

SNIPE
.....
BULLETIN



NOVEMBER 1972

Cobra Masts

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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).

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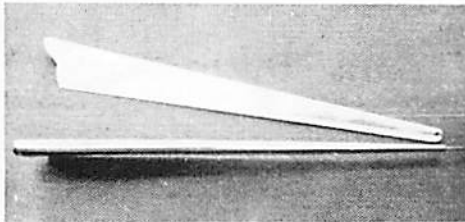
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The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 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.

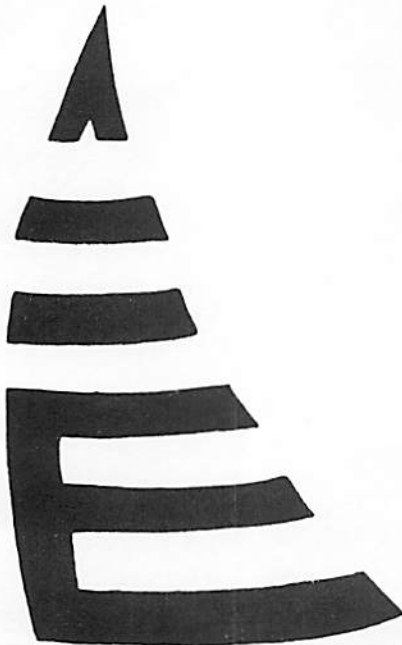
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ELMS SAILS

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Round the Onion Patch a Rugged Haul for Snipe Crews

During their August program, six crews from Snipe Fleet 361 completed what is believed to be the toughest centerboard class race ever sailed in Bermuda waters.

Out of seven starters from Spanish Point Boat Club, six finished a gruelling round-Bermuda race which saw them conquer the rolling Atlantic swells off the south shore of the chain of islands in majestic fashion. Offshore yachts and power craft have their annual races round Bermuda, but there is little doubt that this latest effort by the Snipers eclipsed them all.

Centerboard class racing in Bermuda is normally confined to the harbor areas, the ideal Great Sound, or the sheltered confines of the north shore which is ringed by a shoal area extending many miles out to sea. The minimum distance of the course mapped for this race covered 68 miles and all finishers were over the line in well under eight hours.

The winning skipper was Larry Lindo, who with Alan Thompson as crew, sailed Zoosegoose over the finish line in 7 hours, 6 minutes and 5 seconds, over four minutes ahead of the second boat to finish.

Conrad Soares and Frank Daponte in Rebel got the best of a running start and led the fleet on a reach round Commissioner's Point. Beating up in a 12-knot southwesterly to Daniel's Head, Sonny DeCosta and Gordon Flood in Tina II took over the lead to enter the next windward stretch after an hour's sailing. It took the leaders another 25 minutes to round Wreck Hill and at this point a broken headstay put Soares' Rebel out of the race.

DeCosta held Tina II on a spray-swept close reach to gain a considerable lead going into the long run eastwards along the south shore and it was here in the eight-foot swell that the only major mishap of race occurred. Arthur Mullin, who was following a policy of sailing well offshore to lay each turn, was hit by a sudden squall and his boat Cuchi-Coo capsized, leaving him and crewman Gene Barnes floundering in the angry swell. The committee boat went to their assistance but the pair managed to right their Snipe unaided and continued in the race.

Off Tucker's Town, DeCosta's Tina II dropped back to fourth place with a broken rudder fitting and Lindo was in the lead. DeCosta improvised a lashing to keep his rudder in place but was subsequently unable to make up lost time. Lindo reached St. David's Head in 4 hours, 15 minutes, and like the others, he had experienced wind gusts of over 18 knots over the tiring stretch from Southampton to Castle Roads. Then, in the lee, the reach from St. David's to St. Catherine's gave a brief respite for comfort before the long haul along the north shore to Spanish Point began.

Finish order and time taken: 1, Zoosegoose (L. Lindo, A. Thompson), 7:06:05; 2, Woodstock (R. Pitman, R. Tatem), 7:10:25; 3, Spindrift (S. Soares, D. Brown), 7:12:20; 4, Tina II (S. DeCosta, G. Flood), 7:15:00; 5, Hot Pants (N. Barboza, R. Davis), 7:25:30; 6, Cuchi-Coo (A. Mullin, E. Barnes), 7:35:12. DNF - Rebel (C. Soares, F. Daponte).

An adverse weather forecast and extra-stringent safety rules served to reduce the number of starters. But those who took part blazed the way to a challenging annual series and gained the admiration of every yachtsman in Bermuda. — Ron Hunt, Royal Gazette, Bermuda



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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

NOVEMBER 1972

Vol. XXI No. II

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PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit).

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee. Second-class postage paid at Hixson, Tennessee and at additional mailing offices.

ADVERTISING

Contract rates furnished upon application.
SUBSCRIPTION

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

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

NO, THEY'RE NOT SINKING — The hull of this Chubasco is hidden by the rolling swell off Bermuda during the first round-the-island race, now to be established as an annual event. Skipper here is Nevis Barboza, crewman Richard Davis. Telephoto lens makes the shoreline look deceptively close.

THOUGHTS WHILE SAILING

Frequently, I am asked why don't I write an article on . . . My usual reply is that it sounds like a good idea, why don't they do it or suggest someone. That is generally the last of it. Sometimes, someone asks would I like an article from them. Enthusiastically, I accept — occasionally I get it.

Then there is the rare situation where one offers and then sends in two articles. This is the occasion for a joyous celebration. Please join me.

Buzz Levinson has offered to write a regular column, as he says, irregularly. His column is to be entitled "Of shoes and ships and sealing wax, Of cabbages and kings". In case you do not remember it is from "Through the Looking Glass" by Lewis Carroll.

