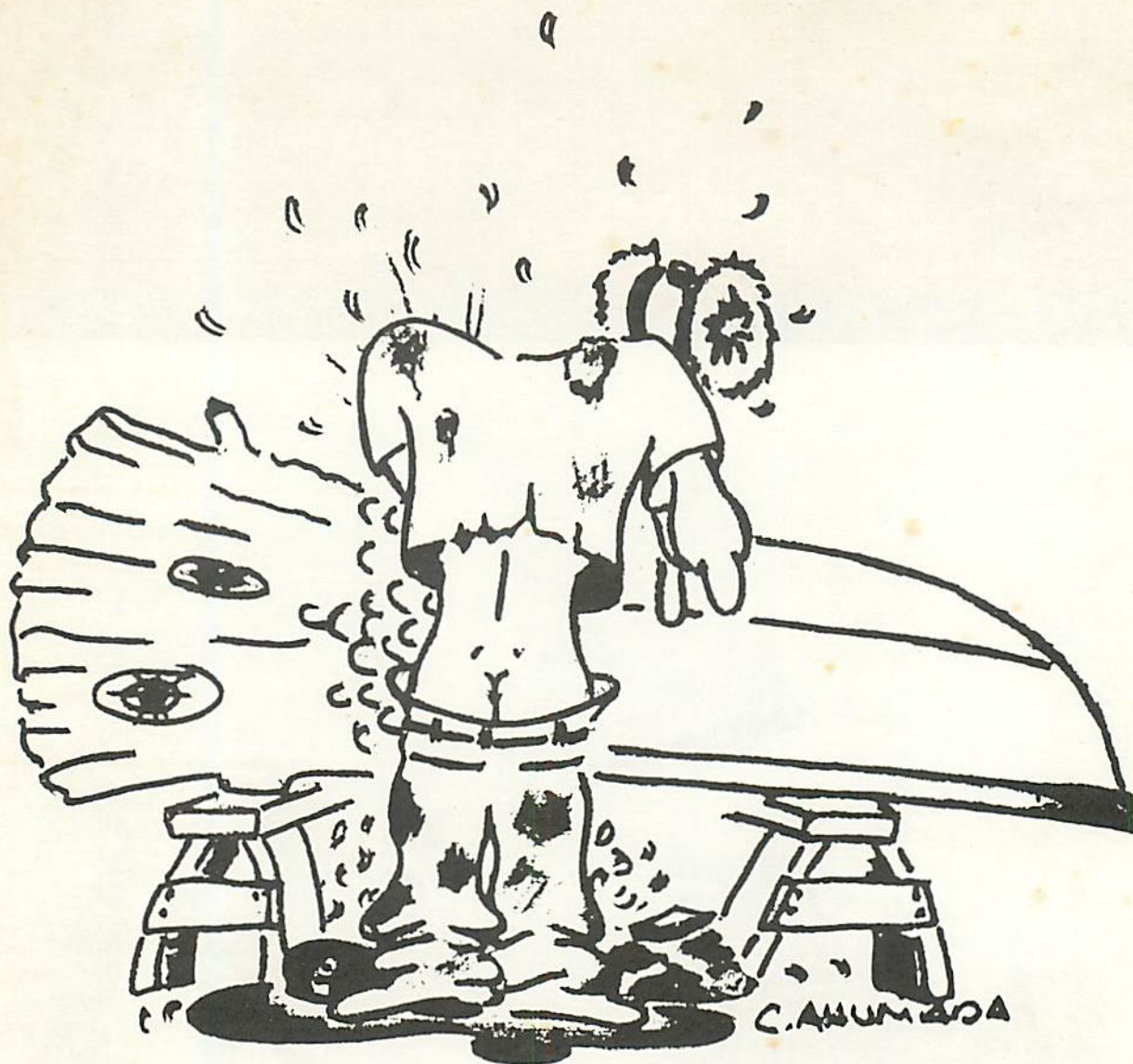


SNIPE
.....
BULLETIN



NOVEMBER 1974

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Levinson Wins Weatherbeat Slauson Regatta

Saturday morning June 22nd was to be the first race of the annual Cleve R. Slauson Memorial Regatta. I walked in the Ivy Club to set up the coffee and donuts about 7:30 and found Dick Crookston and his family in the Gob's room looking like a bunch of drowned rats.

Dick and a few other people had

camped out Friday night and just about got flushed down the river.

The rain subsided for a while, and everyone went out for the first race, but tornado warnings halted the activity and all the boats scampered off the lake just ahead of more rain. We then opened the beer barrel so everyone could fill their beer mugs given as favors at the regatta.

Sunday was beautiful. The wind blew and we got three races back to back starting at 9:45 AM. Frank Levinson won all the beans and the beautiful Slauson Trophy, narrowly defeating Jerry Thompson by 2.7 points or one place.

Dan Wesselhoft
Peoria Fleet No. 131

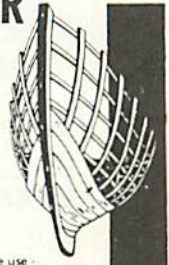
SLAUSON MEMORIAL REGATTA (Top 15 of 33 Entries)

Boat	Skipper	Club	Places	Points	Finish
19897	Frank H. Levinson	Indianapolis	4-2-1	11	1
17387	Jerry Thompson	Akron	1-4-3	13.7	2
19299	Bud Leonard	Diamond Lake	3-8-2	22.7	3
20587	Andy Zeratsky	Green Lake	8-1-11	31	4
19447	Dan Wesselhoft	Peoria	6-6-4	31.4	5
21114	Steve Holdeman	Muncie	2-11-7	33	6
21120	Bob Hill	Cincinnati	15-3-10	42.7	7
21106	Steve Barb	Muncie	5-5-17	43	8
20880	Frank Vincent	Jacksonville	9-10-9	46	9
15400	Dick Crookston	Kalamazoo	10-12-8	48	10
13020	Paul Dovey	W. Lafayette	19-7-13	57	11
20992	George Drake	Detroit	17-9-15	59	12
20990	Gunnar Stickler	Rochester	11-28-5	61	13
17762	Jill Carver	Green Lake	7-18-20	63	14
19179	David Wesselhoft	Peoria	21-13-14	66	15

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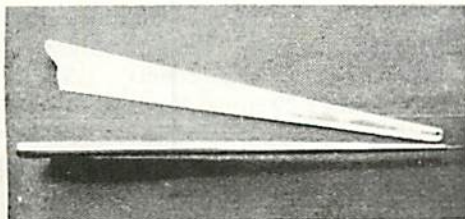
Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sleeve.

