms with saunas. There are 5 lighted tennis courts, an Olympic swimming pool and a playground for the children. CLYC overlooks the Chandler's Landing Marina.

The Chandler's Landing Marina has a complete service center and Ship's store. There is a 60 foot launching ramp that can accommodate 4 boats at one time plus a hoist.

All this is in sight of downtown Dallas.

North American Championship Slated

Mission Bay Fleet 495 will be host for the 1977 North American Championship to be held October 6, 7, 8, and 9. S. Harry Smith, 1911 Parkview Terrace, LaJolla, Ca 92037 will be chairman of the Regatta. He may be reached at: 714-233-1309 days, and 714-274-4690 evenings.



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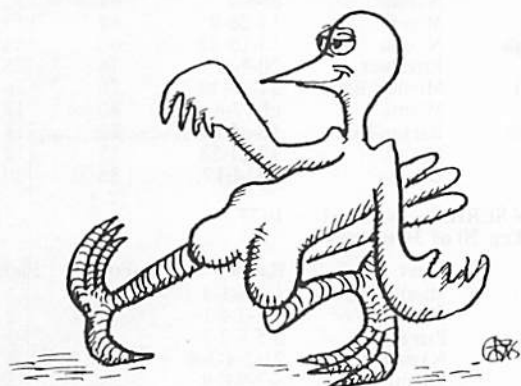
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North Americans, San Diego, Oct. 1977

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1977 DON Q REGATTA
Top 26 of 56 Entries

Don Q Title Copped by Lenhart

Fifty six boats showed up at the Coconut Grove Sailing Club for the 11th Don Q Rum Keg Regatta.

On Friday the wind was 10 to 12 for the morning race, decreasing as the afternoon continued. Earl Elms won the first heat with Jeff Lenhart and Frankie Levinson following. The second race was won by Jeff with Pierre Siegenthaler in second and Dave Chapin in third.

The wind for the first race on Saturday was around 8 mph. Earl, again, won the first race with Jeff in second and Van Wesley in third. In the second race of the day the wind almost died to pick up at the end of the race when Jeff Lenhart crossed the finish line in first place only at 7 minutes from the time limit. Dave Chapin and Francis Seavy following him.

The final race Sunday was sailed with 8 to 10 mph winds. Jeff again took the honors with Earl Elms and Gonzalo Diaz,

Boat	Skipper/crew	Fleet	Races	Points	Finish
20560	Jeff Lenhart/Eric Krebs	Mission Bay	2-1-2-1-1	6	1
21643	Earl Elms/Carl Hultgren	Mission Bay	1-7-1-5-2	26	2
20306	Pierre Siegenthaler/Scott Brown	Nassau	6-2-8-9-2	55.4	3
21713	Gonzalo E. Diaz/Mark Williams	Miami	10-5-7-19-4	72	4
20259	Robin Gales/Randy Smith	Mission Bay	5-14-10-12-5	74	5
22543	Jim Grubbs/Kurt Langford	Alamitos Bay	8-9-21-6-6	79.4	6
20988	Frank H. Levinson/Carl	Indianapolis	3-10-24-9-11	83.7	7
19432	Dave Chapin/Mark Chapin	Island Bay	13-3-35-2-13	87.7	8
21711	Gonzalo A. Diaz/Eric Sheeder	Miami	7-13-17-22-3	88.7	9
21021	Van Wesley/Karen Gregory	Privateer	19-18-3-4-20	88.7	10
20707	Terry Timm/Marta Swanson	Barton BC	9-17-9-10-14	89	11
6995	Francis Seavy/Vicky Stebbins	Clearwater	28-16-4-3-17	92.7	12
19437	Dick Tillman/Linda Tillman	Satellite Beach	11-30-5-11-8	94	13
22286	Vince Brun/Keith Crown	Clearwater	14-4-13-14-24	97	14
19066	John Dunkley/David Weir	Nassau	4-15-11-17-26	101	15
20002	Bruce Colyer/Jim Martin	Ft. Lauderdale	15-8-16-18-16	103	16
20818	Peter Fenner	Dallas	18-23-15-13-12	111	17
22699	Bob Blomquist/Gina Blomquist	Annapolis	12-38-8-7-19	114	18
19267	Don Hite/Tim Dixon	Lake Angelus	20-11-30-16-10	117	19
20369	Jerry Thompson/John Schoendorf	Lake Angelus	30-6-20-23-22	130.7	20
21716	Dirk Kneulman/John Haire	Oakville	22-12-28-25-31	148	21
19795	Don Cochran/Eric Merkel	Clearwater	41-21-26-24-7	149	22
22800	Bill Buckles/George Awer	Cleveland	17-19-36-30-23	155	23
19091	Pete Duvoisin/Jane Duvoisin	Privateer	27-37-19-15-28	156	24
20690	Jim Belford/Phyllis Belford	Oakville	35-20-31-21-25	162	25
21143	Frank Levinson/Dick Edwards	Clearwater	25-17-14-28-41	165	26

Jr. in second and third. Our thanks to the Coconut Grove Sailing Club and the members who worked hard to organize and run this Regatta. To Jim Weber who

did a super job as the Race Committee Chairman.

