

# ***SNIPE***

---

# ***BULLETIN***



**MAY 1980**



# Ullman Sails

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# Testing For Moment Of Inertia

*The Bulletin's technical editor investigates pitching period*

Long ago, before Moment-of-Inertia (MI) was invented, there still must have been some smart dude layin' back who figured out that a cannonball at the mast-head might not always be a good idea. He probably was first in with the fish or outran the most revenue cutters.

Now everybody knows about MI, but perhaps without a grasp of its effect on boat speed, let alone how to "check it out." Fast boats are light in the ends, and the SCIRA test system has been a step towards a more nearly one-design MI through its attempt to standardize construction and MI (performance) minimums. While the test is not absolute, it has helped.

Shortly after getting fed up with lurching around in a chop, we redecked No. 11900 with 1/4" okume. To check the effect on MI and since it was before SCIRA's rig was in use, we put together a simple gadget to measure pitching period in time units. We were not interested in absolutes, just relative times.

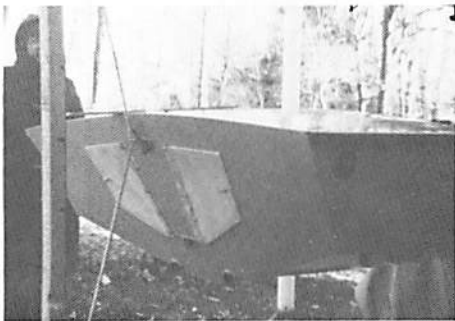
We checked six different types of boats at that time, including the then best, a new Chubasco. The test technique was simple, easy to use, and sensitive to 5 lbs. or less added to the ends. The test was also very sensitive to boat balance; that is, the balance had to be precise, or results would be skewed. Results were repeatable.

Last summer, I finally had time to put a new bottom on 11900. She'd been soaking up badly for over a year, and had gone from minimum with ballast to 425 lbs. and up. Underway, at times, we thought of her as a live bait tank — a very pretty one, but not too quick.

Once the new bottom was done, we were anxious to find out how we stood on MI. The old rig we'd used with Fleet 7 was gone, but I'd saved the springs. So we put a new rig together, and checked a few boats. Our first check showed that 11900 was back to where she'd been when first redecked, within 5% (in time units) of a new Chubasco in 1972.

Since we knew that the McLaughlins were built very close to the MI minimum, I asked the owner of one of these beautiful boats if we could use her as a standard. He agreed.

So, here's what we know so far — the new boats built to the SCIRA minimum MI are slightly quicker in pitching than the Chubascos of the late 19000 early 20000 period (1972-73). A "home-built" plywood boat with the usual framework



and built to SCIRA specs probably cannot be made quick enough to meet the MI minimum.

Unless the SCIRA specs are changed, the only competitive wood boats would be WEST boats, which are not really the product of a "home-built" technique. The tooling up for the first boat brings costs close to the current FRP boats (that's what Bob Blomquist found).

What with resin tied so closely to the petroleum prices, and with the squeeze coming on the economy, it hardly seems to be the time for SNIPE to turn its back on its origins as an inexpensive, home-built, "one boat for all."

Larry White  
Technical Editor



Center and above: Larry's MI rig.

## Top Sailors Share Their Strategies At Winners' Roasts

How about a Chapin dish? Or a Lenharts of palm salad? Diaz might be the menu at a Snipe Winners' Roast.

The USYRU suggests a "winners' roast" for your regatta like the one at the 1979 Laser Nationals at Barnegat Bay, where Dave Perry and Ed Baird gathered all the sailors together after supper, and invited the day's race winners to come up one at a time and tell the crowd how they did it.

After each winner spoke, they opened the floor to questions. Each winner held the floor for 15 or 20 minutes, and the questions ranged from highly technical areas of boat preparation, sail trim, and boat handling to the most basic questions. Everyone was comfortable asking whatever questions they had on their minds.

On the second night a larger crowd gathered, and after the winners were through, the program continued with comments from both the race committee and the jury. This added participation led to debate on crowded starting lines, general recalls, etc.; a sensitive and complex area, which directly affects the fairness

and the outcome of the regatta.

This idea is great at any level, particularly at the National level. "I used to come to these regattas for the parties and the great reunion atmosphere," said one racer, "but tonight I learned so much stuff, I'm headed right for bed so I don't forget anything before tomorrow's race." Another top competitor added: "At first I was skeptical of telling my 'secrets' during the championship, but then I realized that the better everyone got, the better the competition would get, and the more fun I'd have trying to beat everyone."

The program has successfully broken down the barrier that may exist between the top few sailors and the rest of the gang — a barrier that we have never noticed in the Snipe Class. Making the winners accessible to the rest of the sailors greatly improves the competition and the camaraderie.

The winners' roast provides a forum for sharing the ideas and suggestions on how to improve every aspect of the event — and everyone goes home a winner.

Bring on the mint jelly — we are ready!

# SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS

INTERNATIONAL RACING  
ASSOCIATION

MAY 1980  
Vol. XXIX No. 5

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month to become effective.



Jerry Thompson (Paul Polgar photo)



Horacio Garcia Pastori (Buzz Lamb photo)

## Soares, Hoffman retire

### Pastori, Thompson Join SCIRA's Board Of Governors

Horacio Garcia Pastori and Jerry Thompson have been elected to 3 year terms as members-at-large of the SCIRA Board of Governors, taking office on January 1, 1980.