Buzz is well qualified — a champion sailor and a good writer. He has served the Snipe Class in more jobs than I know of much less remember. Board of Governors, Commodore, U.S. National Secretary, etc. I hope you enjoy his column, perhaps he has a crystal ball instead of a looking glass.

THE COMMODORE SAYS

By the time you read this the 1972 IYRU meeting will be history. Unfortunately, whether the Snipe is selected for the Olympics will, probably, not be based upon sound logic in the best interest of sailors. The IYRU is neither disposed to determine what the majority of the world's sailors want nor to make a reasonable determination in their behalf. Although by far the majority of the world's sailors race centerboard boats, four of the six classes in this past Olympics were keel boats. One must be wealthy to afford the luxury of a keel-

boat and further, must devote an inordinate amount of time to be competitive. These two points, in my opinion, are diametrically opposite to the Olympic spirit, which professes to give equal opportunity to all who wish to compete at the highest level of the sport. The highest level necessarily implies the aspects of the sport and not the wealth and leisure time of the sportsman.

The Olympic Games were conceived to pit man against man, not man's equipment against another man's. Further, I suspect the original Olympic concept was one emphasizing physical, not mental capabilities. Therefore, one would have to question whether the yachting events should even be included in the Olympics. True, in some classes and in some conditions, such as the Finn dinghy or Flying Dutchman in medium to heavy air, physical strength and agility are necessary to win. In light air, or in larger boats such as the Dragon, physical attributes are minimized. In all the Olympic classes, to a greater or lesser degree, equipment and knowing how to use it determines the winner.

Why hasn't the International Snipe dinghy been selected for the Olympics before now? Is it too able in extreme wind conditions? Too sturdy and seaworthy? Too reasonable in cost? Too popular? Too much a test of a man's or woman's tactical ability? Or is it because it does not have a spinnaker? Was not designed in England? Does not have a King who can win in it? Only the IYRU can answer these questions. They are to be congratulated if, at this reading, they have selected one or more classes which fulfill the Olympic spirit and at the same time exceed the attributes we all know Snipe possesses. —
Dick Tillman

THE SCORE

Numbered SNIPES—20258

Chartered Fleets——724

Ten numbers were issued during the month. The U.S. took 7 and Argentina, Colombia and England were issued 1 each. Two new fleets were chartered, number 723 going to Hameenlinna Snipe Fleet in Finland and 724 to King George Sailing Club in London. National Secretary reports that their new fleet is located on a reservoir in London. Constructed in 1912, boats have just recently been permitted.



Colombian flag waves above launching ramp and club house. (Daniel Moreno photo)

Colombian Snipe fleets to Host '73 Western Hemisphere Championship

The Colombian Federation of Yachting and the 5 Snipe Fleets has announced plans for the 1972 Western Hemisphere Championship at Cartagena de Indias. Cartagena, old and steeped in history, is one of the most interesting cities in South America. Founded by don Pedro de Heredia in 1533, all the products of the country, mostly gold and precious stones, flowed into the city to be shipped to Spain. Pirates were almost instantly attracted by this wealth. John Hawkins, the English pirate, bombarded it, but failed to enter. Sir Francis Drake broke in successfully in 1586 and Henry Morgan sacked the city in 1697. But the strongest attack of all, by Sir Edward Vernon, with 27,000 men and 3,000 pieces of artillery, failed in 1741 after besieging the city for 56 days. The city was defended by the one eyed, one armed and lame don Blas de Lezo. With Vernon was a brother of

George Washington.

The architecture of the old walled city is more Spanish than many Iberian towns. The streets are narrow and the houses have interior patios with fountains and gardens and many balconies and corridors. The walls of the old city were started in 1634 and finished by 1735 and the first fortress, San Sebastian del Pastelillo built during the reign of Philip II. A tale says the King once went to the window of his palace in Madrid to look for the fortifications of Cartagena. Since they had cost him so much, he expected them to be visible across the ocean.

At the north western tip of the island of Bocagrande is the fortress Santa Cruz del Castillogrande where the Naval Club is now and where the 12th Western Hemisphere Championship will take place from the 1st to the 10th of

December. The very successful sailing events of the 1971 Pan American Games took place at this same Club Naval, now enlarged, with more facilities. The 24 countries of the western family of the Snipe Class plus Japan will sail the most beautiful race course of the world, just minutes from the club house. The Bay is well protected by the island Tierra Bomba, but the wind in December will be mostly 18 plus knots, but never more than 24 knots, trade winds that cool the place but allow sailing in shorts and cotton shirts. The ideal conditions, wind, sun and good climate. The courses will be Olympic with steady winds and some choppy sea, with temperatures between 24 and 28 degrees centigrade. No current to negligible current is expected. The boats will be first rate ones equipped with all go fast fittings, Chubascos, Skippers and Bruders. — Daniel Moreno Grob, Colombian National Secretary.

