

SNIPE
.....
BULLETIN



NOVEMBER 1978



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North Americans	1, 2	Finnish Championships	1
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Jr. Nationals	1, 2, 3, 4, 5	Scandinavian Gold Cup	1
Crosby	1, 2, 3, 4, 5, 6, 7	Canadian Championships	1, 2

1978

BRAZILIAN NATIONAL CHAMPIONSHIPS - 1
ARGENTINE NATIONALS - 1

SOUTHERN CIRCUIT: Midwinters Clearwater 1
Don Q Miami 1, 2, 3, 4, 5
Bacardi Nassau 1, 2
Gamblin Nassau 1
Zimmerman, overall Circuit - 1

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GEORGIA STATE CHAMPIONSHIPS - 1

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European, African Secretaries Meet in Spain

Valencia, Spain, August 23, 1978:

Present: Arturo Delgado, Chairman, Sec. for Europe and Africa; Peter Davies, Vice Sec. for Europe and Africa; Enrico Rosso, Sec. for Southern and Eastern Europe; and the following National Secretaries: Erling Olsen, acting for Denmark; John Broughton, England; Louis Paul Lamarque, France; Josephine Broughton, Holland; Enzo Perini, Italy; Drago Puhlovic, Yugoslavia; Gunnar Kjendlie, Norway, and Santiago Mendez, Spain.

The General Secretary thanked all for being present and presented the apologies for absence for Nils Toftgaard, Sec. for Northern Europe and for the National Secretary for Portugal.

REPORTS OF ACTIVITY: South and Eastern Europe is in decline due to the general world recession and the difficulty in getting travel money. The National Sailing federations do not support Snipe. Italy reports some upsurge in the number of young people entering the class, and Spain remains very strong. Yugoslavia has 3 fleets.

North Europe has more encouraging news. The class is growing in Finland, Sweden hopes for increasing numbers. In Norway, the support is good, and Denmark's new National Secretary, Henning Kampman, is working for increased interest. Holland has 4 boats.

FUTURE CHAMPIONSHIPS: All countries are urged to send at least one team to the Junior World Championship in Mission Bay, CA.

The 1979 European Junior Championship will be in Stone S. C., Essex, England, late in July. Some boats will be available to borrow, but contestants should bring their own if possible.

The 1980 European Championship will be in Espergaerde, Denmark. Italy asked that their invitation be considered for 1982.

The 1979 South European Championship will be held at Bouleau, France, probably May 24-27.

TITLE CHANGE: A proposal to delete Africa from various titles of SCIRA organization was approved and will be submitted to the Board of Governors.

ACTIONS AND RECOMMENDATIONS: Several recommendations by Nils Toftgaard were approved for action or recommendation to the Board, including:

(a) the SCIRA Olympic scoring to conform exactly to the IYRU Olympic scoring. (b) Smaller diameter of mast above the hounds (1 1/4"). (c) Measurement of boats in Europe before delivery. (d) Strict rules about what is to be measured at national and European Championships. All these changes were approved, and Erling Olsen will produce a measurement sheet for suggestion (d).

Per Gothlin of Sweden wrote several questions for the group: (a) Where have the North European Championships gone? (b) Why the section of the Rule Book after page 109 is American/Canadian oriented. (c) Why not an open practice regatta before the European and African and World Championships.

Agreement among the secretaries that the 720° penalty is the best of the alternate penalty rules.

ELECTION OF OFFICERS: General Secretary for Europe, Peter Davies; Vice Secretary, Enrico Rosso; Secretary for North Europe, Nils Toftgaard; Secretary for South Europe, Louis Paul Lamarque; Secretary for Eastern Europe, Drago Puhlovic.

Appreciation was expressed to Arturo Delgado, retiring secretary for four years of work well done.

Meeting adjourned.

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

NOVEMBER 1978
VOL. XXVII No. 11

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CHANGE OF ADDRESS

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

The Commodore and YOU

Dear Fellow Sniper:

I have been doing a lot of thinking about our Snipe Class lately and this month's column will extend some of my thoughts to you.

One of the endless discussions that has surfaced over and over again during the years is why doesn't our class do something to promote endless boats and growth like the Sunfish, Laser, and Hobie Cat Classes?

First off, these Classes are mass produced by builders, with strict design features, thus eliminating free enterprise and progressive construction ideas from the Classes' builders.

Secondly, they are big business promotions with mass production and endless financial responsibilities. These mass production boats are shipped to any and all who will financially obligate themselves to selling them.

These boats are promoted, pushed, discounted, or anything else that is necessary to sell them to anyone anywhere. As a result you see these boats everywhere, and in all types of situations. Sailing around alone on a lake, or maybe on an ocean. Drug up on a causeway, or ocean front's sandy beach, with people sitting on them having a picnic lunch, and/or drinking beer.