Horacio, a Montevideo businessman, has represented Uruguay in numerous international championships. He finished 4th in the 1975 World Championship at Punta del Este, where he also served as general chairman for the event. Horacio was elected for two years as Secretary General for the Western Hemisphere, and served as SCIRA representative at the 1978 Western Hemisphere Championship.

Jerry has been involved with Snipes for 26 years. Buying his first boat in 1954, he has since owned 12 Snipes, and has participated in nineteen U.S. National Championships. Jerry was U.S. Junior National Champion in 1965, and won the District III and North American Championships in 1975. He has represented the Class in the Championship of Champions and has won many California and Midwest trophies. He was chairman for the U.S. Nationals at Alamitos Bay in 1968, and Alamitos Bay Y.C. Commodore in 1971.

To quote Jerry "It is an honor to be elected to the board of SCIRA . . . During my long association with the Snipe Class, I have seen its many strengths reaffirmed — its dedication to traditions within the class, its commitment to Corinthian sailing, and its sincere encouragement of young sailors and those new to the class. It has provided me an opportunity to enjoy super competition and to develop long-lasting friendships."

SCIRA welcomes these two new mem-

bers-at-large to their new responsibilities. They replace outgoing members Wayne Soares of Bermuda, and Graham Hoffman of the U.S., whose retirement from the board will give them more time on the race course!

## THE COVER

White clouds and Snipe sails! Sylvia Griffith's welcome springtime shot was taken at the Georgia State Championship (and International Race Week), Valdosta, Georgia. Matt and Karen Gregory were the winners in the 36 boat fleet.

## THE SCORE

There was no score in the last issue since no numbers were issued. However, this month we made up for lost time with 119 numbers going throughout the world. Argentina got the most with 31, followed by Spain with 30. Brazil and Italy got 20 each, the U.S.A. 14, Colombia 3 and 1 to England.

Fleet Charter 761 was issued to the new fleet in Kemi, Finland. This is for sure, the northernmost Snipe fleet in the world; it is 65°45' North, only about 50 miles from the Arctic Circle. No doubt the season is short but probably few races are postponed because of darkness. We welcome these hardy individuals and wish them luck.

**Numbered SNIPES — 24272**  
**Chartered Fleets — 761**

## Winter Circuit Winners Announced

Unofficial results of the Winter Circuit have been received in the office, and full details should be available in time for the next issue. Clearwater, Midwinters had a record participation — almost 70 boats — all on one line!

ZIMMERMAN TROPHY — Over-all winner — Craig Martin, Mission Bay, CA

CLEARWATER MIDWINTER TROPHY — Dave Chapin, Springfield, IL

MIAMI DON Q TROPHY — Mark Reynolds, Mission Bay, CA

NASSAU BACARDI CUP — Jeff Lenhart, Mission Bay, CA

NASSAU GAMBLIN MEMORIAL TROPHY — Jeff Lenhart, Mission Bay, CA

## Bids Invited For North American Championship

As of April 1, no date has been set for the North American Championship, although one serious bid is under consideration. Clubs and fleets are invited to submit bids immediately to U.S. National Secretary Ralph Swanson, 44 Swan Rd, Winchester, MA 01890, for consideration by North American National Secretaries.

Preference will be given to areas with open water sailing, but time of year is not to be a determining factor, except in regard to achieving the best winds and sailing conditions.

## New Rule Book Available Now

The new gold-backed SCIRA Rule Book commemorating our 1981 Fiftieth Anniversary is off the press and has been mailed to all 1980 dues paid members. If you have not received yours by the time you receive this issue of the BULLETIN — THERE IS A PROBLEM.

Have you paid your dues? Do we have your correct address?

This new rule book is good for 4 years, so take good care of your copy.

## Denmark To Celebrate International Snipe Month

Denmark invites Snipe sailors from all over the world to take part in their International Snipe month in August. The month begins with Greve Days regatta at Greve Sailing Club August 2-3. The Nordic Championship will be held at Shov-

shoved S.C. August 7-10.

The EUROPEAN CHAMPIONSHIP, is of course the main event, and is restricted to European sailors. Its dates are August 16-23 at Espergaerde S.C. The month ends with the Greve Snipe Cup back at Greve S.C. August 30-31.

The motto is: Start planning a wonderful holiday here in Denmark with your family, and of course your Snipe!

*Henning Kampmann,  
National Secretary  
Hedebovej 5, DK - 2670,  
Greve Strand, Denmark*

## Final Dues Notices To Be Mailed

Dues notices were mailed April 15 to all 1979 members who had not paid 1980 SCIRA dues as of that date. Final notices will be mailed June 1 for all who have not paid by May 31.

The June issue will be the last mailed to unpaid 1980 SCIRA members.

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**New Fleet Activity Steadily Building**

1980 is getting off to a great start with new fleets forming in the far edges of our vast sailing empire — that is the far edges from the center of the universe — Hixson, Tennessee.

Kemi, Finland, 50 miles south of the Arctic Circle has been granted the latest fleet charter. London, Ontario, Canada has a new fleet; Seoul, Korea's Fleet is forming with 20 members; and Keith Harvey in Scotland is still looking for a mate for his lonely Snipe. In the U.S., both coasts, the Great Lakes and the little lakes have prospects for new or reactivated Snipe fleets. Contacts are as follows:

**KEMI, FINLAND:** Matti Nieminen, Merikorntitie 10 A 8, 00960 Helsinki 96, Finland.

**SEOUL, KOREA:** S.G. Yoo, Sec. General, Korean Y.A., Room 701, Kwang-Nam Bldg, #6, Mukyo-Dong, Chung-Ku, Seoul, Korea.

**LONDON, ONTARIO:** P. Gordon Richards, 129 Baffin Rd, London, Ontario N5V 1G1, Canada.

**SCOTLAND:** Keith S. Harvey, 9 Brackendene, Craighends, Houston, Renfrewshire PA6 7DE, Scotland.

IN THE U.S.:

Tacoma, WA: "A few Snipe sailors in

the Tacoma area are close to forming a new fleet here. . ." John D. Rose, 1823 N. Mildred St, Tacoma, WA 98406.