Miami Mid-Winters 1st
 South American 2nd
 North American 1st
 Florida Championship 1st
 Commodore Rasco Regatta 1st, 2nd, 3rd
 Japanese Nationals 1st
 Spanish Nationals 1st
 Swedish Nationals 1st
 Pan American Championship 2nd
 U.S. Nationals 2nd and 4th
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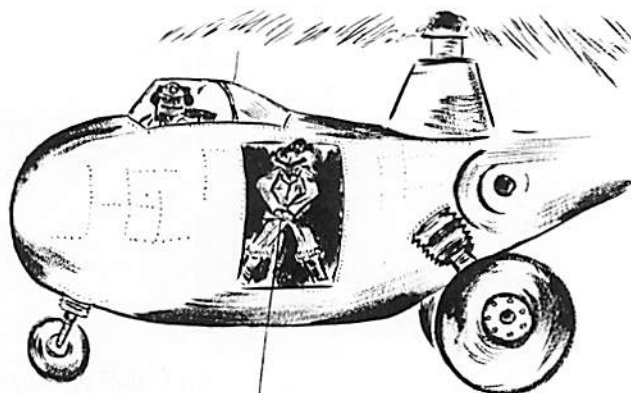
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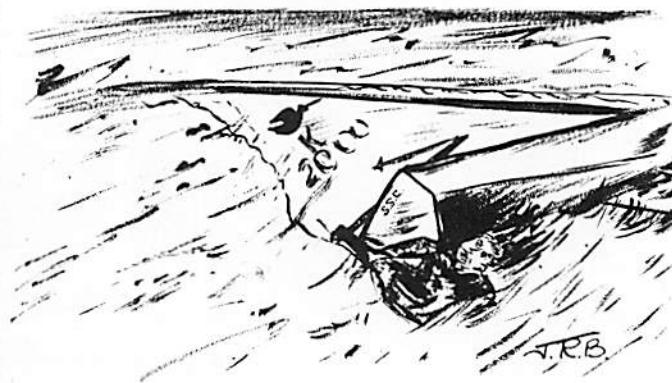


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'Have Snipe, Will Travel'

In the U.K. there is a class motto "Have Snipe will travel", the idea being to get Snipes to visit other fleets. Last week this was modernized to "Have Snipe will fly" brought about by Peter Harris during the Round the Isles of Sheppey Race, an annual event over a distance of nearly 30 miles and open to all class boats. With heavy seas and strong winds Peter capsized. Based on past experience the race committee organized a sophisticated rescue operation and Peter, shouting his protests was hauled up into one of the R.A.F. rescue helicopters before he even had time to right his Snipe.

Now there is some doubt to the truth behind Peter's story. As class public relations officer with his ceaseless drive to get Snipe into the news, that this was a big publicity stunt to show the emblem as depicted. — *John R. Broughton, Stone Sailing Club, Fleet No. 372.*

SUPPORT YOUR SNIPE CLASS

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. Remember . . . Olympic status may be just over the horizon.

Terry Timm Wins Slauson Memorial at Peoria

The Illinois Valley Yacht and Canoe Club of Peoria hosted the 12th Annual Slauson Memorial Regatta June 24 and 25, 1972. Forty hopeful sailors hoisted their sails for the competition.

Terry Timm, the winner, was the only consistently good sailor, or was it lucky sailor, with a 3, 3, and 1 place.

Val Simhauser of Springfield won the first race as he left the other Snipes almost standing still. It looked like he had a motor, but his magic touch was lost as he placed 31st in both the other races.

Our own Dan Wesselhoft got a 2nd in the 2nd race, but this didn't help when he had to add points for a 29 and 5.

The 720 rule was used and there were no protests.

Nobody put Buddy Leonard's boat in the swimming pool this year . . . still haven't figured out quite how they got that boat over the fence and into the pool before he knew it.

Winds averaged about 8-10 miles per hour both days, with shifty winds for Sunday's race.

Trophies were awarded to the first five place skippers and crews.

Of course Terry Timm took the big, beautiful Slauson punch bowl for a year. — Paul B. Howe, Peoria Fleet No. 131

SLAUSON MEMORIAL

BOAT	SKIPPER	CLUB	1	2	3	POINTS	FINISH
19386	Terry Timm	Barton Boat Club	3	3	1	11.4	1
19267	Don Hite	Lake Angeles	2	14	6	34.7	2
15520	Tom Head	Columbus, Ind.	9	13	2	37.0	3
20007	Bob Rowland	Cowan Lake	15	1	14	41.0	4
16103	Dick Schmidt	Barton	8	4	17	45.0	5
16953	Jeff Troeger	Diamond Lake	6	12	10	45.7	6
18116	John Brannan	Indianapolis	12	8	8	46.0	7
19900	Eugene Lemke	Indianapolis	21	9	3	47.7	8
19447	Dan Wesselhoft	IVY, Peoria	29	2	5	48.0	9
20006	John Johns	Barton	4	23	7	50.0	10
16142	Harold Schmid	LaCrosse	5	10	18	50.0	11
18039	Val Simhauser	Springfield	1	31	31	56.0	12
19380	Gunnar Stickler	LaCrosse	19	11	9	57.0	13
18887	Tom Sly	Decatur DLYC	27	15	4	62.0	14
17395	Steve Orr	Crescent	20	5	23	65.0	15
20026	Jeff Evans	IBYC	16	19	15	68.0	16
13020	Paul Dovey	IVY, Peoria	23	6	24	70.7	17
17460	Mike Kinghorn	Indianapolis	26	7	20	71.0	18
19388	George Drake	Lake Angeles	17	26	11	72.0	19
17671	Berkley Duck	Indianapolis	14	16	25	73.0	20



Fleet 14 was host for District II series at Oklahoma City. Here, fleet hits the line under sunny skies. (Wayne Chenevert photo)

Zars, Davis, Horner Top District II Series

Fleet No. 14 of the Oklahoma City Boat Club was host to the District II Regatta June 17th and 18th. Forty-eight Snipes registered for the five race series, with three races run on Saturday and two on Sunday morning in near perfect Snipe sailing weather, with winds ranging from a low of 10 knots to a high of 18 knots.

The three qualifiers from District II for the Frederick P. Pember Trophy were Keith Zars of San Antonio, Henry Davis of Omaha and Bubba Horner of San Antonio. Keith sailed a beautiful series of 1-1-3-3-4 for 11.4 points after dropping the fourth. Henry and Bubba each had identical finishes of 1-2-4-5, but the tie-breaking system put Henry in second place.