We can also see them sailing at a regatta, but in no way are their regatta attendance numbers following a decent percentage figure, in comparison to the above and more popular mentioned uses.

Now, when discussing our "Super Snipe Boat," you will have to appreciate the fact that we are officially the "Snipe Class International Racing Association."

Our Snipe growth has primarily progressed over the years on a racing theme. However, back in the late 1940's and 50's I still dearly remember our moonlight sailing parties; plus cutting Friday afternoon school to jump into our Snipes and sail to different islands to camp out for the weekends. Then on the next regatta day we would scrub and sand down the bottoms for racing in these most important events that we so looked forward to. So, the same Snipe boat served us in all uses, proving its versatility and "One Boat For All."

There are still Snipe Fleets that have Sniping fun activities other than racing. So, our Snipe is capable of doing battle in water fights, sailing us to islands, or other camping sites, picnic sailing, long day adventure sailing to some remote unexplored area, (remember Tom

Sawyer) or even a moonlight sailing party.

As I see it, we have to appreciate our versatile Snipe boat and try to build our own fleets with the fleet participation in the above type activities, in addition to our racing. All of this is especially important in promoting our Junior Program schedules. Also, we should talk our friends into going Snipe sailing with us to promote potential future Snipers. By doing all of these we build and promote our existing Snipe fleets, Snipe fun, Snipe racing and yet avoid the Sunfish, Laser and Hobie Cat situation of boats spread everywhere without really enhancing fleet and regatta participation.

In conclusion, we have an excellent and versatile boat, an excellent World Wide organization that is financially sound with fleets world wide. And finally, we possess a proven track record of almost 50 years of successful Sniping.

Therefore, I personally feel that we should continue on the above proposed type of fleet promotions rather than switch into buying the mass production promotion problems and possibly still not succeed in building our fleets with quality and not quantity.

Let the "Snipe Force Be With You."

Commodore Bruce H. Colyer

New National Secretaries for Colombia, Canada

Fernando de la Concha, Calle 79 No 16-22, Bogota, Colombia, has been elected National Secretary for Columbia, succeeding Jorge Uzcategui. (It really is spelled both ways.) Fernando represented

THE COVER

1978 US Champion skipper and crew Mark Reynolds and De Ann Wright. Note the wire traveler, mast block, and the jib leads. Mark's mask is a sunburn protection, not for California smog. Buzz Lamb photo.

THE SCORE

Twenty-one numbers were issued last month. Argentina got 10, France 5 and 6 went to the U.S. No new fleets were chartered.

Numbered SNIPES — 23588
Chartered Fleets — 756

Colombia at the Pan Am Games in Mexico in 1975.

Canada has Id Crook of Oakville as its new National Secretary. Id replaces Alex Winstanley who has resigned. Id is a long time Snipe sailor and is well known on the regatta circuit and Bermuda as well as being one of the mainstays of the Oakville Fleet. His address is: 263 Sandwell Dr., Oakville, Ontario, Canada.

Davies Succeeds Delgado as European Secretary

Peter Davies, Vice-Secretary General for Europe, was elected to replace retiring Secretary Arturo Delgado at the European Secretaries meeting in Valencia August 23rd. Peter's address is: 42 Chase Side, Southgate, London, N14 5PO, England.

From the minutes of the Secretaries meeting "An appreciation was expressed on behalf of all members to the retiring Secretary-General Arturo Delgado for all the work he has done so well during his 4 years in office. The members wish him a recovery to good health and hope to see him sailing in their countries in the future where he will always be most welcome."

We add our thanks to Arturo, and our

best wishes to Peter in these new responsibilities.

Pan-Am Snipes Available at \$2,200

Phoenix built Snipes are on order for use in the Pan-Am Games in Puerto Rico, July 5-12, 1979. SCIRA/US is making these boats available for charter use by contestants, and they are to be pre-sold in the U. S. — price \$2,200.

The boats will be available on the East Coast after the Games. (To arrive in late July.)

Anyone interested in a new boat at a good price should contact the SCIRA office to make arrangements.

New U.S. Appeals Decisions Book

The 1978 edition of the Decisions of the Appeals Committee is now available from USYRU, Box 209, Newport, RI 02840, in either a loose wrap-around paper cover for \$5, or with a three-ring binder for \$12.25. (An Appeals Decisions, Yacht Racing Rules, and binder package costs \$13.)

The book is an invaluable reference tool which gives a concise explanation of the decisions and useful insights into the racing rules. It was revised and compiled by F. Gregg Bemis, Ted Tolson, and Harry Anderson, of the USYRU Appeals Committee.