**Weymouth, MA:** "I will also attempt to build a local fleet. . ." John McShane, 17 Nanset Rd., Weymouth, MA 02191.

**North Cape, Monroe, MI:** "Terry Timm and I . . . have just recently discovered possibly the best sailing in North America was only an hour drive from our homes. . . on the western end of Lake Erie at Monroe, MI, . . . They already have the facilities . . . and would like very much to revive one design sailing. Terry and I just happened along!" John Johns, 2455 S. Industrial Hwy., Ann Arbor, MI 48104.

**Swayzee, IN:** "I wish to join SCIRA . . . I will not be a member of any local fleet — but may start one on the Mississinewa Reservoir." (big lake in north central Indiana). Dave Congdon, Box 16, Swayzee, IN 46952.

**Lake Mahopac, Putnam County/Westchester County, NY:** "Those directly on Long Island Sound would probably not be likely candidates, but landlocked sailors, or those near the Hudson River might be." Gabriel P. Katona, 400 East 85th St, NY 10028.

**Central Illinois:** "We have a new lake in our area! . . . excellent sailing lake. We in Decatur (fleet 144) intend to race with the 740 Fleet (Bloomington-Normal) occasionally. To promote activities in the Snipe Class in Central Illinois I have arranged to borrow a new Chapin prepared McLaughlin Snipe to exhibit in the boat show in Bloomington . . . April 11-13." Bill Coberly, 445 N. 35th, Decatur, IL 62521.



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## Norway's "Mr. Snipe" To Be Honored

Brynjulf Romslo, Mr. Snipe of Norway, is being honored by his fellow Norwegian sailors at an open regatta to be held August 30-31st. He reports:

"My life as a Snipe sailor started in 1950, when I became acquainted with the former Honorary Secretary of SCIRA, Per Skjonberg. In 1953 I was elected cashier of the Oslo Snipe Club, and have been a member of its board, executive secretary, vice chairman, and chairman. For 8 years, I was National secretary for Norway and dealt with public relations for Snipe yachting.

As chairman of the Royal Norwegian Yacht Club's Dinghy committee, I took part in establishing the Norwegian Sailing Association, and was chairman for the election committee for the Olympic games for 6 years. During the Kiel Olympics in 1972, I was one of the leaders for the racing team. I served as SCIRA secretary for North Europe for 2 years . . .

"As an active Sniper I have gained a few gold and silver medals in the Nordic games, and have had 2 silver medals and 3



Brynjulf Romslo

bronze medals in the Norwegian championships, and represented Norway in two European Championships.

"We would be very pleased if some American Snipers would take part in the regatta which is to be held in the Oslo Fjord during the Oslo Snipe Cup on August 30-31st this year."



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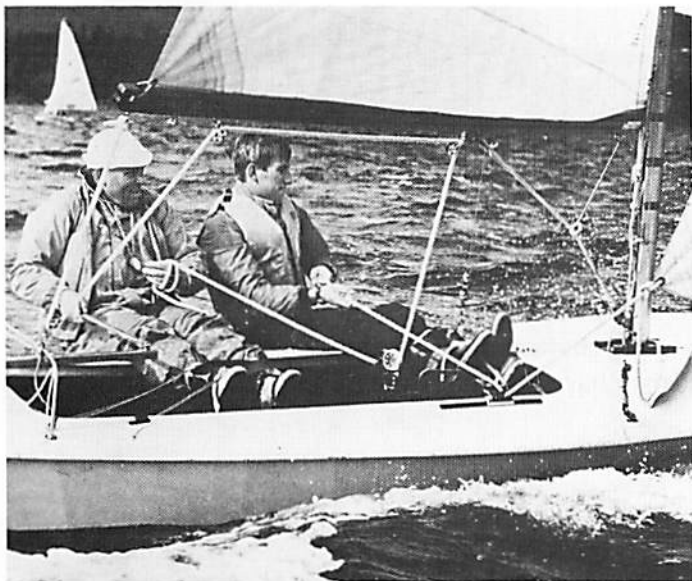
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### Basic Snipe Sailing Manual

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; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. \$1.00 per copy — \$8.00 for 10. From SCIRA only.

### REWARD YOUR CREW!

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BULLETIN to your crew.



Brynjulf and crew Finn Hansen pictured in late 1960s rig. State-of-the-art in rig may have changed, but not hiking flat and going flat out.

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Be proud to own and sail a Snipe! Wear an official Pocket Patch, pay your dues promptly, talk "Snipe" to sailors everywhere . . . do your part to see that the Snipe Class grows and prospers.

# Scientific Sailboat Racing

Thoroughly revised and updated by Ted Wells and Lowry Lamb. Illustrated with diagrams and photographs. Since it was first published in 1950 and through one revision in 1958, *Scientific Sailboat Racing* has established itself as a classic of its kind for small-boat sailors. Now, it has been thoroughly overhauled to take advantage of the latest developments, particularly in equipment, that have come about in the last twenty years of sailboat design and handling.