Gonzalo Diaz, Jr.
Miami Fleet 7

Lenhart Wins Zimmerman, Bacardi Cup; Elms Wins Gamblin

Jeff Lenhart of Newport Beach, California retained the Carl Zimmerman Trophy following the eight-race Bahamas Mid-Winter Snipe Championships on Montagu Bay, Nassau. The trophy is awarded on the basis of the cumulative results of the Clearwater Mid-Winters, the Don Q Regatta at Miami and the Bahamas Mid-Winters, which includes the Bacardi Cup with 3 races, and the Dudley Gamblin Memorial Series with 5 races. Jeff had a remarkable low point score of only 22.7 points for the 16 races completed.

Jeff won all three races in the Bacardi Cup series against 37 other boats, the biggest turnout ever for the Nassau Championships. Robin Gales of San Diego was second, followed by Bahamian sailor and current world Sunfish Champion "Powerful Pierre" Siegenthaler. Earl Elms was 4th and Gonzalo Diaz fifth.

The Bacardi series was a heavy weather regatta with northeast winds of up to 25 knots. The winds lowered to the 10 to 15 mph range for the Gamblin Series.

Earl Elms won the Dudley Gamblin Memorial series with 1-4-1-1-3 finishes. Jeff was second with 2-1-3-4-1. Van Wesley, Chattanooga, TN placed third and John Dunkley of Nassau was 4th. Gonzalo Diaz was fifth again in the second series.

In the overall Zimmerman Trophy standings Elms placed second and Siegenthaler was third.

BACARDI CUP - NASSAU - 1977
Top 20 of 38 Entries

Boat	Skipper/crew	Fleet	Races	Points	Finish
20560	Jeff Lenhart/Eric Krebs	Mission Bay	1-1-1	0	1
20259	Robin Gales/Randy Smith	Mission Bay	2-6-5	24.7	2
20306	Pierre Siegenthaler/Scott Brown	Nassau	8-2-4	25	3
21643	Earl Elms/Carl Hultgren	Mission Bay	3-11-2	25.7	4
21713	G.E. Diaz/Mark Williams	Miami	4-8-6	33.7	5
20002	Bruce Colyer/Jim Martin	Ft. Lauderdale	5-12-3	37.7	6
21716	Dirk Kneulman/John Haire	Oakville	7-5-10	39	7
19432	Dave Chapin/Mark Chapin	Island Bay	10-7-16	51	8
19091	Pete Duvoisin/Jane Duvoisin	Privateer	11-10-12	51	9
22800	Bill Buckles/George Aver	Cleveland	15-9-11	53	10
19267	Don Hite/Tim Dixon	Detroit	9-13-15	55	11
19066	John Dunkley/David Weir	Nassau	nf-3-7	61.7	12
21706	Bud Culbertson/Larry Reeder	Miami	14-26-9	67	13
16488	Basil Kelly/Don Martinborough	Nassau	13-15-22	68	14
21021	Van Wesley/Karen Gregory	Privateer	20-4-nf	74	15
22585	Ed Trevelyan/Jamie McArthur	Mission Bay	21-18-19	76	16
21711	G.A. Diaz/Eric Sheeder	Miami	nf-17-8	80	17
20707	Terry Timm/Helmut Siepmann	Barton BC	16-nf-13	82	18
16853	Charlie Fowler/K. Russell	Miami	17-21-28	85	19
21700	Henry Davis/Wangaard	Omaha	nf-14-17	86	20

GAMBLIN SERIES - NASSAU - 1977
Top 20 of 36 Entries

Boat	Skipper/crew	Fleet	Races	Points	Finish
21643	Earl Elms/Carl Hultgren	Mission Bay	1-4-1-1-3	13.7	1
20650	Jeff Lenhart/Eric Krebs	Mission Bay	2-1-3-4-1	16.7	2
21021	Van Wesley/Karen Gregory	Privateer	5-5-8-2-2	40	3
19066	John Dunkley/David Weir	Nassau	21-2-4-3-8	57.7	4
21713	G.E. Diaz/Mark Williams	Miami	6-7-9-6-9	66.4	5
19432	Dave Chapin/Mark Chapin	Island Bay	7-11-2-8-17	70	6
20707	Terry Timm/Helmut Siepmann	Barton BC	3-17-13-7-11	77.7	7
20306	Pierre Siegenthaler/Scott Brown	Nassau	4-3-dq-9-5	81.7	8
20259	Robin Gales/Randy Smith	Mission Bay	22-10-11-12-6	90.7	9
21711	G.A. Diaz/Eric Sheeder	Miami	16-15-12-5-21	98	10
22585	Ed Trevelyan/Jamie McArthur	Mission Bay	15-6-16-19-14	99.7	11
20690	Jim Belford/Phyllis Belford	Oakville	8-21-6-15-25	104.7	12
17387	Jerry Thompson/Fred Schenck	Lake Angelus	20-16-7-25-7	105	13
19267	Don Hite/Tim Dixon	Lake Angelus	9-18-25-16-12	110	14
21763	Godfrey Kelly/Sonja Kelly	Nassau	12-9-10-21-28	110	15
19723	M. Brown/A. Goldweber	Miami	18-8-20-13-23	112	16
22286	Vince Brun/Keith Crown	Clearwater	27-24-5-18-15	118	17
21716	Dirk Kneulman/John Haire	Oakville	13-13-17-nf-13	123	18
22800	Bill Buckles/George Aver	Cleveland	14-dq-15-11-18	125	19
20002	Bruce Colyer/Jim Martin	Ft. Lauderdale	dq-12-nf-10-4	128	20



You don't need a Snipe to race Snipe – just a spar and sail will do! (Per and Mats Gothlin photo)

Elms, Lenhart Pace Southern California Midwinters

Snipe Fleet 218 was the host for the Southern California Midwinter Regatta sailed out of Alamitos Bay Yacht Club. The regatta was the first of nine Travelling Trophy Regattas sailed by District 6 during 1977.