It contains 150 appeals decisions, updated and conformed to the 1977 rules, and six additional appeals originally decided under the 1977 rules. Contents are listed by applicable rule, with a cross reference section by appeal number called "Essence of Appeals Decisions," which further clarifies each case and cites appropriate rule(s).

Only appeals decisions published in the 1978 book and subsequently are valid for interpreting and applying the rules.

Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. \$1.00 per copy—10 for \$8.00. From SCIRA only.



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Belford, Brown to Represent Canada in Pan-Am Games

The winners used an Eichenlaub boat with a Cobra II mast and Ullman sails. Ian Brown had an Eichenlaub with Eichenlaub mast and Ullman sails. Third place Ted Hains used a Chubasco with Cobra II mast and Ullman sails.

An interesting aspect of the regatta was the video tape sessions after each of the first three days races. The Ontario Sailing Association was on hand with a Boston Whaler and a video tape person. Those present found the resulting film of the action interesting and informative.

Don Hains ran the race committee doing the usual fine job. Don was assisted by Arch Howie a former Snipe sailor from the Royal Hamilton Y. C., and by Fred McCutcheon and Jim Baillie of the O. Y. S.

An international content was lent by Jack Campari, a Sniper from Milan, Italy who helped on the committee boat throughout the week. Bill Gooderham of the Ontario Sailing Association also lent his support and assistance as well as serving as an observer for the selection committee. Many thanks to all of these persons.

Thanks as well to Margie Kneulman who made lunches for the competitors Wednesday, Thursday and Friday, and to Id and Anne Crook who had the prize giving party at their home.

The Canadian Nationals and Pan-Am Trials were held in Oakville August 7-11, 1978. The turnout of 13 boats was light but the quality was good. Winds were generally light to medium and never topped 15 mph. all week.

The first race was started in a light easterly which eventually died completely. Ted Hains had a tremendous lead but found himself out of luck when the wind filled in from the Northeast. Dirk Kneulman and John Haire won followed by Ian Brown and Doug Maybank. No further races were held the first day due to the lack of wind.

Three races were held Tuesday in medium Southwest winds. Tim Woodford and Tom Dunlop of Baddeck won the first race with Jim and Phyllis Belford second and John and Peter Astephen third. Jim and Phyllis won two straight in the afternoon. Several of those favoured to win had a bad day mainly due to fouls.

Wednesday's racing was limited to one race. This was run in light to medium Southwest winds. Ted Hains and Bill Davey won followed by Dave and Lynne Bowes and the Belfords. A second race was started under threatening conditions. The thunderstorm hit on the run and the

CANADIAN NATIONALS AND PAN-AM TRIALS

Boat	Skipper/Crew	Fleet	Places	Points	Finish
20690	Jim Belford/Phyllis Belford	Oakville	4-2-1-1-3-3-10-2-1	25.4	1
21800	Ian Brown/Doug Maybank	Port Credit	2-6-2-2-11-2-4-3-5	47.4	2
20689	Ted Hains/Bill Davey	Oakville	5-9-8-7-1-1-1-6-3	54.4	3
23339	Dirk Kneulman/John Haire	Oakville	1-5-dsq-9-5-5-5-1-2	58.0	4
21480	John Astephen/Peter Astephen	Northern	9-3-dsq-3-4-6-2-4-4	65.1	5
19396	Jack Pearce/Glenn Gauder	Barrie	6-8-3-5-8-4-3-7-6	79.6	6
22217	Tim Woodford/Tom Dunlop	Baddeck	3-1-6-4-nf-13-7-8-8	84.4	7
22549	Mike Astephen/Dennis Astephen	Northern	11-4-7-6-6-9-12-5-7	99.4	8
19830	Chris Hains/Jim Teague	Oakville	7-13-9-8-7-10-6-11-11	112.7	9
22850	Gwenneth Crook/Id Crook	Oakville	10-7-11-12-9-7-8-9-9	118.0	10
19417	Fred Hutter/Marilyn Hutter	Woodstock	13-11-4-10-10-8-9-10-12	120.0	11
15228	Dave Bowes/Lynne Bowest	Peterborough	12-12-5-11-2-11-11-ns-ns	121.7	12
16182	Brian MacVicar/John Hele	Oakville	8-10-10-13-12-12-13-12-10	135.0	13

race was cancelled.

The fourth day of the regatta saw very light air with a strong current. Ted Hains and Bill Davey won both races in convincing fashion. There was a real contest for second and third places in both races. Those doing well in the light air were Ian Brown and Doug Maybank, Jack Pearce and Glenn Gauder, John and Peter Astephen and Jim and Phyllis Belford.