Leif Zars, Keith's dad, won the 4th race giving the San Antonio skippers four firsts out of five races. Leif finished in fifth place for the series with 30.7 points (5-17-9-1-3) while Gary Boswell sailed a consistent 3-2-4-6-6 for 28.4 points for a fourth overall.

The Gallant Leader (District Governor) and 1972 National Regatta Chairman, Jack Zink, came out on the short end of the only protest for the regatta: DSQ-6-7-12-2 for 45.7, good for sixth place.

Stan Brander, the Protest Chairman for the Nationals this year, came over from Tulsa for this series and practiced

on J.Z. John McKee of Shreveport, who was aboard the R.C. to lend an experienced hand. He will again head up the R.C. for the Wells Series this year.

The pulse beat of the sailors and guests remained good, even at the District Meeting which lasted well into the night after a social hour and dinner at the clubhouse.

For trophies to be awarded, all boats packed and the troops departed in slightly more than 24 hours, must prove something?? A 21 gun salute to the District II Regatta Chairman and Fleet 14 Captain, Jim Bagley. — Steve Taylor, Oklahoma City, Fleet 14

Briody Cup winners at Lake Ontario Regional Open are, from left, back row, skippers: Dave Bouckhuyt, Russ Cook, John Miller, Charles Webster, Bob Vreeland, Bill Evans; front row, crews, G. Kunkel, S. Cook, R. Wheeler, L. Rittman, M. Hanna, Evan's crew.



District 5 Completes Regatta Series

Briody Cup

The Lake Ontario Regional Open for the Briody Cup was sailed on Irondequoit Bay out of Newport Yacht Club, June 17th and 18th. Winds were light to moderate from the north and four races were sailed in the two day event. John Miller of Newport won the first race and held off a charge by Charles Webster, also of Newport, to win the regatta. Thirty-six boats from District V and Canada participated.

Chautauqua Lake on July 22nd and 23rd. Winds were westerly for both days, light on Saturday and very heavy on Sunday with lots of chop. Four races were sailed with Charles Webster of Newport winning with a 3,1,2,1 series. Second place was Ian Brown an all-star sailor from Oakville, Ontario. Equipment failures and capsizes marred the event. Ron Lewis of Onondaga turtled

his new boat and the chop drove the mast through the hull. Charles Webster's victory here also gave him the Retzhaupt Trophy, awarded to the District V sailor with the lowest Olympic score in all 3 district regattas. A fine season for Charles and Jean Webster in No. 17733. — *Graham Hoffman, Sec-Treas., District V*

District V Championship

The 1972 District V Championship, originally scheduled for Onondaga Yacht Club on July 7th, 8th and 9th, was changed to Chatauqua Lake because of the Great Flood of '72. 10 juniors and 29 seniors sat for 3 days at Chautauqua and never got enough wind. The regatta was hastily rescheduled at Newport Yacht Club on July 14th, 15th and 16th. On Friday, Dave Bouckhuyt of Chautauqua led the fleet of 8 junior sailors to win the Hook Trophy. Saturday and Sunday 5 races were sailed in winds from 0-30 mph. Many long hours were spent in protest meetings. Much equipment was replaced and many battens were lost. After the air cleared, Charles Webster of Newport was far and away the winner. He and his wife Jean, after a 7th in the first race, settled down to a 1,1,4,2 finish. Robert Vreeland of Newport was 2nd and Lana Rittman of Onondaga was 3rd. The 26 boats participating had lots of sailing for the weekend and thanks goes to Newport for holding the regatta on an emergency basis.

New York State Championship

34 boats attended the New York State Championship regatta sailed at

LAKE ONTARIO REGIONAL OPEN

BOAT	SKIPPER	CLUB	POINTS	FINISH
18504	John Miller	Newport	29.1	1
17733	Charles Webster	Newport	32	2
19491	Russ Cook	Keuka	51.7	3
16800	Bob Vreeland	Newport	52.1	4
16333	Dave Bouckhuyt	Chautauqua	53	5
19397	Bill Evans	Barrie	53.7	6
19697	Chuck Fox	Newport	58	7
19396	Jack Pearce	Barrie	58	7
12640	Steve Pikuert	Newport	59	9
12775	Steve Fisher	Newport	66.7	10
5533	Todd Matson	Silver Lake	67.7	11
17018	Al Bugbee	Chautauqua	73	12
11392	Anne Crook	Oakville	77	13
17512	Graham Hoffman	Keuka	83	14
12094	Charles Vreeland	Wall Lake	87	15
11600	J. Aldrich	Onondaga	87	15
19284	John Bickmore	Newport	88	17
8437	Fred Jordan	Keuka	89	18
18106	Tom Morse	Newport	91	19
19364	Rod Taylor	Newport	95	20

NEW YORK STATE SNIPE CLASS CHAMPIONSHIP 1972

BOAT	SKIPPER	CLUB	RACES	POINTS	FINISH
17733	Charles Webster	Newport	3-1-2-1	8.7	1
16182	Ian Brown	Oakville	2-6-1-3	20.4	2
16800	Robert Vreeland	Newport	1-2-10-8	33	3
19793	Lucius Bugbee	Chautauqua	6-4-7-2	35.7	4
19491	Russ Cook	Keuka	4-5-3-F	49.7	5
19721	Vic Larson	Chautauqua	7-3-6-F	56.4	6
11315	Dana Perrigo	Cuba	9-9-8-9	59	7
17018	Al Bugbee	Chautauqua	13-20-5-4	63	8
19697	Charles Fox	Newport	5-15-11-F	74	9
19004	Doug Griffin	Deep Creek	21-18-12-5	79	10