Twenty six A's and B's were on the line for the first race sailed in 8-12 knots of breeze. The first race was won by the long lost "Fisherman" and past champion Earl Elms followed by Craig Martin and Jeff Lenhart. The first "B" was Bob Jackman. I might explain that for our travelling series all boats start together but are scored separately.

The fleet split after the start of the 10 mile second race. Those who went right (including the 3 leaders) overstood the weather mark and saved those who went left. Elms rounded first, Ron Fox second and Lenhart third. At the finish it was Elms, Lenhart and Robin Gales while Fox

SOUTHERN CALIFORNIA MIDWINTERS Top 10 – A Fleet

Boat	Skipper	Club	Races	Points	Finish
21643	Earl Elms	MBYC	1-1-2-1	0	1
20560	Jeff Lenhart	MBYC	3-2-1-nf	8.7	2
22326	Craig Martin	MBYC	2-4-3-8	16.7	3
20259	Robin Gales	MBYC	5-3-4-5	23.7	4
21606	Dick Schmidt	ABYC	4-7-6-6	31.4	5
22543	Ron Fox	ABYC	10-5-13-3	31.7	6
560	Don Krebs	MBYC	9-14-7-2	32	7
22418	Mike McLaughlin	MBYC	7-6-5-7	34.7	8
20261	Eric Conn	ABYC	17-9-9-4	38	9
18323	Bob Nash	ABYC	8-8-8-nf	42	10

Top 3 – B Fleet

20252	Bob Jackman	MBYC	1-3-3-1	5.7	1
14007	Jeff Case	CBYC	2-1-2-3	6	2
18927	Frank Presley	ABYC	3-2-1-2	6	3

dropped to fifth. Jeff Case was the first "B" in that race.

Saturday night Ron and Karen Fox hosted an impromptu spaghetti feed for all Snipers, including Terry Timm and Jerry Thompson. Jerry was in town for a convention and Terry borrowed a boat and sailed with us both days.

Sunday's racing started out with fog and light air. The first race was won by Lenhart followed by Elms and Craig Martin. The "B" race was won by Frank Presley.

The second race started in light air favoring the leeward end of the line. Shortly after the start a 65° shift to the right divided the fleet into two fleets. Elms rounded first, Fox second and Don Krebs third. The fourth and fifth place boats were near behind but the rest of the fleet was in the distance. At the finish Elms maintained first, Krebs second and Fox third. Jackman won the final "B" race.

Ron Fox
Alamitos Bay Fleet 218

1977 UNITED STATES NATIONAL SNIPE CHAMPIONSHIPS SCHEDULE OF EVENTS

FRIDAY, July 15 9:00 am Junior & Senior Registration and Measurement Opens
7:00 pm Junior Registration Deadline, Measurement Closes

JUNIOR CHAMPIONSHIP (DUFFY TROPHY)

SATURDAY, July 16 9:00 am Senior Registration and Measurement Opens
9:00 am Junior Skippers' Meeting
10:00 am Junior Race No. 1
2:00 pm Junior Race No. 2
Back to Back Junior Race No. 3
6:00 pm Senior Registration and Measurement Closes

SUNDAY, July 17 9:00 am Senior Registration and Measurement Opens
9:00 am SCIRA Board Meeting
10:00 am Junior Race No. 4
2:00 pm Junior Race No. 5
4:00 pm Junior Make Up Race
4:00 pm Senior Tune Up Race
6:00 pm Senior Registration Deadline and Measurement Closes
6:30 pm Cookout and Junior Trophies

QUALIFYING SERIES (CROSBY TROPHY)

MONDAY, July 18 8:30 am Crosby Skippers' Meeting
10:00 am Crosby Series Race No. 1
2:00 pm Crosby Series Race No. 2
Free Beer at Dock following last race of day