By Friday it was clear that the Belfords were going to win the regatta and

the real contest was for second place. Ian Brown, Ted Hains, and Dirk Kneulman all had a chance at second place and a spot on the Pan-Am Team. Dirk won the first race Friday followed by the Belfords. The positions were switched in the second race. Ian Brown was third in the first race. Ted Hains was third in the second race.

Jim and Phyllis Belford and Ian Brown and Doug Maybank will represent Canada at the Pan-Am Games in 1979.

U.S. General Membership Meeting Held

Alamitos Bay Y. C., California, August 6, 1978:

The General membership meeting was called to order by Ralph Swanson, U. S. National Secretary who presided and made the following announcements of actions and recommendations by the U. S. Board.

BROCHURES: Snipe brochures will be sent to each fleet captain for distribution. Additional copies may be requested from the SCIRA office, and will be sent post paid, free of charge.

RULE BOOK: It will be recommended to the SCIRA Board that the Rule Book be changed to a 4 year book.

PAN AM BOATS: SCIRA/US will supply boats for charter for the Pan Am games. Details of the plan will be published in the BULLETIN. Boats will be sold to U. S. members.

JUNIOR WORLD CHAMPIONSHIP: The 1978 Junior World Championship will be held at Mission Bay in October under the proposed deed of gift submitted earlier this year by Commodore Bruce Colyer and his committee.

1979 U. S. NATIONALS: Will be held in Pensacola, Florida in July.

1981 WORLD CHAMPIONSHIP: The U. S. will bid to hold the 1981 World Championship. Any fleet which wants to be considered as host fleet is invited to submit its bid. An announcement inviting bids will appear in the BULLETIN.

FINANCIAL REPORT: The class is solvent. Details may be obtained from Treasurer Lamb. After these announcements, Secretary Swanson introduced Commodore Bruce Colyer, and the meeting was thrown open for general discussion and questions.

LIMITATION OF EQUIPMENT: The problem of enforcing the limitation of equipment changes during a season (one mast, one daggerboard etc.) was discussed at length. Opinions were expressed by Keith Zars, Rox Fox, Ed Nelson, and Terry Timm. Mark Reynolds suggested that allowing for experimentation is a good thing for the class. Keith Zars suggested that there could be a separate sticker (decal) for each piece of equipment. This was discarded as difficult to administer.

Any proposal for enforcement of limitations, other than for a particular regatta, as is done by having only one mast measured and stamped for the Nationals, will be written up and submitted to the office, Ralph Swanson, or the rules committee.

OTHER CHANGES: Any firm proposals for closing tolerances on mast partners, spreader length etc. should be sent to Commodore Colyer or to the rules committee.

There being no further business, the meeting was adjourned.



Close quarters during the North Shore Championship at Woodstock.

Ted Hains Wins North Shore Title

The winds were steady at 12-15 knots on Gordon Pittock Lake, Woodstock, as Snipes from various Ontario fleets gathered to challenge the elements of nature and each other for the North Shore Championship, hosted by the local Snipe fleet 100 on July 15, 1978.

As expected prior to the races, the boys from Oakville set out right from the beginning to return the trophy to the parent fleet 321.

The winds were just great all day and the race course was short with lots of starts, which offered the opportunity to a number of new comers to Snipe sailing to challenge the more experienced in the races.

After the completion of the third race, Snipe skipper Jerry Radford and his beautiful wife, Jean, invited all participants to their home across the lake, and treated everyone to an excellent lunch with all the drink one could take. (Thank you Jerry and Jean, it was just great.)

The racing continued into the late afternoon in an exceptionally friendly and competitive atmosphere. Ted Hains won the '78 North Shore Championship, but not without fighting off very determined young sailors from the Fanshawe and Woodstock fleets.

Joseph Hutter
Woodstock Fleet 100

NORTH SHORE CHAMPIONSHIP (Top 10 + 1)

Boat	Skipper/crew	Fleet	Places	Points	Finish
20689	Ted Hains/Bill Davey	Oakville	1-4-1-3-2-2-1	14.7	1
21800	Ian Brown/Doug Maybank	Oakville	2-5-4-2-1-3-3	25.4	2
21105	Rusty Baillie/Susan	Oakville	nf-1-2-1-7-1-6	27.7	3
19830	Chris Hains/Luis Peres	Oakville	3-2-6-4-3-5-2	35.4	4
19921	Gord Richards/James Comming	Fanshawe	5-3-5-5-4-6-4	51.7	5
11392	Gwen Crook/Id Crook	Oakville	4-6-3-6-5-4-5	53.4	6
13309	Jerry Radford/Elizabeth	Woodstock	6-11-7-9-6-9-10	82.4	7
13479	Ron McClory/Dave Brigham	Woodstock	7-9-11-7-9-10-7	85	8
12390	Ken Tucker/John DeJont	Woodstock	9-7-8-8-11-11-8	87	9
22474	Carl Holtved/J. Holtved	Oakville	8-8-9-11-8-7-nf	87	9
19417	Victor Hutter/Patricia	Woodstock	10-10-10-10-10-8-9	94	10