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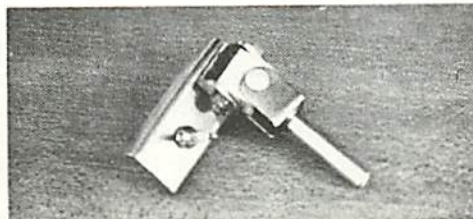
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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

NOVEMBER 1974
Vol. XXIII No. 11

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Ralph M. Swanson
44 Swan Road
Winchester, Mass. 01890

Vice Commodore
Stuart L. Griffing
1087 Meredith Drive
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Rear Commodore
Svend Rantil
P. O. Box 7070
S-37107 Karlskrona 7
Sweden

Executive Secretary and Treasurer
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Privateer Road
Hixson, Tenn. 37343

RULES COMMITTEE
Chairman: TED A. WELLS
755 Edgewater Rd.,
Wichita, Kansas 67230

EDITOR
Lowry Lamb

EDITORIAL & BUSINESS OFFICE
Address all correspondence to:
Privateer Road, Hixson, Tennessee
37343, U.S.A.

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month to become effective.

THE COVER

Is God a Brazilian? We aren't sure
— but pictures don't lie — they DO walk
on water. This photo was among those
sent by National Secretary Edmundo
Soares of the Brazilian Championships at
Maceio, Brazil.

THOUGHTS WHILE SAILING

Occasionally a good idea comes along
in the way of a gimmick. In this issue we
are showing a method for securing your
dagger board, just in case you happen to
capsize and turtle. Coincidentally we
received a photograph that perfectly
illustrates why your daggerboard should
be secured in this manner. The
photograph is of World Champion Felix
Gancedo righting his boat after it turtled.
Yes, even the best of them have this
problem. But think of the trouble he
would have had if he had not had the
board tied in.

International Yachting Week at Porto Alegre, Brazil

Club Veleiros Do Sul, Porto Alegre,
Brazil, will celebrate its 40th anniversary
with an international yachting week for
Snipes and 470s December 6th through
14th. Teams have been invited from
Germany, Argentina, Belgium, Denmark,
Great Britain, Spain, the U.S., France, the
Netherlands, Italy, Norway, Poland,
Portugal, Sweden, Uruguay, and the other
states of Brazil. Entertainment will
include sightseeing tours and evening folk
lore shows by groups of the different
descendents of immigrants who make up
the population of Rio Grande do Sul.

There will be 6 races with one throw
out, sailed on Olympic courses, under
IYRU rules. The racing will be on the
Guaiba River which is a little over 3 miles
wide at this point. There is little current.
The temperature will be between 25° and
28° C and the prevailing winds should be
15 to 20 knots.

Edmundo Soares
National Secretary, Brazil



European Officers Named

Eduardo Queiroz, General Secretary
for Europe and Africa, has regretfully
submitted his resignation for personal
reasons. At the meeting of National
Secretaries during the European
Championship, Arturo Delgado was
elected to replace Eduardo. Peter Davies
of England was elected to the office of
Vice Secretary for Europe and Africa,
replacing Arturo. SNIFE BULLETIN
official cartoonist, Dr. John Broughton
has been elected to succeed Peter Davies
as National Secretary for England.

It is unfortunate that Eduardo had to
resign but we are fortunate to have a
backlog of excellent Snipers. Our thanks
goes to Eduardo and congratulations to
the others.

THE SCORE

The U.S. got 11 numbers this month
followed by 10 for Chile, 6 for Argentina
and 2 for our newest country, Ecuador.
This month's 29 brings the total for year
to date of 577. Fleet Charter 736 was
issued to JUNIN in Argentina, their
second new fleet this year.

Numbered SNIPES — 21624
Chartered Fleets — 736

Annual Keuka Champagne Regatta Attracts 51 Entrants

Steve Klotz, a light-wind wizard from State College, Pa., captured the fourth annual Keuka Snipe Fleet "Champagne Regatta" held on picturesque Lake Keuka in the heart of New York's wine country July 27 and 28, 1974.

51 regatta registrants were divided into an A Fleet with 37 boats and B Fleet with 14 boats. The B Fleet was lead by Peter Keen from Cowan Lake, Ohio, who, with his wife, Christine, picked up two 1st places, a 2nd, 3rd and 5th for a score of 18.7 points.

"A" Fleet winner Klotz teamed with crewman Mark Simonson of Bath, N.Y., sailing in his first regatta, for top honors in the first two races, 5th in the third and a 6th in each of the last two races for 33.4 points. After the first two races in Keuka's light, shifty south winds he was too far ahead to be caught even though the competition finally figured how to beat him. Dave Bouckhuys of Chautauqua Lake finished strong, beating Klotz the last three races and picked up 2nd for the series, just five points behind.

KEUKA CHAMPAGNE REGATTA (A' Fleet - Top 15 of 37 Entries)

Boat	Skipper	Club	Places	Points	Finish
16228	Steve Klotz	Unattached	1-1-5-6-6	33.4	1
16333	Dave Bouckhuys	Chautauqua	8-2-3-5-3	38.4	2
19491	Russ Cook	Keuka	3-12-2-18-2	53.7	3
3518	Charles Webster	Newport	11-6-4-2-17	62.7	4
19450	Graham Hoffman	Keuka	9-18-15-4-1	68	5
17733	John Goldworthy	Cowan Lake	20-3-9-10-5	72.7	6
21144	John Kelley	Cottage Park	14-11-11-3-24	89.7	7
11389	Howie Fletcher	Olcott	10-10-20-12-8	90	8
21458	George Hoek	Onondaga	31-7-1-22-7	91	9
20569	Dave Rogers	Quassapaug	4-22-7-23-10	94	10
19793	Lucius Bugbee	Unattached	5-31-dnf-1-14	102	11
19396	Jack Pearce	Barrie	7-24-18-16-18	113	12
16800	Robert Vreeland	Newport	21-4-dns-9-19	118	13
20442	Al Parsons	Keuka	18-23-8-19-20	118	14
20311	Chuck Fox	Newport	12-20-13-24-22	121	15