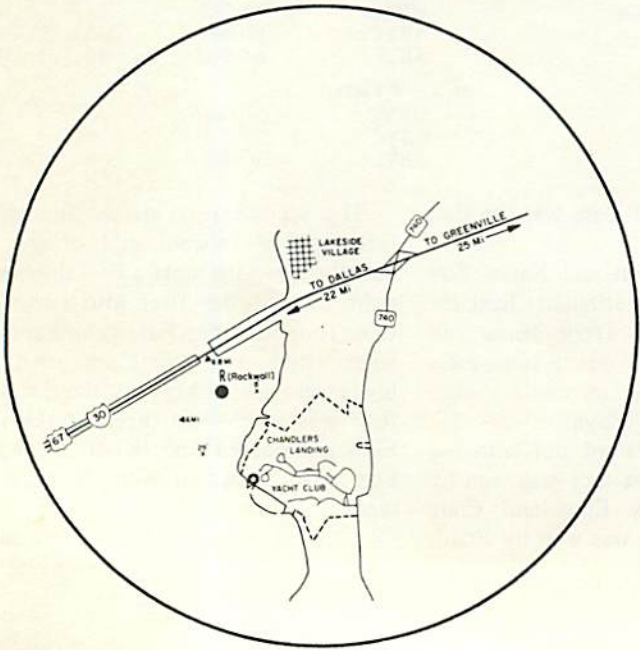
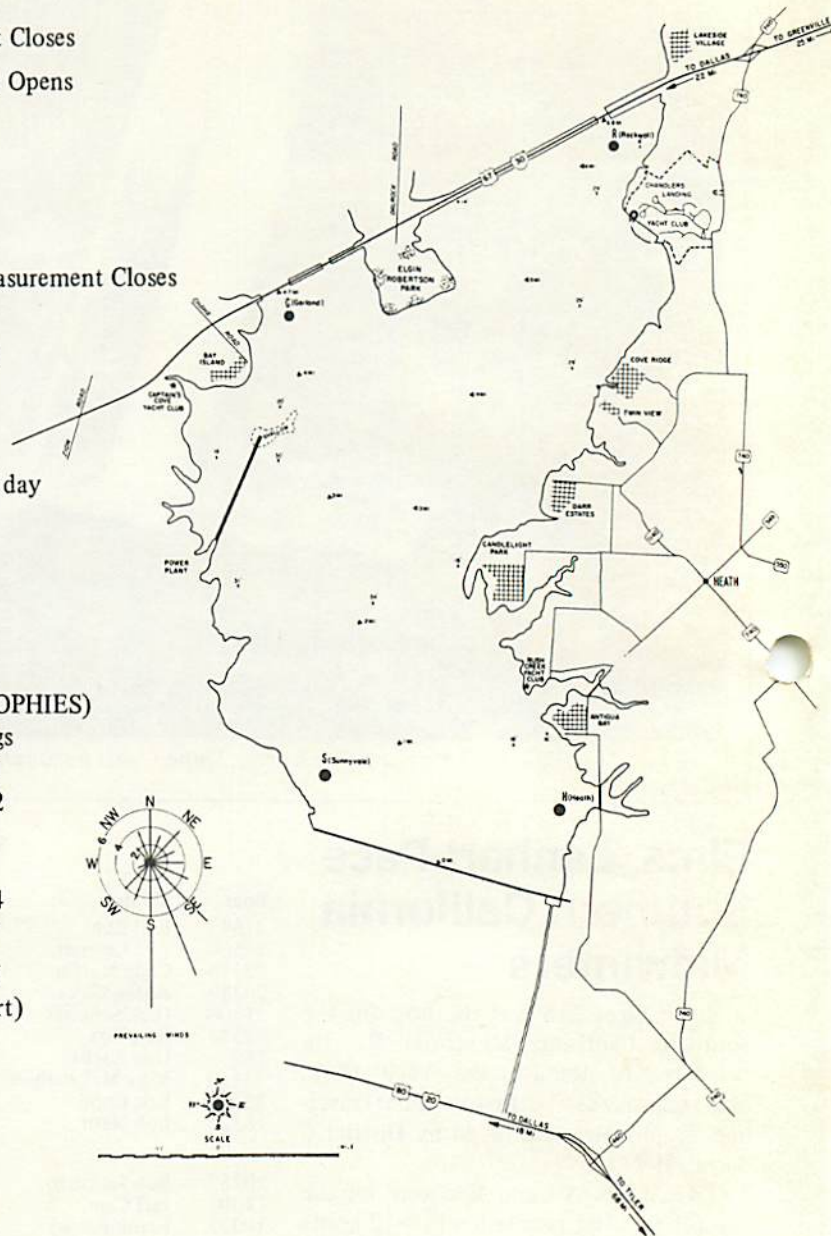
TUESDAY, July 19 10:00 am Crosby Series Race No. 3
2:00 pm Crosby Series Race No. 4
Back to Back Make up Race, if necessary
5:00 pm General Membership Meeting
7:00 pm District II Cocktail Party

NATIONAL CHAMPIONSHIP (HEINZERLING & WELLS TROPHIES)

WEDNESDAY, July 20 8:30 am Heinzerling & Wells Skippers' Meetings
10:00 am Heinzerling & Wells Series Race No. 1
2:00 pm Heinzerling & Wells Series Race No. 2
7:00 pm Texas Bar BQ

THURSDAY, July 21 10:00 am Heinzerling & Wells Series Race No. 3
2:00 pm Heinzerling & Wells Series Race No. 4
FREE BEER AT DOCK FOLLOWING LAST RACE OF DAY

FRIDAY, July 22 10:00 am Heinzerling & Wells Series Race No. 5
Make Up Races Follow (3:00 pm last start)
7:00 pm Cocktails and Awards Banquet



OFFICIAL REGISTRATION FORM 1977 U.S. NATIONAL CHAMPIONSHIP

Must be received by July 5, 1977

U.S. JUNIOR CHAMPIONSHIP. No entry fee. Birth date: Skipper _____ Crew _____
 Skipper and crew must not yet be 19 years old on December 31, 1977.