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# THERE IS A DIFFERENCE



At this year's SCIRA Midwinters nearly 40% of the sailors raced SHORE SAILS. Four of them combined finishes of 1,1,2,3,3,3,4 for third place overall and 3 of the top 8. At this past year's North American Championship, Shore Sails finished third and fourth and 4 of the top 8. There is a reason more and more Snipe sailors are switching to Shore. They enjoy the personal service and the excellent quality. They enjoy the easy handling characteristics of their sails . . . and the consistent boat speed. They enjoy the feeling that they have just that little bit extra. There is a difference.

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# Some Helpful Ideas For Your Race Committee

*The USYRU, as part of its service to one design sailing has offered this advice on conducting races:*

## Race Committee Boats

The Mobile Race Management Team uses the four-boat system,

Regardless of the system you use, however, there are some general suggestions that hold true. You should give serious thought to the type of boat you use for a committee boat. When boats are too large, the superstructure makes wind-reading difficult (readings must be taken from the bow), communication becomes difficult between people on board, bigger boats invite using more people than are necessary for the race committee job, big boats cannot do anything quickly (raising anchors, for example), and big boats leave big wakes and interfere with the sailors.

Flags, shapes, and numeral course signs should be as large as practical. A 3' x 3' is the minimum size; 4' x 4' is better. Before and during the starting sequence, all flags not being used for a signalling purpose (club burgee, ensign, owner's private signal, etc.) should be removed so as not to confuse the sailors. What the sailor sees can inform or reassure him, or it can distract him.

For signals covered by Racing Rule 4.7 or signals ashore, use a 10 or 12 gauge "pump" shotgun with black-powder blanks. Any cheap gun will do, but clean it every night. A pump gun is easy, fast for two or three rapid signals (such as a general recall) and is loud enough for any small-boat course. For anything else, particularly a course change, use a whistle. It is cheap, loud, shrill, and fool-proof.

Every boat you use in race committee work should have a checklist of equipment taped to the boat and this should be reviewed before leaving the dock.

## Monitoring Wind Direction

The race committee should start monitoring wind direction at least 45

minutes before the start. Separate your race committee boats across and up and down the course area until 25 minutes before the start. Record wind reading from all boats at five-minute intervals and include others when they are taken. Read the wind continuously from the starting line boats during the warning signal period and adjust the line as needed. After the start, be on guard for serious windshifts during the first windward leg and abandon and resail if necessary. Throughout the race, read the wind at five-minute intervals and report any unusual shifts. Read wind with care (and in time) as the fleet approaches each possible course change time. Read the wind approximately five minutes before setting the finish line; set it "square" to the wind direction.

In general, watch the wind at least one minute and average at least three readings before reporting a reading; all race committee members should have and wear hand-held compasses and be certain to keep them away from metal (including jewelry worn on wrists, etc.); read wind using feelings on the face (remove hats, glasses, etc. first); all boats should offer wind information even when not asked.

## Limiting General Recalls

The best way to reduce the number of general recalls is to keep "control" of the racing fleet. Control means having the fleet "on your side" — maintaining a friendly relationship.

The three best ways to get control are:

1. Be prepared to start each race exactly on time, and do so unless there are good reasons to postpone. This shows you are organized.
2. Set absolutely "square" starting lines.
3. Set the windward leg exactly parallel with the wind.

The worst way to try to get control is to write it into the sailing instructions by "lecturing" or stipulating excessively stiff penalties (such as for premature starters). It doesn't work and can offend the sailors.

When a general recall must be signalled, decide if it was caused by the sailors' over-eagerness, a poor line or a temporary wind shift. You must watch the boats sail off the line after the start to know what the cause was.

Remember, there may be recalls early in the series because the sailors are nervous — be patient!

## Anchoring Marks

Anchoring marks is fast and easy if:

1. The anchor line is  $\frac{1}{4}$ " 3-strand nylon, making it easy on the hands.
2. The line is one piece, without any knots, hooks, thimbles, etc. (easy on the hands).
3. All lines are approximately the same length, which is 20% to 40% greater than the deepest water. (You don't have to worry about which line to use in a particular location.)
4. The lines are tied with bowlines to the marks and anchors. (A proper bowline will never come untied, but any hook will eventually fail — the spring will break, etc.)
5. Anchor lines are kept attached to the mark and anchor and the loose part stored uncoiled in 3-5 gallon plastic buckets (the line will never get tangled). The line closest to the anchor is on top so you can throw the anchor over and the line will feed freely. The mark goes into the water last.
6. The anchor is suited to the bottom, and 4" of chain used when appropriate.
7. The counter-weights are in two or three separate units, for ease of handling.

## Using A Current Stick

Current can affect the correct angle of the starting line. Use a current stick to measure strength and direction. Take an old sail batten about three feet long (or a yardstick) and paint one end red, over 8-12 inches.

Experiment with different amounts of weight, attached to the other end of the stick. The best way to attach the weights (old nuts and bolts work well) is with small-diameter shock cord. The object is to make the stick float vertically with only 4-6 inches above the water. (Note: salt conditions in different waters require different weights.)

To measure current, drop the stick at a fixed point, such as an anchored mark or boat. Estimate the distance it travels in one minute. One hundred feet in one minute equals one knot of current (approximately).

For direction, take a compass bearing from the stick back toward the fixed point where it began moving.