DISTRICT V CHAMPIONSHIP 1972

BOAT	SKIPPER	CLUB	RACES	POINTS	FINISH
17733	Charles Webster	Newport	7-1-14-2	24	1
16800	Robert Vreeland	Newport	3-2-7-6-4	41.4	2
20185	Lana Rittman	Onondaga	5-3-2-5-9	43.7	3
19491	Russ Cook	Keuka	1-0-4-3-3	53.4	4
17018	Al Bugbee	Chautauqua	2-7-3-13-13	59.7	5
5533	Todd Matson	Silver Lake	11-15-6-1-6	61.4	6
19697	Charles Fox	Newport	6-Q-5-8-1	69.7	7
19365	George Hock	Onondaga	4-11-13-9-8	73	8
17512	Graham Hoffman	Keuka	8-5-9-12-10	73	9
11600	Dave Aldrich	Onondaga	F-14-14-2-7	78	10

JUNIOR DISTRICT V CHAMPIONSHIP 1972

BOAT	SKIPPER	CLUB	RACES	POINTS	FINISH
16333	Dave Bouckhuylt	Chautauqua	1-2-1	3	1
19706	Susan Lewis	Onondaga	2-3-3	14.4	2
11600	Jeff Aldrich	Onondaga	4-1-4	16	3
17464	Carter Hollis	Chautauqua	3-5-2	18.7	4
13450	John Guidetti	Onondaga	5-4-8	32	5
19284	Susan Bickmore	Newport	6-7-6	36.4	6
13311	Stu Seedhouse	Newport	7-6-7	37.8	7
9310	Wendy Lewis	Onondaga	8-8-5	38	8



Pacing District V Hook Trophy competition (juniors) were, from left: Jeff Aldrich, Janet Fox, George Kunkel, Dave Bouckhuylt (winner), Susan Lewis, Gary Klink.



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"A" Fleet leaders in the Diamond Lake Open include, from left: Don Hite, Frank Pontius, Dick Schmidt, John Johns, Mike Kinghorn.

Diamond Lake Open Title Goes to Don Hite

In his usual inimitable style, Don Hite, Lake Angelus speed merchant, made a truly amazing comeback from a first-race 14th to win the 1972 Diamond Lake Open Regatta. Hite had a little trouble with the shifts during the first race, but learned very quickly where the wind was coming from and placed 4th in the second race. Sunday, Don uncorked his remaining bottle of tricks; won, and took the regatta.

Lots of boats, people, beer, sun, and light air characterized this year's Open as 78 Snipes were registered by noon Saturday. Dick Schmidt of Barton took an early lead with a first-race win, followed by Bud Leonard and Frank Pontious, both of DLYC, for second and third, respectively. Schmidt again played the shifts nicely to win the second race as well. John Brannan of Indy claimed second and Dan Wesselhoft of Peoria took third.

Saturday night, Regatta Chairman Tom Athanas played host to more than 200 hungry sailors, families, and friends at the steak fry, a tasty DLYC tradition.

By Sunday morning it appeared that the regatta belonged to Schmidt, but a 26th in the third race proved injurious and left him with an overall third. Hite, who smoked to an unrealistically long lead in the final race, won and was followed by Roger Turner of Gull Lake for

second and Bob Hill of Acton Lake for third. This final-race win gave Don the needed edge over Pontious who took a 4th—one place too low for an overall win.

In the B fleet, Larry Smith of Island Bay took the honors with a 2-1-2 series, edging out DLYC's Dave Kerper who sailed a 1-6-1 series.

Sunday after the third race, District III Governor Earl Troeger presented trophies to the top five skippers in each fleet, later relinquishing the loudspeaker to DLYC Commodore John Gore and to Bud Leonard to watch proudly as his son, Jeff Troeger, received the outstanding junior award. — *Jeff Coppes, Diamond Lake Fleet No. 158*

DIAMOND LAKE OPEN (A Fleet)

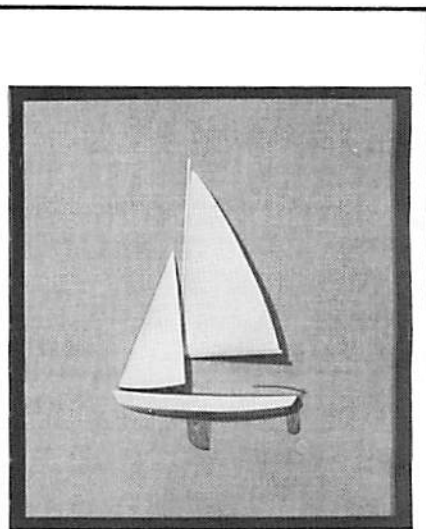
BOAT	SKIPPER	CLUB	1	2	3	POINTS	FINISH
19267	Don Hite	Lake Angelus, Mich.	14	4	1	28.0	1
17163	Frank Pontius	Diamond Lake, Mich.	3	10	4	29.7	2
16103	Dick Schmidt	Barton Boat, Mich.	1	1	26	32.0	3
20006	John Johns	Barton Boat, Mich.	5	11	6	38.7	4
17460	Mike Kinghorn	Indianapolis, Ind.	4	13	8	41.0	5
18120	Bob Hill	Acton Lake, Ohio	10	13	3	45.7	6
19386	Terry Timm	Barton Boat, Mich.	16	6	7	46.7	7
16953	Jeff Troeger	Diamond Lake, Mich.	6	15	9	47.7	8
17671	Berkley Duck	Indianapolis, Ind.	8	25	5	55.0	9
19299	Bud Leonard	Diamond Lake, Mich.	2	33	10	58.0	10
15400	John Crookston	Birch Lake, Mich.	11	12	17	58.0	11
19439	James Wild	Lake Canyon, Texas	13	5	23	58.0	12
18014	Roger Turner	Gull Lake, Mich.	26	22	2	63.0	13
18116	John Brannan	Indianapolis, Ind.	17	2	32	64.0	14
17387	Jerry Thompson	Pertage, Mich.	12	24	13	67.0	15
19062	Mike Zalzal	Acton Lake, Ohio	15	16	18	67.0	16
13020	Paul Dovey	Island Bay Y.C. Ill.	24	7	19	68.0	17
19900	Gene Lemke	Indianapolis, Ind.	9	30	12	69.0	18
12400	Tom Wurster	Diamond Lake, Mich.	33	8	11	70.0	19
19447	Dan Wesselhoft	Ivy Y.C. Ill.	30	3	29	76.7	20