U.S. NATIONAL CHAMPIONSHIP \$30 entry fee. Send Registration and Fee to SCIRA, Privateer Road,
 Hixson, Tennessee 37343. MUST BE RECEIVED BY JULY 5, 1977

Please print

Yacht Club _____ Fleet Number _____

Skipper _____ Crew _____

Address _____

Sail Number _____ You must sail with your own sail number. If you will sail a chartered or borrowed boat, give the following information:

Owner _____ Boat Number _____

The boat I will sail has a: Class Certificate Green Card Fleet Certificate Moment of Inertia Measurement

The Builder of the boat is _____ Year Built _____ Color Hull _____ Color Deck _____

IF HULL MEASUREMENTS ARE NEEDED, PLAN TO ARRIVE BY FRIDAY, JULY 15

I hereby agree to abide by all Snipe Class and USRYU rules, and release Chandlers Landing Yacht Club, its officers, members, employees and members of the Race Committee from all liability by reason of injury wither to the yacht entered above or to myself, my crew, or my guests.

Signature of Skipper _____ Date _____

I certify that this entrant is a member in good standing with SCIRA, and that he has sailed in at least 5 point score races or 5 sanctioned regatta races this year and that he comes within the limit of one skipper for each 5 active Snipes or major fraction thereof in the fleet.

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Rules for Conducting National, International Championships

Flavio Caiuby, recently elected Rear Commodore, has submitted his suggestions on changing the Rules for Conducting National and International Championship Regattas. He has had experience as a judge, observer or participant in World Championships, Western Hemisphere Championships and Brazilian Nationals. He feels there are some areas that need changing and submits the items listed below for consideration.

Comments from the membership will be appreciated. Please note that these rules apply only to national and international events. Accordingly they only affect a small number of regattas on a mandatory basis. However, more and more regional and district regattas are using all or part of these rules in place of or in addition to the Rules for Conducting Sanctioned Regattas. Please send your comments to the SCIRA office. They will be submitted to the Rules Committee for their recommendation. The Board of Governors will take appropriate action at their next meeting.

1. RACE COURSES

(h) The rule states that after 3½ hours after the start the race committee may, if it desires, leave the finish line and assign to the boats which have not finished,

finishing positions in the race corresponding to their actual positions at the time the race committee boat leaves the finish line. The time limit should be changed to 3 hours and all boats not finished shall be assigned a DNF. It is impossible to assign actual finishing positions if the boats are in the last beat.

2. STARTING LINES

(a) A spare buoy should be used as provided in rule 6.c. of the IYRU Racing Rules. The line would continue to be marked by the mast of the RC boat and the leeward mark but a buoy would be placed at or near the inner end of the line and boats would be required to pass between it and the outer (leeward) mark. This would prevent barging.

(c) The requirement that the judges' boat which places the leeward mark should also apply to placing the spare buoy.

The angle between the wind direction and the starting line should be 90 degrees rather than the 85 degrees specified. The 85 degree line does not work with good sailors, especially on a long line. Leeward marks are already favored in a 90 degree starting line if the windward mark is correctly placed; i.e. to windward of the leeward mark and not of the RC boat. Good sailors always go to the mark doubly favored, thus causing general recalls.

A 5 degree variation to both sides of a 90 degree line should be permissible if a spare buoy is used.

(f) The rule should specify that after the postponement signal is made, a Warning Signal (10 minutes) should be made. The Preparatory Signal should only be used after a General Recall Signal. The rule should also state that if a race is called during the first leg, the signal "N" over "X" should be used.

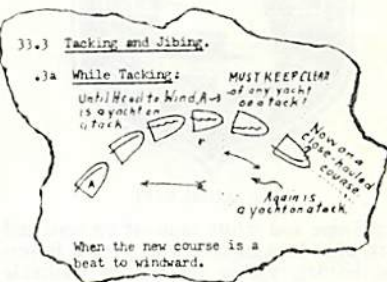
The rules should state that the windward or leeward mark shall not be moved when there are boats racing on that leg of the course; the change should be made before the first boat reaches the prior mark.

(g) The specified 5 degree advantage should be removed from this rule.

5. WEATHER LIMITATIONS

(Continued on page 12)

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Regatta Rules . . .

(Continued from page 11)

(b) The rule should specify that a race in progress shall be cancelled when winds exceed 25 knots.

(f) The life jacket rule should state that when the race committee signals that life jackets are to be worn, the contestants must wear the jackets until the signal is lowered or until the boat arrives at the dock.

8. CHECKING OF EQUIPMENT

The rule should specify that at least 3 boats should be checked for equipment. Compliance with equipment requirements will be better if any boat is subject to this rule, not just the first three.

11. ADDITIONAL REQUIREMENTS

(c) The rules should provide that the Western Hemisphere General Secretary should appoint the SCIRA representative, rather than the Board of Governors. This would be the same as exists for the European Championship.

12. RULE COMPLIANCE

The SCIRA rules states that non-compliance with the rules shall be a proper subject for protest and if sustained, the race shall be abandoned or cancelled. Actually, there is no such thing as a protest against the Race Committee. Sailors may seek "redress" as stated in IYRU rules 12 and 68.5. If IYRU rule 12

permits that "other arrangements as it (protest committee) deems equitable"; why should SCIRA not give the same option?