'B' Fleet - Top 5 of 14 Entries

Boat	Skipper	Club	Places	Points	Finish
20536	Peter Keen	Cowan Lake	1-2-1-5-3	18.7	1
16182	Chris Hains	Oakville	2-7-3-2-2	27.7	2
15819	Rick Nichizaki	Oakville	3-4-4-3-4	35.4	3
19698	William Hamilton	Keuka	4-5-6-10-1	45.7	4
20222	Maureen Hays	Cuba Lake	dns-10-2-1-5	49	5

Keuka's Russ Cook, District 5 champ, sailed hot and cold but came up 3rd with 53.7 points. Former District 5 champ Charlie Webster from Newport Y.C. finished 4th and Graham Hoffman of the host club was 5th after strong showings (a 4th and 1st) in the last two events.

Chris Hains and Rick Nishizaki, both from the Oakville Yacht Squadron in Canada, were 2nd & 3rd respectively in

the B Fleet. Bill Hamilton from the host fleet was 4th and Maureen Hayes from Cuba Lake was 5th. Todd Perrigo from Cuba Lake lead the B Fleet after the first three races but was disqualified for failure to have proper life jackets on board.

Three races were sailed in light, shifty south winds on Saturday with the final
(Continued on page 15)

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EUROPEAN CHAMPIONSHIPS IN HANGÖ 1974
SNIPE CLASS

Spain's Gancedo Edges Finland's Bjurstrom

Spain's defending champion Felix Gancedo had to come from behind and win the last two races to beat out Finland's Bjurstrom brothers and win the 1974 European Championship, Hango, Finland, August 5-11. Felix's finishes of 8-3-2-1-1, dropping an 11th, netted 22.7 total points, while Bjurstrom had 1-4-1-5-5 and dropped a 7th for 26.0. Portugal's Queiroz and Figueirido were third with 35 points. Nieminen and Ajanko, Finland 41.7 and Sweden's Krafft Brothers, 58.4 rounded out the top five. This gave the unofficial "Team Championship" to Finland, followed closely by Spain, and runners-up Sweden and Portugal.

Tuesday the first race for the 28 starters from 12 countries was abandoned after the first reach when the wind came up to force 8. Gales prevented any racing for that day and the next. This left two races to be sailed each day with one throw-out, instead of the 7 races scheduled. Felix said after his capsize in Tuesday's heavy wind, "This weather is only fit for penguins to sail in". (See the Polar Snipe emblem of the regatta.) However, the sunshine and warm weather of the last two days left the competitors with a pleasant memory of Hango.

On Thursday, conditions had improved, and racing started about noon with winds of force 4 to 5. Two Finnish boats, Bjurstrom and Nieminen, took an early lead followed by two Swedish boats, Gilborn and Thorsell, with the Mediterranean competitors well behind. The second race was closely contested by Brodstedt of Denmark and Zendera of Spain. Felix finished 8th after an 11th in the first race.

Friday the force 3 to 4 wind dropped to force 1 and Bjurstrom held an early lead to the finish, followed by Masso of Spain 2nd and Gancedo 3rd. For the afternoon race, Portuguese Eduardo de Queiroz held the lead he established at the first mark to finish three lengths



A heavy squall strikes with Force 8 (30-40 knots) winds; this race was abandoned.



The smiling winner, Felix Gancedo, and in more difficult moments when trying to raise his "Gran Numa" in the cold waters of the Baltic Sea. (Peter Lindholm photos)

ahead of Gancedo.

The final day, Saturday, was fine and sunny. Gancedo took an early lead with Queiroz second and Masso third. Bjurstrom, leading the regatta at this point finished 4th. In the 6th and last race, if Gancedo was 1st, and Bjurstrom 3rd or better, the Finn would win. At the first mark Gancedo was second and

Bjurstrom 4th, positions which they held to the last leeward mark, where Gancedo was gaining on Queiroz in first, and the two other Portuguese boats were gaining on Bjurstrom. Queiroz held the starboard tack too long on the beat to the finish allowing Felix to slip ahead and win the race, while Bjurstrom dropped to 7th at the finish.

SCIRA Rear Commodore Svend Rantil was the SCIRA representative aboard the starting boat Neptune. He said he had never had so little to do since he had such a competent and experienced committee. Race Committee Chairman was Hango Commodore Carl-Ivar Niska, and Regatta Chairman was Bengt Rosenquist, Finalnd's National Secretary.

Some of the shore activities including a sight-seeing tour of Helsinki had to be curtailed because of the cancelled races, but the garden party at Rolf Osterman's was a smashing success, with a liberal supply of Campari, Old Sumgler's whisky and Koff beer to go with the barbecue of chicken, sausages and pork. Felix Gancedo and Nils Toftgaard showed their form in the sack-jumping contest and artistic highlights of the evening were Panxo Pi-Suner's rendition of "Borriquito" and Enrico Rosso's "Volare". In the football game, Scandanavia vs the rest of Europe, there was a well-earned draw 2-2.

Random comments. . .

BOATS: The Skipper self-bailing hull is the most popular, especially good in

heavy weather. The Finnish Vamos are almost identical to the Skippers. Masso used Brodstedt's silver medal boat from Malaga. Correia's borrowed Skipper won the Junior World's in '73. Of the wooden boats, only the Finnish Halen was self-bailing. Quieroz' boat is a Brazilian 12000 which formerly belonged to Paradedda. The Swedish wood boats are well known for their speed.

MASTS: The South Europeans use Bruder, the Scandinavians Proctor and Skipper. Maybe this is why the former are faster in light air and the latter in heavy winds. The Bruder is no longer available. The English Needlespar section has been used so far only by Bjurstrom.

SAILS: North dominated. The Bjurstrom sails are made by Nils-Erik the "Snipe professor" of Finland, who is the father of the silver medal brothers Peter and Hakan. The Brazilian Ostergren sails were very fast in light airs.