# NOW!

## PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

### 33.3 Tacking and Jibing.

#### 33.3.1 While Tacking:

Until Head to Wind, A is yacht on tack.

When the new course is a beat to windward.

MUST KEEP CLEAR of any yacht on tack!

Now on a new course.

Again is a yacht on tack.

When the new course is a beat to windward.

This 15th edition by Fearon D. Moore contains 16 pages of diagrams and explanations of the racing rules. It gives you the basics for 99% of the situations. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$3.00 for the official IYRU-USYRU Rule book, if wanted.

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## Davis Takes Home Eighth Trophy From Ramel Memorial Regatta

Old Joe, the Midwest wind God frequently described by Ted Wells, produced winds to suit all tastes at Lake Lotawana for the sailing of the ninth annual Joe Ramel Memorial September 22 and 23.

For the first race the winds varied from 0 to 5 mph and came from all directions as 10 of the 19 "A" fleet boats found themselves in first place at one time or other. John and Joyce Maultsby, from Lake Quivira, Kansas, kept their boat moving in the light air to edge Lou and Sonja Joline at the finish with Davis back in eighth. It was the first sanctioned race win for Maultsby who has been moving up fast in Midwest competition.

By the start of race two the winds had increased to 10 knots, but remained shifty, much to the liking of the Jolines who jumped to a nice lead. Davis started back in the pack but, with that knack of following a kludge of Snipes into a mark

and popping out first, he was soon in second. On the final beat, exhibiting good boat speed and flawless tacking, Davis passed the lead boat and went on to win by a comfortable margin.

The winds increased to 15 knots for the third race Sunday morning. Davis led from the start to win handily with Doug Goppert second and Chuck Falkenberg third. Joline needed a third, but could only manage 6th, so the trophy went home with Davis for the 8th time in nine starts.

In the B fleet Ray Goppert stayed out of trouble to edge Carl Chinnery for the win, while Lisa Joline outrifted the competition to win the junior race. Social activities were highlighted by the free dinner party at the home of Nancy and Dick Goppert.

Lou Joline

Lake Lotawana Fleet 49

### JOE RAMEL MEMORIAL REGATTA (Top 10 of 19 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
24100	Henry Davis/Leslie Tucker	Omaha	8-1-1	14	1
20402	Lou Joline/Sonja	Lotawana	2-2-6	18	2
21803	John Maultsby/Joyce	Quivira	1-15-5	31.7	3
19891	Tom Castle/Steve Tautz	Bowmar (CO)	4-5-7	31.7	4
22522	Dick Goppert/Cindy	Lotawana	13-14-8	35	5
20659	Ray Schmit/Robbie Coughlin	Downers Grove	3-7-13	37.7	6
18333	Chuck Falkenberg/Judy	Lotawana	12-10-3	39.7	7
17151	Bruce Hurst/Irene	Tulsa	5-9-8	39.7	8
22327	Doug Goppert/Rita	Lotawana	9-17-2	41	9
20623	Preston Brammer/Harold	Wichita	10-6-9	43	10

### B FLEET (Top 5 of 11 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
21806	Ray Goppert/Claire Shappington	Lotawana	1-3-2	8.7	1
19333	Carl Chinnery/Lisa Foulke	Lotawana	4-1-3	13.7	2
17227	Marian Peterson/Pat Van Derck	Lotawana	10-2-1	19	3
21097	Tim Edwards/Diana Stanley	Topeka	2-6-5	25.7	4
21095	Jack Vermillion/Tom Towle	Topeka	3-5-7	29.4	5

### JUNIOR FLEET (Top 4 of 7 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
20402	Lisa Joline/Lou	Lotawana	1	0	1
19440	David Pierce/Reuben Saunders	Topeka	2	3	2
23755	Clark McNeese/Jack Booye	Weatherby	3	5.7	3
21095	Tim Towle/Jack Vermillion	Topeka	4	8	4

## Mariage Is France's National Champion

Pos.	Skipper/Crew	Fleet	Points	Pos.	Skipper/Crew	Fleet	Points
1	Mariage/Mariage	Beaulieu	76	12	Macheny/Macheny	Clauouy	164
2	Lamarque/Morin	Arcachon	78	13	Colluche/Colluche	Le Havre	170
3	Durand/Durand	Andernos	97	14	Chauve/Chauve	Lorient	181
4	Etchebert/Thierry	Arcachon	112	15	Pollet/Dubos	Les Lecques	187
5	Brossard/Frebault	Clauouy	118	16	Leglise/Leglise	Andernos	199
6	Romain/Romain	Le Havre	118	17	Doyere/Tragan	Beaulieu	200
7	Beaudouin/Hauseur	Lorient	124	18	Vidal/Vidal	Beaulieu	207
8	Romanini/Romanini	Beaulieu	128	19	Gabet/Gabet	Beaulieu	208
9	DeLaval/DeLaval	Vannes	140	20	Chevalier/Chevalier	Beaulieu	210
10	Celerier/Celerier	Beaulieu	140	21	Bezzina/Justen	Beaulieu	210
11	LeBour/LeBour	Audierne	164	22	Celerier/Mazzini	Beaulieu	215
				23	LeBour/LeBour	Audierne	N.P.