DIAMOND LAKE OPEN (B Fleet)

BOAT	SKIPPER	CLUB	1	2	3	POINTS	FINISH
19831	Larry Smith	Island Bay YC	2	1	2	6.0	1
19399	Dave Kerper	Diamond Lake, Mich.	1	6	1	11.7	2
18245	Jim Hayden	Diamond Lake, Mich.	6	7	9	39.7	3
17765	Bill Hawk	Gull Lake, Mich.	12	8	4	40.0	4
15221	Scott Maddox	Diamond Lake, Mich.	9	9	6	41.7	5
19711	Tom Athanas	Diamond Lake, Mich.	3	13	12	42.7	6
17465	Jill Gore	Diamond Lake, Mich.	22	2	8	45.0	7
19362	Dean Spencer	Whitewater, Ind.	5	10	13	45.0	8
17560	Ralph Townsend	Indianapolis, Ind.	10	20	3	47.7	9
18248	Ron Francis	Diamond Lake, Mich.	28	3	5	49.7	10
17747	Leigh Melvin	Gull Lake, Mich.	4	16	14	50.0	11
17331	Gary Guthrie	Whitewater, Ind.	17	4	18	54.0	12
19278	George Howell	Whitewater, Ind.	8	5	27	57.0	13
19830	Jeff Coppes	Diamond Lake, Mich.	15	15	10	58.0	14
6290	Jerry Makeza	Whitewater, Ind.	18	11	11	58.0	15
18551	Charles Pease	Eagle Lake, Mich.	11	22	16	67.0	16
13020	Dave Bettinghouse	Ivy YC, Ill.	16	12	21	67.0	17
9299	Buddy Leonard	Diamond Lake, Mich.	7	14	28	67.0	18
18913	John Meredith	Whitewater, Ind.	19	23	7	67.0	19
17147	Don Showers	Lansing, Mich.	20	21	15	74.0	20



Displaying awards won in "B" Fleet competition are, from left: Larry Smith, Dave Kerper, Jim Hayden, Bill Hawk, Scott Maddox. Below, part of fleet founds mark in the D.L. Open; that's District III Governor Earl Troeger sailing No. 9432.



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Wet and happy after the Blue-Gray Regatta are Snipe winners (skippers in rear, crews in foreground): Dave Lamb and Pat Zepul, Bill McInnis and Carl Emma, Larry Johnson and Sue Johnson; Griff Hall and Bruce Empey, Skip French and Joyce Blaisdell.

Pine Beach Fleet Hosts Blue-Gray Regatta

The 4th Annual Blue-Gray Regatta was held at the Pine Beach Yacht Club on June 17th and 18th. The races were sailed on Barnegat Bay with twenty-one boats from 5 states competing.

Saturday's races were sailed in winds that varied from 8 to 15 knots. The first race was won by Dave Lamb and Pat Zepul of Annapolis, with Griff Hall and Bruce Empey of Annapolis second, closely followed by Larry and Sue Johnson of Annapolis for a third. In the second race Larry and Sue took off and were able to hold off Bill McInnis and Carl Emma of Narraganset who finished second with Dave and Pat in third place. Larry and Sue went on to win the third race with Dave Lamb and Bill McInnis in second and third positions. At the end of racing on Saturday it looked like

Larry and Sue Johnson had a sure thing going for them.

Sunday morning was overcast and a drizzle was falling as the boats left the club for the Bay. The fourth race of the series was a near drifter, but it didn't bother Bill McInnis as he played the shifts and won over Griff Hall who finished second and Skip French and his crew, Joyce Blaisdell, who placed third. Dave Lamb was able to get a fifth, but Larry Johnson sailed into a series of holes and came out 12th.

Dave Lamb and his crew Pat, who became Mrs. Lamb the following week, won the Blue-Gray, with Bill McInnis second, Larry Johnson third, Griff Hall fourth and Skip French fifth. - *Debbie Bush, Pine Beach Fleet No. 256*

BLUE-GRAY REGATTA

BOAT	SKIPPER	CLUB	1	2	3	4	POINTS	FINISH
13901	Dave Lamb	Annapolis	1	3	2	5	18.7	1
19702	Bill McInnis	Narraganset Bay	8	2	3	1	22.7	2
19055	Larry Johnson	Annapolis	3	1	1	12	23.7	3
18044	Griff Hall	Annapolis	2	8	7	2	33	4
9320	Skip French	Bantam Lake	7	4	6	3	38.4	5
17892	Bill Schwarz	Baltimore	5	5	5	7	43	6
19177	Fred Thurston	Sea Cliff	6	6	8	4	45.4	7
13302	Hugh Donald	Annapolis	9	10	4	9	54	8
19915	Eric Purdon	Annapolis	4	14	9	8	57	9
13887	Janet Nasteff	Annapolis	11	15	11	6	66.7	10
10364	Ed Olson	Annapolis	14	7	13	11	69	11
13522	Bill Kebea	Pine Beach	10	9	10	DNS	74	12
19383	John Berryman	Annapolis	12	12	12	17	77	13
14238	Charles Eshleman	Pine Beach	13	13	14	14	78	14
19291	Frank Suesz	Pine Beach	DNF	11	15	13	83	15
4220	Dave Suesz	Pine Beach	17	16	17	10	84	16
10178	Ralph Bush	Pine Beach	16	17	16	16	89	17
12886	Wayne Hewitt	Pine Beach	19	19	18	DNS	101	18
13519	Buel Grow	Pine Beach	18	18	DNS	DNS	102	19
13516	John Mace	Pine Beach	15	DNS	DND	DNS	102	19
13519	Wayne Rodney	Pine Beach	DNS	DNS	DNS	15	102	19