SAILING INSTRUCTIONS IV COURSES

It is advisable that date and time of all races be listed. When two races are to be held the same day, only the starting time of the first race should be given, which leaves the sailors at the disposal of the RC. If the time of the second race is given, it cannot be held earlier unless ALL competitors agree. The "L" flag should be hoisted on the RC boat, at the finish line, to indicate that the second race will be held immediately after the completion of the first race.

VIII INDIVIDUAL RECALL

Why should we use a flag that does not exist (white with red horizontal band)? Why not use an existing one such as second or third repeater? Sailing instructions should also state that this signal will remain hoisted until every premature starter has returned and restarted correctly, or until ten minutes after the start, when the RC boat may move to another position.

The sailing instructions omit the possibility of alternative penalties, so disqualification is a must. The instructions should be revised to include the alternative penalty. Sailing instructions omit the time limit of the "Official Sunset" for calling of a race and assigning DNF to those not finished. (See rule 3.2.b II IYRU). Sailing instructions omit signal M and its meaning. Would it not be better to be specific? The instructions omit methods of breaking ties. They should be specific, see rule 3.2.a - IX IYRU. Prizes must be listed in sailing instructions (Rule 3.2.b - XIII IYRU). Information about the tide and current should be listed (Rule 3.2.b - XII IYRU).

I hope that our friends in SCIRA understand that the meaning of these suggestions is to improve our almost perfect Racing Rules and Sailing Instructions, thus avoiding many headaches to Race Committees, Protest Committees and competitors.

With complete Sailing Instructions and Class Rules, perhaps we could avoid one of the most useless, noisy, and boring episodes of all championships: the *Skipper's Meeting*.

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Wells Wanderings



by Ted Wells

MAY 1977

Buzz Lamb has suggested that since I was responsible for the Championship Regatta Rules in the first place, I might want to comment on Flavio's suggestions. Since these rules have been revised very little since they were written twenty-one years ago, a new look is probably in order. Paragraph numbers and titles here are the same as in Flavio's and in the Rule Book.

1. RACE COURSES

(h) The option to leave station and assign positions came as a result of a drifter in the World Championship at Monaco in 1953. About half the boats finished in 2½ hours or close to it, and then the wind completely disappeared. There was a fairly strong current carrying the remaining Snipes toward Italy but we couldn't get anyone to quit, in spite of messenger boats offering a tow. It was getting dark, so I had the committee boat hoist anchor and chase the drifting Snipes. As we passed each one we informed the skipper that he had just crossed the finish line and could be towed in without a DSQ or DNF. The legality of the action might be questioned but it worked then and has on numerous occasions since. Except for the last place boat, any assigned position is better than a DNF so you shouldn't get too much argument from competitors.

2. STARTING LINES

(a) The extra mark will not prevent barging – but it will keep

bargers from banging up the committee boat if a poorly set starting line promotes barging. In the last U. S. Nationals before these rules were written, I remember Charlie Morgan yelling at the committee, "This isn't a starting line – it is a starting point." It was and they didn't do anything about it.

(c) This extra buoy has some advantages but it means moving twice as many marks when you must reset the line. The line should be set as close to 90 degrees as possible. Skippers used to favor the windward end regardless. They are now more sophisticated and will favor whichever end has an advantage. Incidentally, if the starting line is perpendicular to the wind, the distance to the mark isn't less from the leeward end unless the starting line is longer than the windward leg. Draw a picture if you don't believe me. An angle of 90 degrees plus or minus an appropriate tolerance should be specified whether or not the extra buoy is used.

(f) Paragraph 4 of the current racing rules already specifies a warning signal after postponement. It also specifies that this signal shall be one minute after lowering AP and that a sound signal shall be made when AP is lowered. Some of the committees where I raced last year hadn't read this. Incidentally, it helps to use a different kind of noise for the first signal – a police or bosn's whistle for instance. N over X is specified in IYRU and USYRU rule 4.

5. WEATHER LIMITATIONS

(b) Probably a good idea.


(f) Also a good idea.

11. Correct. This also might be a good place to add that the same boat must be used throughout, (11(b)).

12. RULE COMPLIANCE

To comply with the current Racing Rules, this paragraph should read: "Non-compliance with these rules shall be considered justification for a request for redress under racing rule 68, paragraph 5 (a). If the Race Committee finds that non-compliance did occur, the race shall be abandoned."

While this paragraph may seem superfluous, experience has shown that some committees, especially from large Yacht Clubs, either haven't read the rules or don't realize that we really want them followed. Sometimes it is like that story about hitting the mule over the head with a fence post to get his attention.



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Letter to the Editor

To anyone that's interested:

I recently had a run-in with some fellow sailors about not doing all I could to register boats regardless of whether they raced with us or not. I feel that it takes away from the importance of the races on a local level when all participants qualify no matter how well they do.

We've recently had a tough time getting enough boats together to complete our series which requires SCIRA regulations (five boats). It is for this reason I feel we should only qualify one boat. This should in turn create more interest in the series, attracting more sailors, etc.; spiraling to build the fleet back to its former status of active Snipes.

I do not suggest this thinking that I have any kind of edge over everyone else. I would much rather sail against people faster than myself. The fun thing about sailboat racing to me is the spirit of fierce competition on — and sometimes off — the water. (I don't like it off the water — but it goes on.)

We will not be able to go to the Dallas Nationals whether we qualify or not, so let's start the serious sailing here and now. This can only help whoever does go from here to represent us to do better.