From Henry Ericsson
Editor, Finnish
Snipe BULLETIN

EQUIPMENT USED BY THE TOP 10 BOATS

Skipper	Boat	Mast	Sails
1. Gancedo	Skipper f.	Bruder	North
2. Bjurstrom	Halen w.	Needlespar	Bjurstrom (NEB)
3. Queiroz	Linenburger w.	Bruder	Ostergren
4. Nieminen	Vamos f.	Proctor E	North
5. Krafft	Eichenlaub w.	Proctor Beta	North
6. Masso	Skipper f.	Bruder	North
7. Raatikainen	Vamos f.	Skipper Cobra	North
8. Gilborne	Arvidson w.	Skipper	North
9. Zendera	Skipper f.	Bruder	Piccolo/North
10. Correia	Skipper f.	Proctor E	Piccolo/North

f=fiberglass w=wood

XIII EUROPEAN CHAMPIONSHIPS (Top 20 of 28 Entries)

Boat	Skipper/Crew	Places	Points	Finish
E 19981	Gancedo/Otero	11-8-3-2-1-1	22.7	1
L 20281	Bjurstrom/Bjurstrom	1-4-1-5-4-7	26.0	2
P 12120	Queiroz/Figueiredo	13-16-5-1-2-2	35.0	3
L 20293	Nieminen/Ajanko	2-3-7-4-11-6	41.7	4
S 12375	Krafft/Krafft	10-6-4-3-12-11	58.4	5
E 19820	Masso/Belles	15-12-2-7-3-dsq	60.7	6
L 20682	Raatikainen/Kunnari	6-10-11-9-5-5	62.7	7
S 16868	Gilborne/Lundberg	3-13-8-6-17-10	66.4	8
E 19976	Zendera/Pi-Suner	12-2-6-14-21-8	66.7	9
P 20832	Correia/Vilela	7-11-14-8-22-4	72	10
D 10300	Brodstedt/Christoffersen	5-1-15-12-18-21	73	11
S 20211	Thorsell/Nordwall	4-5-23-16-8-22	82	12
P 20401	Leite/Pacheco	17-18-17-15-6-3	84.4	13
N 19428	Sinding-Larsen/Hanssen	8-9-13-10-16-24	86	14
D 21063	Christensen/Sorensen	9-7-16-11-19-17	90	15
N 19429	Kjendlie/Brandt	18-19-9-20-9-9	94	16
I 18623	Rabbo/Dodero	19-22-12-18-7-18	104	17
Y 18638	Scuric/Lipe	14-14-22-21-15-16	110	18
N 19096	Hogberg/Maartmann-Moe	16-15-21-22-20-15	117	19
K 16902	Harris/Ribiero	24-25-10-17-26-18	118	20

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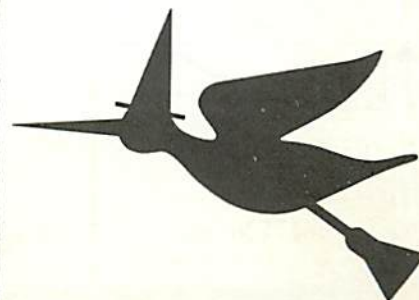
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**Atlanta Yacht Club
21st Annual Snipe
Halloween Regatta
November 2,3 1974**

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TURTLE ADE — save your daggerboard!

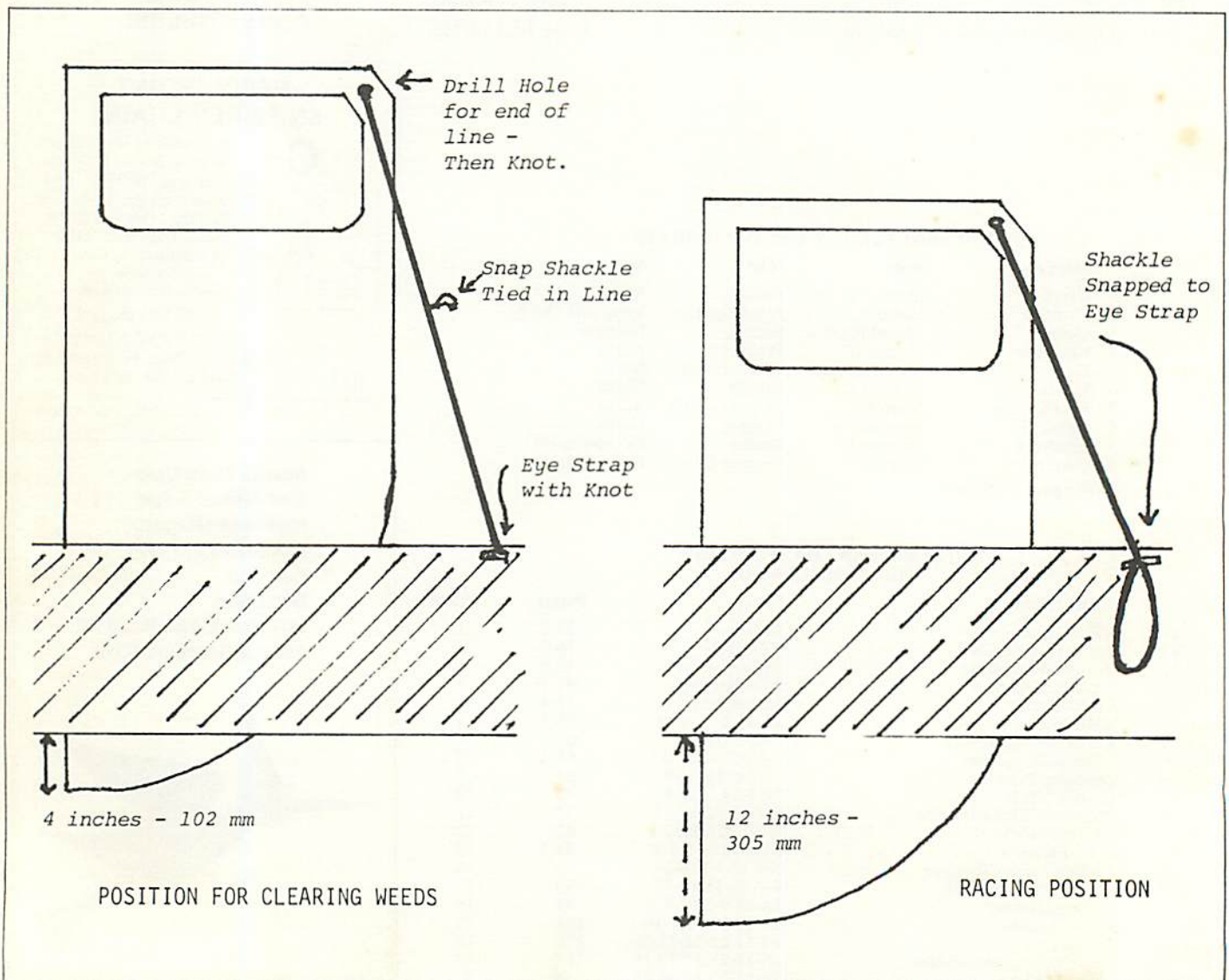
Ever capsize and have your board fall out of the trunk? Or even worse, completely lose your board? If so here is an idea from Gonzalo Diaz of the Miami fleet.