*A Fleet Winners, standing, l to r: Henry Davis, Lou Joline, John Maultsby, Tom Castle, Dick Goppert, Ray Schmit, Chuck Falkenberg, Bruce Hurst. Kneeling: Leslie Tucker, Sonja Joline, Joyce Maultsby, Steve Tautz, Nancy Goppert, Robbie Coughlin, Judy Falkenberg, Irene Hurst.*



*Esther Ramelwhalen, Henry Davis, Leslie Tucker*



*B Fleet winners, standing, left to right: Tim Edwards, Marian Peterson, Carl Chinnery, Ray Goppert. Kneeling, Diana Stanley, Pan Van Derck, Lisa Foulke, Claire Shappington.*



*Junior fleet winners: Left to right, Lou Joline, Lisa Joline, David Pierce, Reuben Saunders.*

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## High Winds Challenge Fleets At Oxford Incident/Accident

The Twelfth Annual Oxford-Incident/Accident was sailed on Acton Lake in Oxford, Ohio, on October 6 and 7. Thirty-six snipers representing eleven different fleets experienced some of the most exhilarating sailing of the season.

Both Saturday and Sunday had bright sunshine, spectacular fall colors, mild temperatures and winds gusting to 40+ mph. On Saturday, James Hill showed the old folks how and captured a first in the Incident (A Fleet) with some excellent boat handling, especially on the beats. In second was Bob Rowland, followed by another junior, John Irvin in third.

In the Accident (B Fleet), well, it was a long afternoon, but nine boats eventually made it to the finish line with Rob Hill taking an easy first followed by two more juniors — Ann Meredith in second and Erik Witt in third. By the time the debris had cleared, the Race Committee decided we had enough capsized drills for the day (over 16 boats including several A Fleeters) and they decided to begin the adjustment early and try for two races Sunday morning.

The Saturday night dinner was held at Camp America for the second time and was again considered a complete success. It is a great place to eat, drink and party and the sleeping/camping facilities are excellent.

On Sunday morning, the winds were still gusting to 40+ mph and a few sailors decided to end their sailing early. The Race Committee set a triangular course and two races were sailed. In the A Fleet John Walton/Diane Burton from Detroit River, Michigan, put it all together for two first to capture the first place trophy.

Bob and Sandy Rowland of Cowan secured the second place trophy with a second and a fourth while Mike and Cheryl Zalzal of Cowan took third place with a seventh and a second.

In the Accident, Rob Hill/Tammie Wiltshire, using their local knowledge, had two easy firsts for the first place trophy followed by Erik and Manford Witt of Indianapolis (a fourth and a second) and Don Walk/Marilyn Bobo of Cowan (a second and a third).

The Race Committee did an outstanding job both Saturday and Sunday in setting the courses and conducting the rescue activities.

In the A Fleet, James Hill won the Junior trophy with his fourth place finish. In the B fleet, we were able to apply our rule that the Junior Trophy is awarded to the best finishing skipper who does not



*Incident Fleet: Lee Griffith, John Irvine, Bill Coberly, James Hill, Mike Zalzal, Bob Rowland, John Walton. Front: Karla, Dan Irvine, Marge Coberly, Bob Arents, Cheryl Zalzal, Sandy Rowland, Diane Burton.*



*Accident Fleet: Cheryl Purtee, John Danks, Jim Hater, Anne Meredith, Ray Szczepanski, Don Walk, Erik Witt and Rob Hill. Front: Bob Peterson, Carolyn Hater, Don Meredith, Jim Denny, Marilyn Bobo, Manford Witt and Tammy Wiltshire.*

### OXFORD INCIDENT (Top 8 of 17 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
23423	John Walton/Diane Burton	Detroit River	6-1-1	11.7	1
23333	Bob Rowland/Sandy	Cowan Lake	2-2-4	14	2
19062	Mike Zalzal/Cheryl	Cowan Lake	4-7-2	24	3
23288	James Hill/Bob Arents	Acton Lake	1-10-5	26	4
18886	Bill Coberly/Marge	Decatur, Il.	12-3-3	29.4	5
21461	John Irvine/Dan	Cowan Lake	3-4-11	30.7	6
20004	Lee Griffith/Karla	Barton, Mi.	5-5-8	34	7
20007	Cindy Braun/Sue Sitrler	Cowan Lake	7-8-7	40	8

### OXFORD ACCIDENT (Top 9 of 19 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
20197	Rob Hill/Tammie Wiltshire	Acton Lake	1-1-1	0	1
22350	Erik Witt/Manford	Indianapolis	3-4-2	16.7	2
23178	Don Walk/Marilyn Bobo	Cowan Lake	4-2-3	16.7	3
19266	Ray Szczepanski/Jim Denny	Lake Carlyle	6-3-4	25.4	4
18913	Anne Meredith/Don	Richmond	2-5-8	27	5
22562	Jim Hater/Carolyn	Acton Lake	8-7-5	37	6
19432	John Danks/Bob Peterson	Cowan Lake	5-9-7	38	7
20626	Dave Maupin/Dick	Acton Lake	7-10-nf	45	8T
17467	Cheryl Purtee/Steve	Richmond	9-8-nf	45	8T

win any other trophy. Cheryl Purtee of Richmond finished eighth to win.

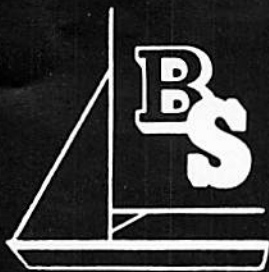
The Oxford Accident is also the final series for the C-MOM Trophy. This trophy is a traveling trophy in District III which is awarded to the best B Fleet skipper for the season. To qualify, a skipper must sail in three of the four possible regattas in the series — Middlefork Open, Cowan Lake's Riff-Raff, Muncie's Hoosier Harvest, and Acton's Accident. The regatta's scores are totaled and low score wins.