I was accused of electing myself Fleet Captain and sending myself to the Nationals. This is ridiculous! I'm only trying to create much needed interest in our local fleet races. I try to keep excited about the races by changing everything I can on my boat. Sometimes I'll use the oldest sails I own. I loaned my boat to Ted for our regatta last year so he wouldn't have to pull his down from Wichita, and to see what I could do in a different boat. This keeps sailing interesting, competitive, exciting, and just more worth doing to me. It's too bad the wind was lousy, I was interested in seeing how Ted could do. (He hates "floaters".)

At any rate, I enjoy close competition, and as a means for this I'm trying to qualify by the book.* I'm having some problems, but I think in the long run, people will realize this is the best.

Brownie Horner

Fleet Captain, Lake Canyon Fleet 681
*SCIRA Rule Book 1976-77 Page 130 describes qualification for U. S. Nationals.



Sanctioned Snipe Regattas

MAY 7-8, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Fleet No. 142, Van Wesley, 2207 Ashmore Ave., Chattanooga, TN 37415.

MAY 14-15, TEXAS SNIPE CHAMPIONSHIP, Lake Canyon Fleet 681, Keith Zars, 111 NE Loop 410, San Antonio, TX 78316.

MAY 19-22, COPPER CUP (BELGIUM) and SOUTH EUROPEAN DISTRICT CHAMPIONSHIP, Ostend, Belgium.

MAY 21-22, CROSSROADS SNIPE REGATTA, Delta Fleet 407, Stewart Waugh, 3641 Prince Andrew Cove, Memphis, TN 38134.

MAY 21-22, QUEEN ELIZABETH SILVER JUBILEE INTERNATIONAL, Stone Fleet, Essex, England.

MAY 21-22, TULSA SPRING OPENER, Sequoyah Fleet No. 68, Larry Danahey, 272 E 46th St., Tulsa, OK 74105.

MAY 21-22, WHITTEMORE-ST. JOHN REGATTA, Quassapaug Fleet 231, Brad Erickson, 200 Park Ave, Naugatuck, CT 06770.

MAY 21-22, LANSING KICK-UP KICK-OFF, Kick-Up Fleet 601, William J. Celio, 2666 Heather Dr, East Lansing, MI 48823.

MAY 28-29, SOUTHWESTERN CHAMPIONSHIP, White Rock Fleet No. 1, Chuck Laird, 3368 Park Lane, Dallas, TX 75220.

MAY 28-29, FIREWATER REGATTA, Lincoln Fleet No. 567, Richard Wadlow, 1225 L. Street, Lincoln, Nebraska 68508.

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

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

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

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

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

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

JUNE 11-12, SILVERSNIPEN, Motala, Sweden.

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

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

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

JUNE 24, 25, 26, DISTRICT III CHAMPIONSHIPS, Lake Carlyle Fleet 705, Ray Szczepan-

ski, 7781 Wooddale La., Normandy, MO 63121.

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

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

JULY 9-10, WINCHESTER INVITATIONAL, Winchester Fleet 77, Jack Gannon, 14 Brentwood Rd, Woburn, MA 01810.

JULY 9-10, LAKE ONTARIO REGIONAL OPEN, Chautauqua fleet No. 124, Royce Malory, 145 Front St., Lakewood, NY 14701.

JULY 15-17, U.S. JUNIOR NATIONAL CHAMPIONSHIP, District II Fleets, Leif Zars, 111 NE Loop 410, San Antonio, TX 78316.

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JULY 30-31, DIAMOND LAKE OPEN, Diamond Lake Fleet 158, Earl Troeger, 3047 Woodmont Dr, South Bend, IN 46614.

AUGUST 6-7, NEW ENGLAND CHAMPIONSHIPS, Spofford Lake Fleet 751, Glenn Younie, 16 Edwards St, Keene, NH 03431.

AUGUST 6-7, DISTRICT III JUNIOR CHAMPIONSHIP, Cowan Lake Fleet 433, John Braun, 128 Wilmuth Ave, Cincinnati, OH 45215.

AUGUST 13-14, WOLVERINE REGATTA, Barton BC Fleet 520, John Johns, 126 West Hoover, Ann Arbor, MI 48103.

AUGUST 19-21, SNIPE GOLD CUP REGATTA, SCIRA Denmark, (Immediately preceding Snipe World Championship in the same waters.)

AUGUST 20-21, WIS-MINN OPEN, Green Lake Fleet 129, Ken Kinas, Lakeview Dr, Green Lake, WI 54941.

AUGUST 21-29, 28th SNIPE WORLD CHAMPIONSHIP, Skovshoved Sejlklub, Nils Toftgaard-Hansen, Skovshoved Sejlklub, Shovshoved Havn, DK-2920, Charlottenlund, Denmark.

AUGUST 27-28, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet 231, Ned Daly, 193 Clough Rd, Waterbury, CT 06708.

AUGUST 27-28, SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet 597, Phil Morse, 4416 W 13th St. Topeka, KS 66604.

SEPTEMBER 2-4, LABOR DAY REGATTA, Lake Worth Fleet 53, James A. Holcomb, Rt. 2, Box 785, Lake Worth, TX 76135.

SEPTEMBER 10-11, INDIANA OPEN, Indianapolis Fleet 409, Bob Rogers, 722 Tuxedo St, Indianapolis, IN 46240.