Rule 26 provides that at least 12 inches of the dagger board extend below the keel. This is a good rule because it insures that there will be enough board sticking out to give you a lever if you capsize. With the amount of flotation necessary for sail away and a metal mast, the chances of turning turtle after capsizing are greatly increased. If you do not have the board restricted in its height it will fall out of the trunk and make it extremely difficult to right your boat. Your are then at the mercy of some motor boat operator. They are frequently inexperienced and damage to your boat is usually the end result.

Gonzalo's method is to provide a restriction to comply with the rules and another one to enable you to clear weeds off of the board or for launching off of a trailer. One end is secured to an eye strap mounted on the trunk. The other end goes through a hole in the board and is then knotted. The line should be just long enough to enable you to tie a knot in the end and still have about 4 inches of board extending below the keel. Then a snap shackle is tied into the line at a position where the board extends at least 12 inches below the keel when the shackle is snapped into the eye strap.

One word of caution. The rig should be at the front end of the board and the angle should not be too great. Otherwise, the board might tilt aft and fall out anyway.

Try it — you'll like it!





Courtney West and Scotty Yapp listen attentively, later practice (above right) what they have learned. (John Muhlhausen photos)

A Sailing Week for Atlanta Juniors

Atlanta Yacht Club is located on Lake Alatoona approximately 35 miles from downtown Atlanta. It has a spacious clubhouse and grounds and good race committee boats and equipment. The membership is large and family oriented with a member "cabin colony" on the club grounds. There are several active racing fleets with Snipes having the strongest history in the Club. AYC has been involved in Junior Programs over the years, and this year JUNIOR WEEK 74 was introduced. The program was put together by John Muhlhausen, AYC Director of Junior Training Activities, and author of *Wind and Sail* available from Quadrangle Books, Inc., 12 E. Delaware Pl., Chicago, IL 60611.

CONCEPT: Junior Week 74 is a week's educational program consisting of daily shore school and boating activities sponsored and taught by AYC members of various club fleets who lend their boats and give their time and knowledge. Juniors are assigned to cabins on the club property where they are chaperoned, fed and housed for the week by the cabin owners.

OPEN TO: AYC juniors between the ages of 11 and 18 with a desire to develop proficiency in sailing. Must have the ability to skipper a boat and the capacity to swim 50 yards. Enrollment limited to the first 24 qualified applicants. Applicants may be required to take a swimming and/or sailing test. There is a small charge to cover the cost of food and operational expenses.

RESPONSIBILITY FOR TRAINING: Fleets: Snipe, Y-Flyer, Thistle, Dutchman and Motorboat. Each fleet is responsible for organizing and instructing one day's activities. There are 6 from each fleet: 3 teaching and 3 supporting.

OTHER PERSONNEL: Commodore

Bill Fricker, Camp Director Randy Smith and Physician and Athletic Director Dr. Ron Bloodworth were at the Yacht Club for duty the entire week.

ACTIVITY SCHEDULE: Each day begins with a two hour shore school. Class history, characteristics, and rigging of the boat to be sailed that day is followed by instruction in sailing techniques, principles, rules and tactics. Emphasis is on safety. After lunch the juniors are divided into teams for afternoon races. Each junior skipper one race while the other crews. The races are short so that the instructors can keep close visual contact with the boats and coach them on finer points. The evening schedule is loosely structured with cook-outs, games, sailing movies and small group discussions of the day's activities.

INSTRUCTIONAL MATERIALS USED: *Wind and Sail* by John Muhlhausen and the movie "Many Moods of Thistling".

AWARDS: Trophies were presented to the top three at the final night's awards cook-out.

Five by seven photographs of each sailor skippering a Snipe were awarded to each participant.

NOTES: Particular concern was given to getting away from "summer camp", in which the program would be considered a baby-sitting service for bored youngsters. The number 24 was chosen as easily divisible for 2-man or 3-man boats. The eldest junior assigned to each cabin was Junior Counselor, responsible for helping cabin mothers with chores and looking after the well being of cabin mates during the day.

CRITIQUE: The major change for next year will be to talk less and sail more. Also more instruction will be

handled on the water instead of the blackboard. For instance in demonstrating starts, three good skippers in sailboats with juniors watching from the committee barge can give a better demonstration of techniques than can be given with either blackboard and chalk or toy boats ashore.

The key to the program was **ORGANIZATION** and getting a few **RESPONSIBLE PEOPLE** to handle the daily activities.

The program turned out to be more fun than any of us anticipated.

EDITOR'S NOTE: This is one of a series. We hope to present enough varied approaches to junior training that every fleet will find one that they can adapt to their own needs.