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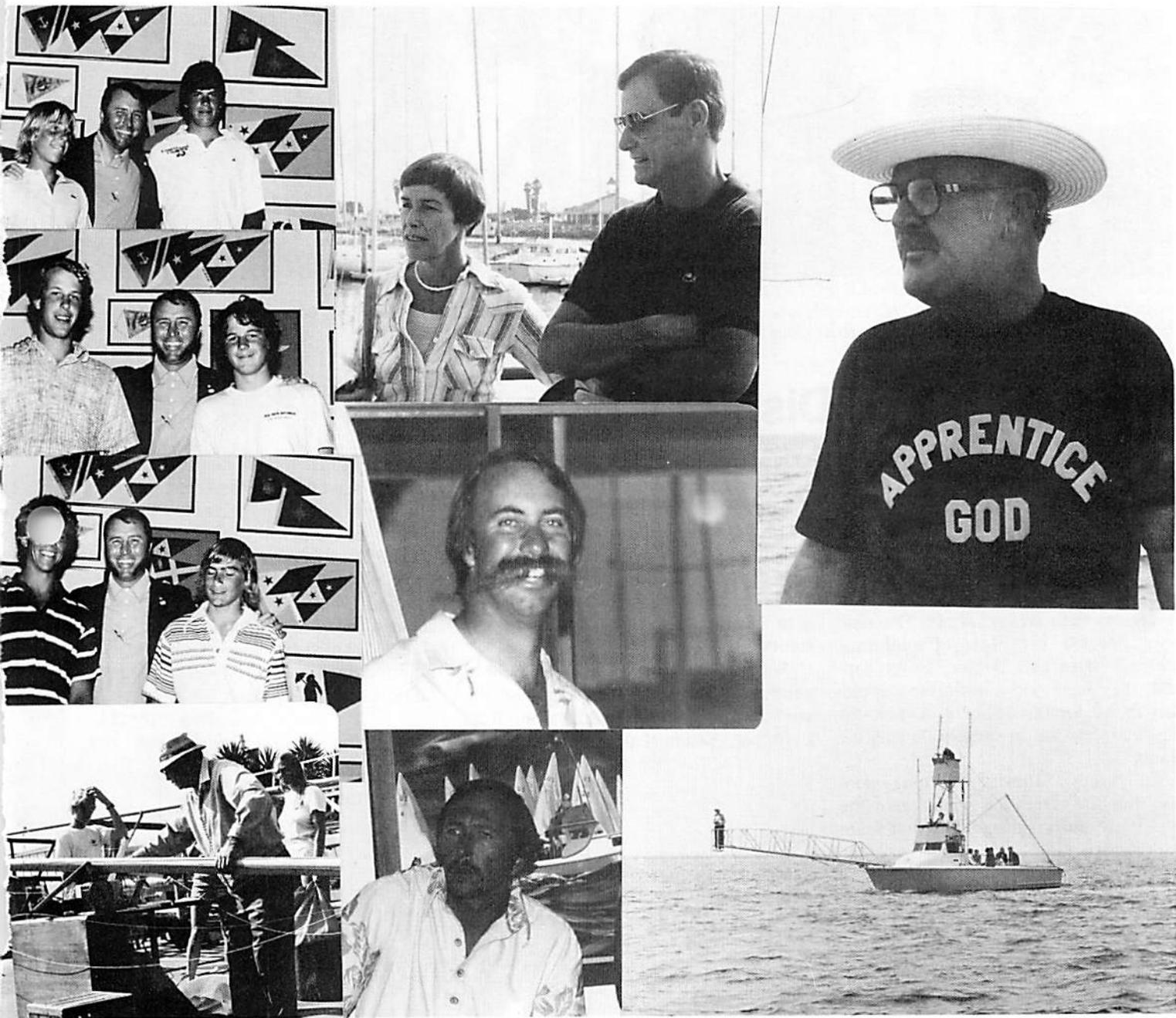
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I certify that the statements made by me above are correct and complete.
(signed) Lowry Lamb