This year's winner is Rob Hill. Rob came back to sailing last year after a five-

year absence. He obtained his present boat at Cowan's Riff-Raff and left the rest of the B Fleet in his wake with three firsts in the last three regattas. All of us in the B Fleet wish Rob the best of luck next year — in the A Fleet, of course.

The next Oxford Incident/Accident is scheduled for October 5 and 6, 1980. Camp America will again be used and hopefully the traditional fair winds, colorful scenery and invigorating weather will prevail. Hope to see you all next year.

*Tran Alfrey  
Fleet 515*



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If you have any questions, please call or write Mark Bryant or Andy Fox for more information about the CAB No. 1.

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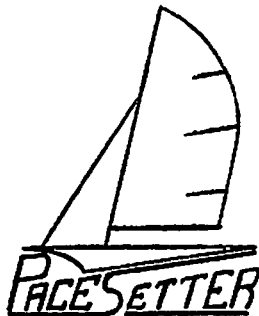
Mark Bryant



## Sanctioned Snipe Regattas

MAY 10-11, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Fleet 142, Scott Cline, Privateer Rd, Hixson TN 37343.

MAY 17-18, REDNECK REGATTA, Mag-



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nolia Fleet 604, Zeke Downey, P.O. Box 1970, Jackson, MS 39205.

MAY 17-18, GEORGE E. HOWELL MEMORIAL, Whitewater Valley Fleet 653, Jerry Makela, 221 So 15th, Richmond IN 47374.

May 23-26, FIREWATER REGATTA, Lincoln Fleet 567, DeLayne Peck, 1218 E Street, Apt 6, Lincoln, NE 68502.

MAY 23-25, 44th SOUTHWESTERN SNIPE CHAMPIONSHIP, Dallas Fleet 1, Jim Bookhout, 6433 Royalton, Dallas, TX 75230.

MAY 31-JUNE 1, 40th ANNUAL TULSA SPRING OPENER, Sequoyah Fleet 68, Bruce Hurst, 12926 E 35th Pl, Apt 812, Tulsa, OK 74134.

MAY 31-JUNE 1, MEMPHIS CROSSROADS REGATTA, Delta Fleet 407, Erle Bennett, 4640 W. Turtle Creek, Memphis TN 38116.

JUNE 6 - 8, NORTHEASTERN / COLONIAL CUP, Annapolis Fleet 532, Ivan (Ike) Lawton, 2347 Maytime Dr, Gambrills, MD 21054.

JUNE 7-8, RIFF-RAFF, Cowan Lake Fleet 433, John Danks, 1024 Ligorio Ave, Cincinnati, OH 45218.

JUNE 7-8, HEART OF AMERICA REGATTA, Lake Quivira Fleet 121, Jack G. Botteron, 140 Terrace Trail East, Lake Quivira, KS 66106.

JUNE 14-15, DISTRICT VII CHAMPIONSHIP, at Clear Lake, San Francisco Fleet 12 and Lake Merced Fleet 157, Larry Murphy, 129 Escolta Way, San Francisco CA 94116.

JUNE 14-15, DISTRICT II CHAMPIONSHIP, Lake Lotawana Fleet 49, Doug Goppert, 705 North 19th, Blue Springs, MO 64015.

JUNE 14-15, DISTRICT IV CHAMPIONSHIP, Privateer Fleet 142, Dean Hearn, 4712 Privateer Rd, Hixson, TN 37343.

JUNE 14-15, GOVERNOR'S CUP, Island Bay Fleet 91, Lou Dixon, 12 Bay Ridge, Springfield IL 62707.

JUNE 21-22, NEW YORK STATE OPEN, Chautauqua Fleet 124, Les Larson, 10 Winding Way, Lakewood NY 14750.

JUNE 21-22, WOLVERINE REGATTA, Barton B.C. Fleet 520, John Johns, 1220 W Washington, Ann Arbor, MI 48103.

JUNE 28-29, BRIODY (LAKE ONTARIO OPEN), Cuba Lake Fleet 442, Leo Murphy, 107 Clinton St, Olean, NY 14760.

JUNE 28-29, MICHIGAN STATE OPEN, Grand Rapids Fleet 137, H. Skip Baxter, 111-G Waters Bldg., Grand Rapids, MI 49503.

JULY 11-13, SENIOR DISTRICT III CHAMPIONSHIPS, Green Lake Fleet 129, Andy Zeratsky, Lac Verde Court, Green Lake WI 54941.

JULY 11-13, DISTRICT V JUNIOR and SENIOR CHAMPIONSHIPS, Newport Fleet 103, Charles W. Webster, 10 Whippletree Rd, Fairport NY 14450.

JULY 19-20, SPOFFORD OPEN, Spofford Lake Fleet 751, Glenn Younie, 16 Edwards St, Keene, NH 03431.

JULY 19-20, JUNIOR DISTRICT III CHAMPIONSHIP, Diamond Lake Fleet 158, Frank Pontious, 1407 Pontiac Rd SE, Grand Rapids, MI 49506.

JULY 26-27, PACIFIC COAST CHAMPIONSHIP, San Francisco Bay Fleet 12, Spencer Allen, P.O. Box 5827, San Francisco CA 94101.

JULY 26-27, ROCKY MOUNTAIN SNIPE CHAMPIONSHIP, Rocky Mountain Fleet 210, Bill Eichelberger, 570 Franklin, Denver, CO 80209.