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MARITIME CHAMPIONSHIP
(Top 5 of 22 Entries, Best 3 of 4 Races)

Boat	Skipper/Crew	Club	Places	Points	Finish
20689	Ted Hains/Ian Brown	Oakville	1-3-1-1	0	1
20690	Jim Belford/David Belford	Oakville	3-1-2-2	6	2
21105	Rusty Baillie/Larry Stienman	Oakville	2-4-3-3	14.4	3
21480	Alex Winstanley/D. Astephen	Northern	4-2-4-4	19	4
13080	John Astephen/P. Astephen	Northern	6-5-7-6	33.4	5

NATIONAL CHAMPIONSHIP
(Top 5 of 23 Entries, Best 4 of 5 Races)

20690	Jim Belford/David Belford	Oakville	7-1-3-1-2	8.7	1
13080	John Astephen/P. Astephen	Northern	3-7-1-3-3	17.1	2
20689	Ted Hains/Ian Brown	Oakville	2-2-11-6-1	17.7	3
21480	Alex Winstanley/D. Astephen	Northern	1-6-7-2-5	24.7	4
21105	Rusty Baillie/L. Stienman	Oakville	5-5-5-4-4	36.0	5

Jim Belford Tops Canadian Nationals Fleet

The Northern Yacht Club of North Sydney, Nova Scotia was again host to the Canadian National Snipe Championships, August 18-23. Twenty-three Snipers from Nova Scotia, New Brunswick and Ontario participated.

The Maritime Championship was the warm-up series with Ted Hains and Ian Brown of Oakville winning it very handily. Last year's Maritime's winner,

Jim Belford was second and Rusty Baillie made it a clean sweep for the Oakville fleet. Alex Winstanley of the Northern Y.C. sailing a new Eichenlaub was fourth and John Astephen also of the Northern finished fifth.

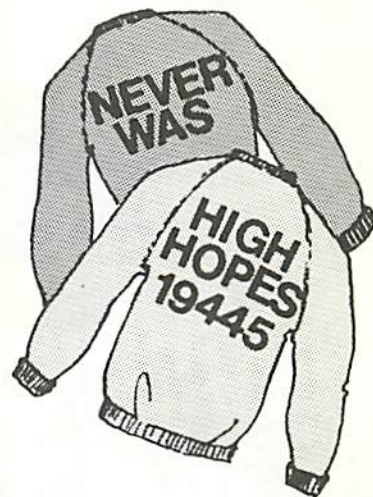
It is said that winning the tune-up series is a jinx and maybe so. In the National Championship series Ted Hains was leading after the first day but on the second he capsized in the third race and blew the fourth race to be third behind Jim Belford and his brother David, and John and Peter Astephen. Despite winning the fifth race Hains was third overall and Jim Belford won the series in convincing style leading second place John Astephen by nearly eight points.

Generally the winds were moderate although in the fifth race the wind which had been light abruptly shifted and came in off the ocean at about 30 knots. All the sailors were greatly appreciative of the tremendous effort of the members of the Northern Yacht Club to make the regatta a great success and one of the high points of their 50th Anniversary. The ladies of the Northern Y.C. again volunteered their time and food to put on mounds of sandwiches, cakes, and brownies and buckets of soup for the sailors. They really out did themselves for the awards presentation dinner, putting on a great buffet supper. Sincere thanks were expressed by the fleet representatives for their efforts.

Many thanks were also expressed to Art Rooney for his fine job as chairman of the Race Committee. Next year's Nationals will be at the Oakville Yacht Squadron, Oakville, Ontario.

Christopher Hains
Oakville Fleet No. 321

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*Scenes from the
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*Top left: Scene at pool at Florida Yacht Club –
water fight. Top right: Joey and Linda Petrucci,
U.S. Junior Champion Skipper and Crew.*



*Center left: Harold Gilreath, SCIRA Past Commodore, presents Gilreath
Junior Champion Crew Trophy to Linda Petrucci. Center right: Commodore
Swanson and Chairman Davis in their "drip dries." Lower left: 1-2-3 Splash!*

Photographs by Alice Petrucci

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THE WORLD SALUTES

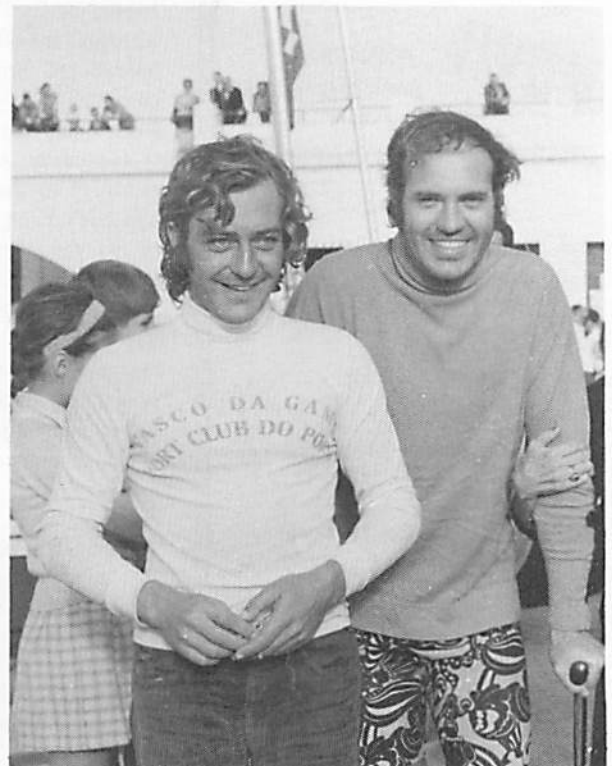
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*Felix Gancedo, Skipper
Rafael Parga, Crew*

Wells Wanderings



by Ted Wells

NOVEMBER 1974

SAILORS HAVE MORE FUN — Continued

There are some places where concessions have to be made to local conditions in following the Rules for Conducting Sanctioned Regattas, where the emphasis is on pleasant racing and an enjoyable weekend, while trying hard to comply with the rules. Weatherby Lake's Hospitality Regatta is a good example.

The wind there is generally light and extremely variable — both in direction and velocity — which complicates considerably the life of the Race Committee Chairman. This year George Croasdale decided to do the job himself. There must have been times when he regretted this decision — such as when the wind shifted 150° just after the five minute gun. He postponed, moved the committee boat and was about to announce a new course when the wind shifted back.

Shifts of 45° there are normal, so all one can do is try. The second sentence of paragraph 2 (d) in the Sanctioned Regatta rules gives the committee an out — which is designed to take care of normal Weatherby weather. We never really drifted, we would reach occasionally on our windward leg and beat occasionally on the downwind legs, but things averaged out and we had fun.

Some of the Weatherby members are having second thoughts about their definition of Hospitality — which encompasses providing lodging for all visitors. It seems that they don't object to sailors having more fun, but they hold the stuffy view that their homes aren't coeducational dormitories.