Wells Wanderings



by Ted Wells

OCTOBER 1972

THOUGHTS ON CREWS (Especially girl types)

My crew mentioned by Ed Haynes in his article on the Southwestern Regatta was Carol Lippitt – whose father, Art crewed for me a long time before getting his own boat, and whose name is on the Portage Lakes National Championship Crew Trophy three times, and should be on the O'Leary World Championship Crew trophy also but they didn't start engraving far enough back.

Bill Kilpatrick once summed up the characteristics of the perfect crew as one who "knew what to do, knew how to do it, and kept his mouth shut." I might add – being pleasant to look at enhances all other characteristics. A lot of other skippers must agree, especially in this part of the country, as an amazing percentage of the high scoring boats have gals crewing on them.

In addition to the fact that girl watching is a pleasant occupation there may be more scientific reasons for this. It will be fun explaining the possibility anyway. My first good looking blonde crew was of course my wife, Marge. As a matter of fact, I had never been on a sailboat until we got disgusted with golf in 1939 and bought Snipe 2725 (pre-inflation price, \$100.00 including sails). Marge started out with several strikes against her. Her age for one thing – she had started the best ten years of a woman's life (those between 29 and 30); she wasn't really the venturesome outdoor type; she didn't like high winds and considered the whisker pole an invention of the devil, created especially to torment her. She won the handicap race in Dallas with sixty boats on

the line, back in the days when Snipes gave time to Lightnings.

She retired as skipper the next year when the wind picked up half way through the race and we switched places. We won and they gave her the trophy anyway. She retired as crew just before the World Championship in Geneva Switzerland. The wind there was reputed to be zero with light puffs. Being an important regatta, it was of course just the opposite. The boat we were to sail was up the lake a few miles, on the opposite shore. The ride to Yacht Club with a 30 knot following wind was anything but reassuring to a gal who didn't like high winds and abhorred whisker poles. The Yacht Club was at the leeward end of a long, fairly narrow, very deep lake which produced very bumpy water to add to the credibility gap between the promised glassy water drifter and what was more likely to happen. She was right.

Cathy Long crewed for me at Lottawana several times – a place noted for giving a choice of winds – too little or too much. Cathy coped with both very well and the sight of her hiked out in a bikini must have had a disconcerting effect on the opposition as we did very well even when the wind blew.

Art's older daughter Mary crewed for me for a year or so before Carol started. She is just as good looking as Carol and an equally competent crew. We had mostly light wind experience and did quite well. The fact that she holds a masters degree in mathematics and knows how to program computers may have caused Old Joe to be a bit more kind in programming us into his black box.

Carol is completely qualified in righting so called "self rescuing" Snipes. We spun in once on a run on a day when the weather bureau reported gusts to 43 mph. The mast got stuck in the mud so we needed some power boat assistance getting unstuck, but then righted the boat and sailed it off. Later in the same day we were slapped down on a beat. Carol got on the board, I slid in the water on the leeward side and we popped right up.

Now for the scientific conclusions: Gals make excellent crews. The currently popular aluminum masts and straight leading edge of the boards both help light crew hold the boat level on a beat. There is a definite tendency on the part of the hot shots to use lighter crews – which makes the gals look even better. Incidentally – the skipper can help a crew with the whisker pole problem by heading farther off the wind so she can just push the pole forward then pull the sheet in later with the skipper's help.

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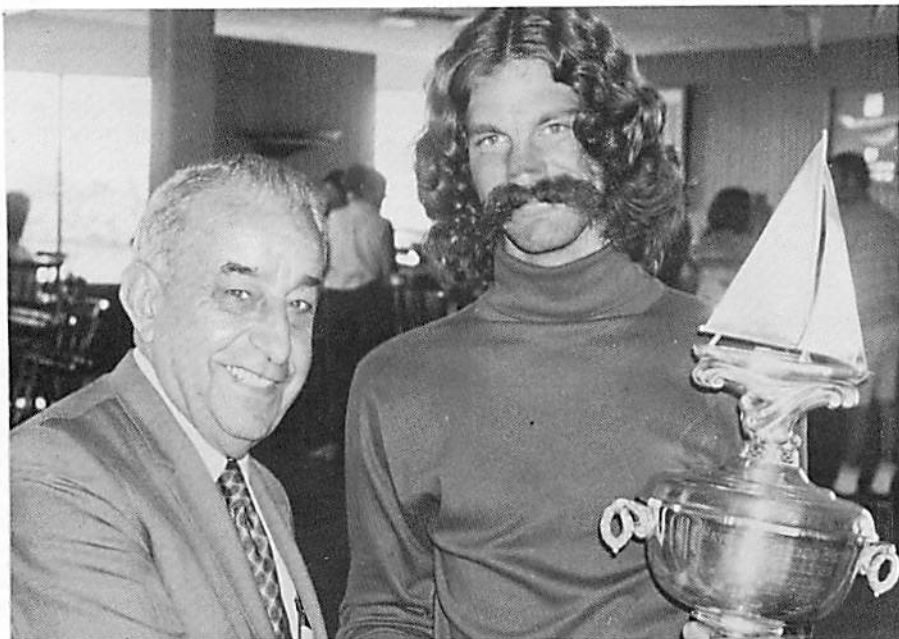
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THINK SNIPE!