AUGUST 1-3, OAKVILLE/BERMUDA TEAM RACE, Oakville Fleet 321, Chris Hains, 231 Westdale Rd, Oakville, Ontario, Canada.

AUGUST 2-3, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

AUGUST 4-8, U.S. NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

AUGUST 16-17, ONTARIO OPEN SNIPE CHAMPIONSHIP, Oakville Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

AUGUST 16-23, EUROPEAN CHAMPIONSHIP, Espergaerde Fleet 585, Espergaerde Sejlklub, Strandvejen 167, Postbox 59, 3060 Espergaerde, Denmark.

AUGUST 18-22, CANADIAN NATIONAL CHAMPIONSHIP, Oakville Fleet 321, Chris Hains, 231 Westdale Rd, Oakville, Ontario, Canada.

AUGUST 23-24, CLINTON OPEN, Evergreen Fleet 740, Larry Colter, 1203 N. Fell, Bloomington IL 61701.

AUGUST 23-24, SUNFLOWER REGATTA, Shawnee Fleet 597, Robert James, 1101 W 15th, Topeka KS 66604.

AUGUST 30-31, ROMSLO'S 30 YEAR JUBILEE, Celebrating 30 years of Snipe sailing for Brynjulf Romslo, SCIRA Norway, Gunnar Kjendlie, Wm. Thranes g. 66 D, Oslo 1, Norway.

SEPTEMBER 6-7, INDIANA OPEN, Indianapolis Fleet 409, Buzz Levinson, 6234 Landborough, Indianapolis IN 46220.

SEPTEMBER 8-14, JUNIOR WORLD CHAMPIONSHIP, Spanish Snipe Fleets, Organizing Committee, Club Nautico de Cuidadela, Menorca, Spain.

SEPTEMBER 13-14, MIDWESTERN CHAMPIONSHIP/CENTENNIAL SERIES, Wichita Fleet 93, Ted Wells, 5 Huntington Ave, Wichita KS 67206.

SEPTEMBER 13-14, OAKVILLE ONTARIO - DISTRICT V CHALLENGE TEAM RACE, Keuka Fleet 381, Graham Hoffman, 5738 Co Rd 33, RD 3, Canandaigua NY 14424.

SEPTEMBER 20-21, FINGER LAKES CHAMPAGNE REGATTA, Keuka Fleet 381, Graham Hoffman 5738 Co Rd 33, RD 3, Canandaigua NY 14424.

OCTOBER 4-5, OHIO OPEN/OXFORD INCIDENT-ACCIDENT, Acton Fleet 515, Tran Alfrey, 2258 Shenandoah Dr, Fairfield OH 45014.

DECEMBER 7-14, WESTERN HEMISPHERE CHAMPIONSHIP, Yacht Club Uruguayo Fleet 506, Jose Luis Murguia, Buxareo 1116-301, Montevideo, Uruguay.



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 Hull Material \_\_\_\_\_ Mast Material \_\_\_\_\_ Mast Age \_\_\_\_\_  
 Class \_\_\_\_\_ Length \_\_\_\_\_  
 Are You a Class Member? \_\_\_\_\_ Hull or Sail No. \_\_\_\_\_  
 Trailer Mfg. & Model \_\_\_\_\_ Year \_\_\_\_\_  
 Home Port \_\_\_\_\_ Is Boat Dry Sailed or Moored? \_\_\_\_\_  
 Describe losses past 3 Years \_\_\_\_\_  
 Date of Birth \_\_\_\_\_ Social Security No. \_\_\_\_\_  
 Skipper's Experience \_\_\_\_\_ Previous Ins. Co. \_\_\_\_\_  
 Is Boat age over 10 Years? \_\_\_\_\_ If yes, send detailed information on condition, betterments, etc. and photos.

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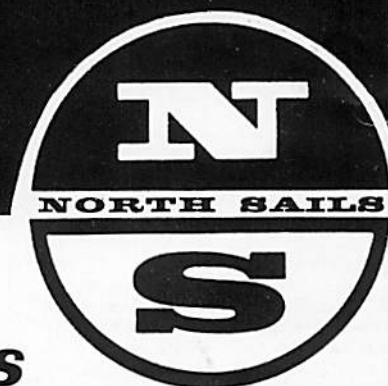
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Don Q, Miami – 1, 4  
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SHIPPING INSTRUCTIONS \_\_\_\_\_  
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Parcel Post \_\_\_\_\_ Air Freight \_\_\_\_\_ United Parcel \_\_\_\_\_ Pick Up \_\_\_\_\_

Sail Number \_\_\_\_\_ Red \_\_\_\_\_ Blue \_\_\_\_\_ Black \_\_\_\_\_ Green \_\_\_\_\_

Main – Light (0-12 mph) 4.2 oz. \$244.00 \_\_\_\_\_

Medium (0-20 mph) 4.2 oz. \_\_\_\_\_ \*Best All Purpose Sail

Heavy (18-up mph) 4.2 oz. \_\_\_\_\_

Jib – Lt/Med. (0-20 mph) 3.3 oz. \$156.00 \_\_\_\_\_ \*Best All Purpose Sail

Heavy (12-30 mph) 3.8 oz. \_\_\_\_\_

Jib Adj. Tack \_\_\_\_\_ Fixed Tack \_\_\_\_\_

Mast Type \_\_\_\_\_ Boom Type \_\_\_\_\_

Price Includes Numbers, Insignia, Battens, Bag & Jib Window. On orders going to Europe, prices are approximately 10% higher.

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