STARTING LINES

At Jacksonville, Marge Lamb proposed a revision in the rule which specifies using the "one minute rule" after a general recall. She holds the view that when the committee changes

the line after a general recall, they are admitting guilt (like under the 720 rule) and therefore the contestants shouldn't be penalized by the imposition of the one minute rule. Good idea but I'm afraid it won't get far.

A fact which I have noticed when I have been race committeeing is that the line of boats generally bulges back, with the only boats actually close to the line being at either end. With a long line, this bulge can be very significant — in fact, there was one instance of this at Jacksonville which made Commodore Swanson and me look a little stupid. Somebody on the Committee Boat fired a gun when the blue flag dropped. This start was under the one minute rule and I guess everybody was being super cautious. Almost everybody. There were about three boats so far in front of where Ralph and I were that we jumped to the conclusion that they had started on the thirty second signal. We were finally convinced that we were wrong — the line was long and the bulge was huge. Those three boats really got good starts.

On a starting line close to shore, you can line up the leeward mark with an object on shore, and if you can keep from losing it in the general confusion at the start, you may be able to greatly improve your start. This bulging condition will be significant only when the line is properly oriented in relation to the wind. A bad line will produce traffic jams at one end or the other and the bulge is likely to be over the line instead of behind it.

RACING RULES

Apparently some people are reading paragraph 42.2 (b) to say that a port tack boat which goes to starboard within two lengths of the mark is not subject to the tacking close aboard rule. Paragraph 42.1 (a) iii specifically says the tacking close rule does apply.

One place where argument concerning the two length rule can arise is at the end of a down wind leg when three or four boats arrive at the mark abreast of each other, with one or more boats behind them but closer to the mark. The boats in line abreast are overlapped on each other, but not on the boats behind. Generally these lead boats will have to make about a 90° turn to round the mark, and in so doing, the boats behind but on a course directly to the mark become overlapped. The boats which are abreast of the mark start yelling "no room" and have probably been yelling "no overlap" prior to their altering course to round the mark.

The yell about overlap was probably correct but the one about no room may or may not be. The third boat out in the line abreast is probably over two lengths from the mark, and if the following boat is within two lengths, the following boat is entitled to room. The fourth boat out is absolutely certain to be over two lengths from the mark when the overlap is established and must keep clear.

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DISTRICT III CHAMPIONSHIP – CHALMERS BURNS SERIES
(Top 15 of 26 Entries)

Boat	Skipper	Club	Places	Points	Finish
19267	Don Hite	Lake Angelus	8-1-1-1-10-8	28	1
20551	Frank H. Levinson	Indianapolis	10-1-11-11-1-1	33	2
18502	Steve Sherman	Muncie	1-2-2-2-22-dsq	37	3
21109	Greg Gust	Muncie	4-2-17-7-2-7	40	4
20004	Lee Griffith	Acton Lake	6-6-10-20-3-2	48.1	5
19388	Dick Schmidt	Barton Pond	5-4-5-5-7-6	49.7	6
20988	Buzz Lewinson	Indianapolis	15-3-11-17-5-9	55.4	7
20007	Bob Rowland	Cowan Lake	3-6-4-14-6-14	57.1	8
20707	Terry Timm	Barton Pond	15-7-8-12-4-4	61	9
19487	Tim Prince	Cowan Lake	12-7-3-24-9-5	61.7	10
21120	Robert Hill	Acton Lake	2-11-6-8-11-18	62.7	11
20006	John Johns	Barton Pond	13-4-15-3-8-10	62.7	12
20990	Gunnar Stickler	LaCrosse	26-3-7-23-23-20	66.7	13
20908	Berk Duck	Indianapolis	7-13-2-10-24-11	68	14
19062	Mike Zalzal	Acton Lake	1-12-23-4-18-15	71	15

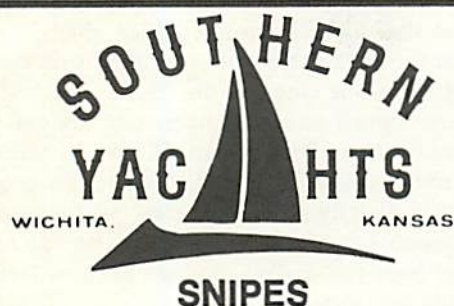
DISTRICT III CHAMPIONSHIP – DUNPHY SERIES
(Top 15 of 38 Entries)

Boat	Skipper	Club	Places	Points	Finish
21114	Steve Holdeman	Muncie	22-19-6-1-14-3	62.4	1
18926	Tim Dixon	Springfield	14-14-25-12-3-1	63.7	2
17387	Jerry Thompson	Portage Lake	28-17-14-5-1-17	76	3
15400	Dick Crookston	Birch Lake	31-14-18-3-8-10	78.7	4
17395	Steve Orr	Crescent, S.C.	21-8-22-14-4-5	79	5
20307	Judy Corliss	Lansing	10-18-13-29-9-4	80	6
17147	Don Showers	Lansing	dnf-17-5-8-16-8	83	7
17733	John Goldsworthy	Cowan Lake	8-21-22-25-6-2	83.7	8
20880	Frank Vincent	Springfield	21-23-16-7-5-6	83.7	9
20878	John Brannan	Indianapolis	2-16-26-13-10-23	89	10
19448	Rod Goldstein	Peoria	30-9-15-22-2-20	93	11
13020	Paul Dovey	Indianapolis	11-28-17-9-13-18	98	12
19794	Marvin Lee	Muncie	18-19-12-16-15-14	105	13
20536	Peter Keen	Cowan Lake	23-24-9-4-19-24	107	14
21365	Dan Blodgett	Indianapolis	18-15-21-28-7-16	107	15

Hite Paces 64 Entries in District III Championship

The 1974 District III championships were co-sponsored by the Richmond and Muncie Fleets at Prairie Creek Lake, Muncie, Indiana. Winds steadily picked up from practically zero on Friday, July 12th to full planning conditions on Sunday, July 14th. The 64 Snipes were divided into color groups to allow for two fleets in each race.