SEPTEMBER 17-18, OHIO OPEN, Chippewa Fleet 621, Paul Elsbree, 420 Dorchester Rd, Akron, OH 44320.

SEPTEMBER 17-18, JOE RAMEL MEMORIAL, Lake Totawana Fleet 49, John Murphy, 8728 Meadow Lane, Leawood, KS 66206.

SEPTEMBER 17-18, OHIO OPEN, Chippewa Fleet No. 621, Paul Elsbree, 420 Dorchester Road, Akron, OH 44320.

SEPTEMBER 24-25, KEUKA CHAMPAGNE REGATTA, Keuka Fleet No. 382, Bill Hamilton, 141 Ontario Street, Honeoye Falls, NY

14472.

SEPTEMBER 24-25, EVERGREEN REVITALIZER, Evergreen Fleet 740, Larry Colter, 1203 N. Fell St, Bloomington, IL 61701.

SEPTEMBER 24-25, MYSTIC LAKE OPEN, Winchester Fleet 77, James Fraser, 9 Essex St, Medford, MA 02155.

OCTOBER 1-2, OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Robert L. Hill, 11422 Pippin, Cincinnati, OH 45231.

OCTOBER 6, 7, 8, 9, NORTH AMERICAN CHAMPIONSHIP, Mission Bay Fleet 495, S. Harry Smith, 1911 Parkview Terrace, La Jolla, CA 92037.

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

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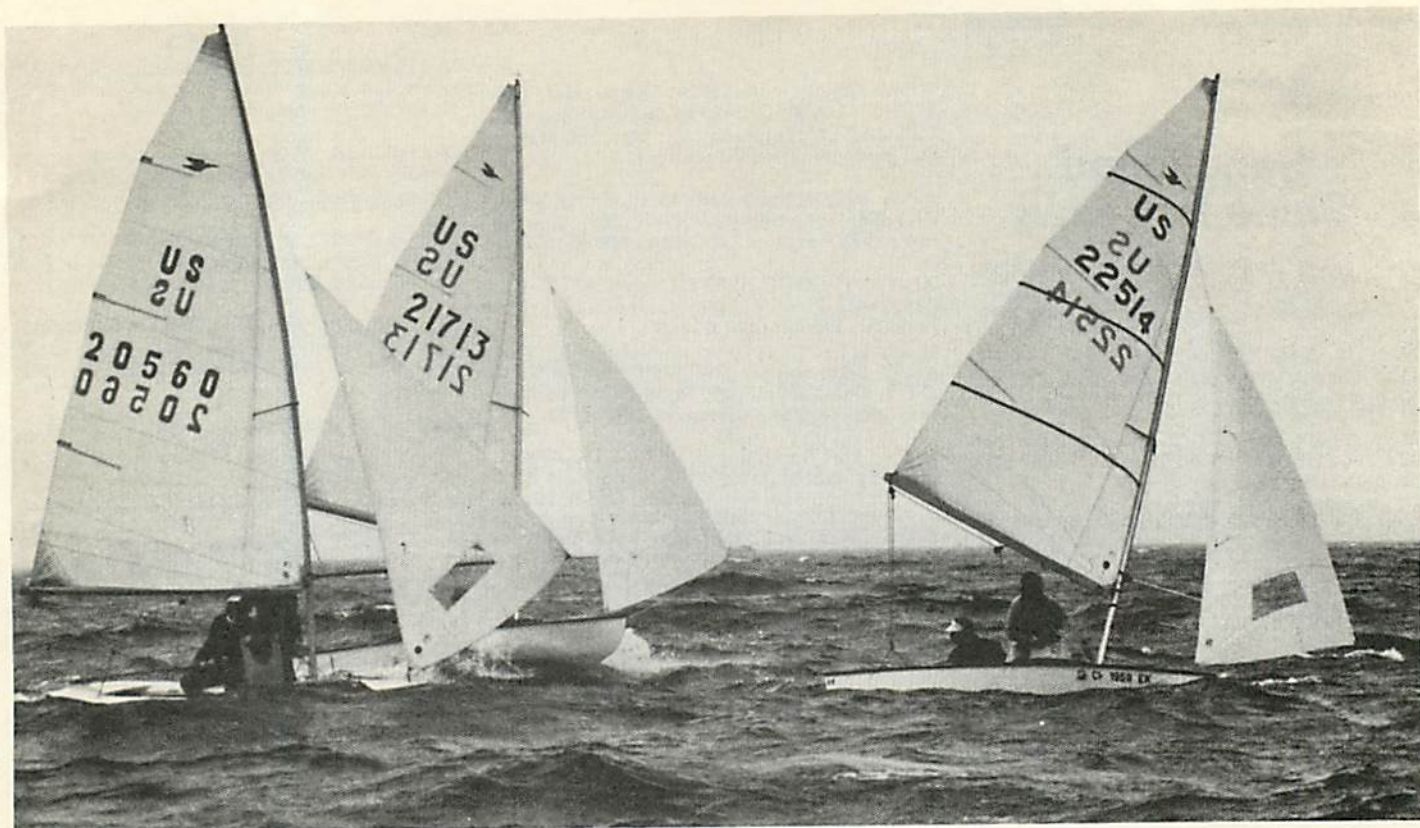
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