SEEN AT THE U.S. NATIONALS





Page 8, Line 1: 1) Freddy Schenck. 2) Juniors. 3) Eric Conn for high level policy. Line 2: 1) Honeymooner Mike Zalzal is distracted hoisting his sails. 2) Lou Dixon. 3) Here's to the soft life! Line 3: 1) Gary Zars. 2) Ralph Swanson and Jeff Lenhart. 3) Bob Hill. Line 4: Sam Mollett, center, flanked by laughing Nancy and Jerry Thompson, missed the joke. Page 9, 3 in a row down the page: Junior trophy winners pose with Commodore Bruce Colyer: 3rd place John Shadden and Pete Frazier. 2nd place Steve and Neal Garland. 4th place Chris Prell and Carl Hultgren. Upper Center: 1956 Champion Clark King and wife Jane. Right: YOU KNOW WHO, alias Langdon Parrill. Center: Last Year's winner. Bottom: 1) Ray Russell and Cathy Hite watch Arch Higman weigh his thumb. 2) Ron Fox strikes an Erroll Flynn pose with nautical backdrop. 3) Gail Colyer goes after the big ones (pictures, that is) on Earl's boat Wahoo. All photos except Fred, Clark, Langdon and Gail are by Gail Colyer, others are by Buzz Lamb.



District V Championship, top 5 – Front, left to right: Paula Webster, Mary Flynn, Terri Cook, Helen Fox, Lee Ulbing; Back: Skippers Charlest Webster, Fritz Gram, Russ Cook, Charles Fox, Sam Ulbing.



District V Junior Championship, top 3 – Front, left to right: Terri Cook, Laura Dahl, John Pegis; Back: Skippers Guy Lovejoy, Phil Dahl, John Craver.

Fritz Gram Tops District V Sailors

On Friday, July 7, the Newport Yacht Club of Irondequoit Bay, near Rochester, N. Y., hosted the District 5 Junior Championship and on July 8 and 9, the District 5 Championship Regatta.

Nine Junior crews sailed a 3-race regatta on a day which saw a record high of 96 degrees with steady winds. The nine crews finished with lots of sunburns. Although Dave and Debbie Stover capsized, they recovered and finished, somewhat cooler for their trouble. A cook-out and swimming was in order following the awards.

The winds Saturday morning were light, but the afternoon winds were the mysterious shifty, gusty kind that seem

unique to Irondequoit Bay. The third race was protested for having no beat and the Protest Committee upheld the protest to throw out the third race. A third and fourth race were sailed Sunday with a near drifter in the morning and a thermal providing more reliable winds after 11:30 a. m. During the two days there was something for everyone.

Warren Duerr and his team did a yeoman's job of setting lines for the starts. Fritz Gram of Cuba Lake and Russ Cook of Keuka Lake took first and

second honors. It was exciting for Newport to see the next three honors go to our club members, Charles Webster, Charles Fox and Sam Ulbing.

The Regatta featured a steak cook-out preceded by a Whiskey Sour Hour. It was a good weekend and fun to renew acquaintances with members from other clubs. Thanks to Norm Dahl, Regatta Chairman and to Ray Stover, Fleet Captain.

Rosemary Dahl
Newport Fleet 103

DISTRICT 5 CHAMPIONSHIP (Top 15 of 22 entries)

Skipper/Crew	Club	Points	Finish
Fritz Gram/Mary Flynn	Cuba Lake	17.7	1
Russ Cook/Terri Cook	Keuka Lake	20.1	2
Charles Webster/Paula Webster	Newport	26.0	3
Charles Fox/Helen Fox	Newport	43.7	4
Sam Ulbing/Lee Ulbing	Newport	43.7	5
Lucius Bugbee/Liz Bugbee	Cuba Lake	46.0	6
Ted Horvath/Barbara Horvath	Newport	50.7	7
Doug Weeks/Sally Huber	Skaneateles	57.0	8
George Hock/Chris Kinchen	Onondaga	57.0	9
Graham Hoffman/Glenn Hoffman	Keuka Lake	60.0	10
Ellen Lawton/Bud Booth	Onondaga	66.0	11
Les Larson/Candy Larson	Chatauqua	67.0	12
Norm Dahl/Phil Dahl	Newport	69.7	13
Ray Stover/David Stover	Newport	80.0	14
Fred Seedhouse/Stu Seedhouse	Newport	83.0	15

DISTRICT 5 JUNIOR CHAMPIONSHIP

Guy Lovejoy/Terri Cook	Keuka Lake	8.0	1
Phil Dahl/Laura Dahl	Newport	17.7	2
John Craver/Jon Pegis	Newport	23.7	3
Glenn Hoffman/Adam Templeton	Keuka Lake	26.4	4
Tom Whutmeyer/Andy Ireland	Chatauqua	26.7	5
Skip Wilday/Judy Hayes	Cuba Lake	28.0	6
Carrie Shaw/Rebecca Shaw	Chatauqua	33.0	7
David Stover/Debbie Stover	Newport	34.7	8
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Oakville Captures Team Regatta

Oakville Fleet 321 played host to a team from Spanish Point, Bermuda, August 2-6 in the return match of the Oakville-Bermuda Team Race Series. Last year Oakville narrowly lost to Bermuda 3 races to 4 in Bermuda. This year the series again went to 7 races. In the 3 contests previous to 1977 no team had been able to win more than one race as the visiting team and no visiting team has ever won.