WHICH IS THE MAYOR AND WHICH IS THE SAILOR? Mayor William F. Czuleger awards the Mayor of Redondo Beach Snipe Trophy to Roger Stewart.

Roger Stewart Sweeps 'Mayor' Race

In the great Sea-of-the-Bumpy-Water, the champion once more proved his merit. Roger Stewart sailed consistently to win the Mayor of Redondo Beach Snipe Trophy at the regatta sponsored by the Redondo Beach, California fleet and King Harbor Yacht Club, June 24-25.

Although closely pressed by his next two competitors, Martin Van Wolfswinkel, of Santa Barbara and Mike Eisenberg, of Del Rey, Stewart gave the remaining skippers a good lesson in how fast they could be sailing if only they knew how. They were able to watch closely only a few minutes of each of the five race series; after that details were lost to all but a few. - Dr. Robert Schaeffer, Redondo Beach Fleet 117

1. Roger Stewart, San Diego; 2. Martin Van Wolfswinkel, Santa Barbara; 3.

Mike Eisenberg, Del Rey; 4. Bob Schaeffer, King Harbor; 5. Jim Boldt, King Harbor; 6. Larry Gray, King Harbor; 7. John Verba, Cabrillo Beach; 8. Tim O'Connor, Cabrillo Beach; 9. Robin Martin, King Harbor; 10. Allen Lockwood, Pomona Valley; 11. Charlie Heimler, Cabrillo Beach; 12. Arch Higman, Cabrillo Beach.

Statement of Ownership, Management and Circulation required by Act of August 12, 1970: Section 3685, Title 39. United States Code.

Snipe Bulletin, published monthly at Dunedin, Florida and this statement is for October 1, 1972. The publication and general business office is Privateer Road, Hixson, Tennessee 37343. The publisher and owner is The Snipe Class International Racing Association, (a non-profit corporation), Privateer Road, Hixson, Tennessee 37343. The editor is Lowry Lamb, same address. There are no known bondholders or mortgages. The average number of copies of each issue of this publication sold or distributed through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown was 3395 and the average free distribution was 52.

I certify that the statements made by me above are correct and complete. (signed) Lowry Lamb

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The '72 U.S. Nationals are now history but I'm sure all the participating skippers except Earl had a lot of thoughts on the trip home about what might have happened if . . . In fact there will be a lot of "if" thoughts throughout the long winter.

It was definitely a light air nationals. The Juniors as usual had good air — the Crosby series had two light air races and one real blow down. The Heinzerling and Wells had three light airs and two medium winds. The last two medium air races probably had as shifty wind conditions as have ever been sailed in the finals. You couldn't count your position until Steve blew the whistle.

One thing that struck me as I review-

ed the final standings was the fact that the top finishers had done a lot of sailing throughout the past year. A lot of regatta sailing whether in Snipes or other boats seemed to be a prerequisite to a good national position. I'm sure a strong mathematical correlation would exist between number of regattas raced and finish positions. Fleet racing is important also, but in my opinion regattas are the real training ground in order to be a strong national competitor.

Congratulations to Earl on a fine series!

Congratulations to you also Augie — you were just one "if" away from the title. — *Buzz Levinson*

District 7 Championship Sailed at Clear Lake

The Snipe District 7 championships were held at Clear Lake, California, June 17 and 18. Merced Fleet No. 157 was host for the thirty-three participants from California. Unfortunately there were no entrants from Oregon or Washington. Three races were held on Saturday under clear blue California skies with fairly light to moderate winds. Bob Nagy, George Brown and Jerry Zanzinger dominated first day's races.

Sunday dawned typical beautiful California weather with thirty three Snipes on the line and low and behold

no race committee. Much yelling, screaming and other quiet conversation until the committee was also on the line with the course laid out. Two more races under fair wind conditions and the regatta was over. First place was taken by Bob Nagy, 2nd by George Brown, third by Bob Miller, fourth by Mike Parker and fifth by Jerry Zanzinger.

We then packed all our regatta gear, crash boats on top of Snipes to return to our home lake, 120 miles to the south. — *Connie Orton, Fleet Captain, Lake Merced Fleet No. 157*

DISTRICT 7 CHAMPIONSHIP

BOAT	SKIPPER	JUNE 17			JUNE 18		SCORE	FINISH
		(1)	(2)	(3)	(1)	(2)		
19440	Bob Nagy	1	5	2	3	1	8.7	1
16117	George Brown	10	1	1	4	6	19.7	2
18900	Bob Miller	5	6	3	1	9	27.4	3
17730	Mike Parker	7	3	9	2	5	31.7	4
16422	J. Zanzinger	4	2	12	6	8	36.7	5
18011	Bob Loomis	16	8	6	8	2	42.7	6
18943	Carlos Mattson	6	4	8	9	7	46.7	7
18920	Marsh Jenkins	3	12	17	5	10	49.7	8
13351	T. Goldbeck	9	10	4	7	19	52.0	9
17727	Rudy Hornung	2	7	19	11	15	54.7	10
18924	Tom Baffico	8	9	5	13	DNF	58.0	11 (Jr. Champion)
12138	Robert Hunt	14	20	7	18	4	65.0	12
14891	Larry Power	11	16	13	10	24	74.0	13
18040	Tony Picciano	26	17	14	23	3	77.7	14
16204	Jerry Weber	15	13	11	19	16	79.0	15
17759	Dick Hart	18	11	15	15	23	83.0	16
17469	Jamie Horn	13	14	26	20	14	85.0	17
13201	Pierre Cayard	20	25	18	12	17	91.0	18
11769	A. Nicolaisen	23	28	10	25	13	95.0	19
14847	David Sakai	25	24	16	24	11	99.0	20

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