Mike Zalzal took two hours and ten minutes to complete Friday's seven leg drifter. Bob Hill, District III Governor, and Bub Leonard were close on his heels. Meanwhile in the second start, Jerry Thompson was called over the line early. The race committee did not realize that Jerry was actually a first fleet starter trying to clear the line. Steve Sherman of the Home fleet showed his light air skill and "Local Knowledge" passing through the first fleet to lead the second start by half an hour and finish 5th in the first start.



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Races were called the remainder of Friday and all enjoyed the beer and cook-out at the club.

Saturday's races were started early in an attempt to run four races and get back on schedule, but light winds only allowed 3 races to be sailed. In the first race, Zalzal lost a 3/4 mile lead to Sherman and Frank Levinson. Don Hite, in the second start showed his up-wind skill and fantastic speed off the wind to win.

The third race saw Wally Broadhead lead Berkley Duck in a close race. In the second start it was Hite first and Sherman second. At this point the scores were tabulated. The top 25 Snipes plus last year's winner went on to compete in the District Championship. The other 38 competitors raced in a consolation regatta. The fourth race was a repeat of Hite and Sherman with John Johns in third.

The Saturday night banquet served as the District III summer meeting. All officers were re-elected for a second term. Plans for the 1975 national to be held at Green Lake, Wisconsin were discussed. Among the business matters discussed was a yearly report by the "Has Beens". Bud Leonard, Earl Troeger, and Dan Wesselhoft were taken off probation. Another motion to drop Jerry Thompson from the club for being a premature member (he finished first at Cowan Lake, Ohio State Champion) was voted down. Another group was formed at this meeting; a group of sailors who are the true supporters of the Snipe Class, sail most of the regattas, pay the entry fees,

Champagne Regatta

(Continued from page 5)

race practically a drifter. The race committee mercifully shortened the course after the first race to get in the full schedule for the first day. Two races were sailed Sunday morning, again in south winds, light and unpredictable.

In addition to the Finger Lake Wine Museum Trophy awarded to the A Fleet winner and trophies for skipper and crew for the first five places in both fleets, recognition was given to the top woman skipper in each fleet. Gweneth Crook, Oakville Yacht Squadron, took the prize in the A Fleet and Maureen Hayes won in the B Fleet. Regatta Chairman Russ Cook presented trophies.

Except for light winds, no one could complain about the weather. It was sunny and warm and showed Lake Keuka at its best.

Alan Parsons
Keuka Fleet No. 382

never win a trophy and augment the class by buying new boats every year or so. We are pleased to announce the formation of the "Never Wases"! In his acceptance speech as President for 1974, Frank Vincent stated "I'd rather be 50th in sailing than 2nd in boxing!" So be it! On to the racing.

With heavy winds on Sunday, Sherman had little trouble getting a throw out to go with his 1,2,2,2. Hite also had trouble and got a 10th.

Frank Levinson had his boat moving well and finished first in both Sunday races. In the last race, Sherman finished 4th but was DSQ'ed for being over the line early. With 6 races in, one throw out was allowed, Hite threw out a 10th and beat Levinson by six points. Sherman was third. Steve Holderman of the Muncie Fleet won over Lou Dixon by less than two points in Dunphy Series.

By Steve Sherman

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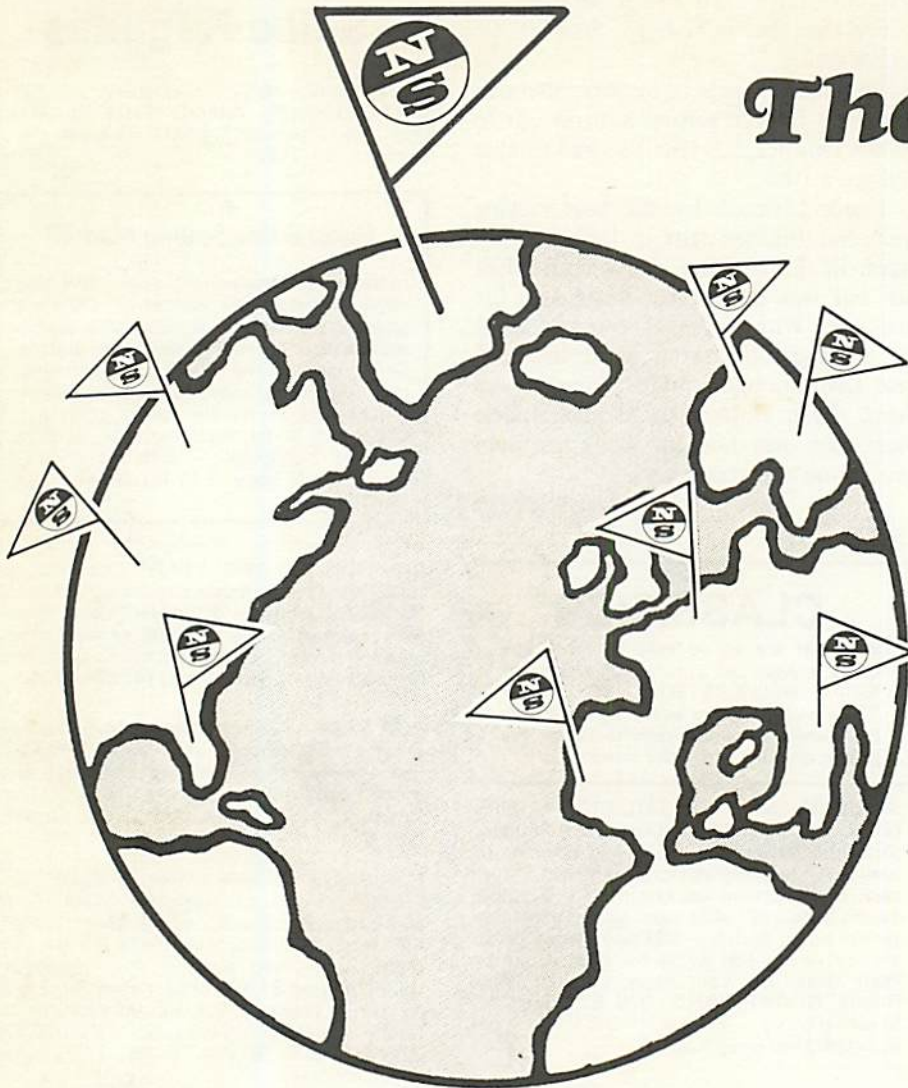
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