The Bermuda team arrived August 2 and were treated to a welcoming party at The Club, a new squash club on the hill above the Oakville Y. S. The visitors were put up in the homes of Oakville Snipe Fleet members.

Thursday was reserved as a practice day. The wind was quite light and not too much sailing was done. Much drinking was done at the cocktail party at Id and Anne Crook's house that evening. The ladies showed particular interest in parts of Id's apparel.

Three races were held on Friday, August 4. Bermuda won the first race by a mere $\frac{1}{4}$ of a point 27 to 27 $\frac{1}{4}$ points. In the afternoon Oakville came back to win 2 races back to back. The scores were 23 to 31 $\frac{1}{4}$ and 23 $\frac{1}{4}$ to 31 points respectively. Low point scoring was used with $\frac{1}{4}$ for first 2 for second, 3 for third and so on down to 10 for tenth which was last place.

That evening there was a dinner and party at the Oakville Club on the east side of the Oakville creek across from the Oakville Y. S. This social event was arranged by Carl Holtved a member of the Oakville Club and a member of the

Oakville Snipe fleet. The party was quite a success and the highlight was the "dirty old man" routine done by Andy Mullins.

Saturday's racing was delayed by light winds and only two races were completed. Bermuda won both of these by scores of 26 $\frac{1}{4}$ to 28 and 25 to 29 $\frac{1}{4}$ points respectively.

The Bermuda team was quite literally flying high at the pig roast at Jim and Phyllis Belford's that evening. Don Hains, race committee chairman provided two suckling pigs and with great flair attended to the "Carving" of the feast. The condition of the participants at this party the next day ranged from mildly befuddled to paralytic.

As the series wore on it became apparent that one group of boats was somewhat better than the other overall. Sunday morning Oakville had the "fast" group and won very handily in the light air 18 $\frac{1}{4}$ points to 36.

The afternoon race was to be the tie breaker. The boats had been pooled and redistributed the evening before in the event a 7th race was necessary. The boat switching was done out on the lake.

Sunday afternoon it was do or die for Oakville. At the start Chris Hains luffed Wayne Soares and in turn this forced Penny Simmons over early. Jim Belford of Oakville was also called over early but Simmons was caught in a box and could not get back quickly. The Bermuda team now had one of their fastest skippers in the "tank" and out of the race. Oakville boats finished 1, 2, 3 giving Oakville the win 24 $\frac{1}{4}$ to 30.

Sunday evening the Bermudians put on their party. Each had brought up to a gallon of booze and efforts were made to relieve them of their excess baggage. The commodore of the Spanish Point Boat Club, David Barnes, presented Id Crook with a friendship cup and the Carl Simmons Memorial Trophy for the series.

Id was also presented with a book on advanced racing tactics by the members of the Oakville Fleet in appreciation for all the effort that he and Anne and Gwen had put into the organizing of the series.

The Oakville team was composed of Jim and Phyllis Belford, Rusty and Susan Baillie, Ted Hains, Bill Davey, Id Crook, Gweneth Crook, Chris Hains, Luis Perez, and Bill Buckles who substituted for Ted Hains on Friday and who also lent his boat.

The Bermuda team was represented by Penny Simmons, Larry Lindo, Clifford Simmons, David Simmons, Ray Pitman, Mark Henneberger, Brett Wright, Andy Mullins, Wayne Soares and Gordon Flood.

Special mention must be made of the following people who although they did not sail lent their boats, housed and transported our visitors, served on the race committee and lent their support and assistance to the Snipe Fleet. These persons are Ken and Marion Ewart, Carl and Gail Holtved, Dennis and Jayne McCutcheon, Don and Peggy Hains, David and Liz Belford, George and Margaret Harvey, Jerry Thompson, Doug Sturgess, Jim and Nancy Baillie, Fred and Edna McCutcheon, and Bill Gooderham, Technical Director, Ontario Sailing Association. Sincere thanks to all of these persons. Thanks too to Carlos Bosch for the case of Bacardi.

Next year the series will return to Bermuda and another close and hard fought series is in prospect.

Chris Hains
Oakville Fleet 321

ITALIAN NATIONALS

Boat	Skipper/Crew	Boat Name	Finish
21943	Brezich/Napp	Lille	1
22760	Longo/Zanoni	28 Settembre	2
19153	Morin/Sain	Macio Sghit	3
18623	Rabbo/Dodero	Bin Bin	4
17404	Zaoli/Zaoli	Mia	5
20960	Zambonin/Piccialli	Val	6
22759	Casciaro/Bovo	Moby Dick	7
21942	Gaja/Gaja	Silvia	8
19157	Armellini/DeZulian	Babbo	9
21952	Torielli/Calderoni	Paolino	10
21938	DeCarolis/DeCarolis	Matti	11
20951	Beltrame/Beltrame	Pola IV	12
22763	Perini/Manfrin (first place jr.)	Marina Chiara	13
19146	Bragantini/Bragantini	Ambra Due	14
20363	Godino/Godino	Ghibli	15
21944	Huber/Huber	Sayonara II	16
20964	Dematte/Bari	Dedo	17
9683	Orlando/Orlando	Medolin II	18
22755	Cecchieri/Gamberini	Buvinello IV	19
18617	Rossi/Arrighi	Trichetto	20

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Slow going at District III Championship Regatta – but only a few dropped out. Photo: Michael Bryant, *The State Journal-Register*.

District III Title Held at Springfield

Lou Dixon and Andy Karl were first place winners in the Chalmers-Burns and Dunphy Series of the District III Regatta, hosted by Fleet 91, Island Bay Yacht Club, Springfield, Illinois. The Regatta was held July 14, 15, and 16.

All races were sailed under hot, sunny skies with temperatures in the low 90's and breezes ranging from 0 to 10 m. p. h. Of seven races scheduled, five were completed.

The first qualifying race was sailed Friday afternoon on a glossy lake with an occasional trickle of air, requiring nearly all the 2½ hours allowed. The second qualifying race was sailed Saturday morn-

ing when the breezes peaked at their weekend high of about 10 m. p. h. The forty-two entrants were then divided with twenty-two participants in the Chalmers-Burns and twenty in the Dunphy Series.

The first two series races were sailed back-to-back Saturday afternoon with the final race being completed Sunday morning in near zero wind and again requiring the full time to complete. Our compliments to the race committee for coping with the light, shifty breezes, which required several general recalls during the first two series races to reset the windward mark.

Oranges were distributed on the lake

between the back-to-back races, giving the sailors a welcome shot of energy. Complimentary coffee and donuts were served each morning; buffet lunch was made available in the snack bar each noon; kegs of ice cold beer, soda, and hot roasted peanuts greeted the sailors at the end of each day's racing.

Barbecue ribs and corn on the cob were served on the patio by IBYC's Club Manager Mike Crandall on Friday night, followed by a sailing seminar with panelists: Dave Chapin, Lou Dixon, and Jeff Baker, expounding on the finer points of sailing. Saturday night, Chef Karl Wiggins treated everyone to a delicious prime rib dinner in the dining room.

A very special thanks for the success of this regatta goes to co-chairman Sis Dixon and B. J. Fowler and to the behind-the-scenes people, who are essential to a good regatta.

Bob Donath
Island Bay Fleet 91



District III top ten winners in Championship Fleet.

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District III top five winners in consolation series

**DISTRICT III CHAMPIONSHIP
CHALMERS BURNS (Top 10 of 22 entries)**

Skipper	Places	Finish
Lou Dixon	4-7-6-1-3	1
Jeff Evans	1-7-2-2-10	2
Don Hite	11-9-4-4-6	3
Dick Hand	11-4-9-7-2	4
Sam Mollet	4-5-1-11-8	5
Berkley Duck	9-4-3-3-15	6
Dan Blodgett	8-3-15-5-4	7
Dave Chapin	5-2-5-dsq-1	8
Bob Rowland	2-1-7-15-5	9
Steve Sherman	2-3-13-10-7	10

DUNPHY SERIES (Top 10 of 20 entries)

Andy Karl	12-13-1-9-1	1
Felicia Bamer	16-15-3-4-2	2
Larry Colter	13-12-6-1-3	3
Bob Donath	ns-14-2-8-8	4
Scott Pearson	17-19-7-7-4	5
John Brannan	nf-17-4-13-5	6
Mark Chapin	14-19-10-2-nf	7
Bill Celio	nf-12-5-16-6	8
Tom Katterheinrich	12-16-8-3-nf	9
Richard Brackett	14-17-11-11-7	10

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Arturo Delgado Wins Stone International Meeting

The Stone International Open was held successfully over the weekend of July 17-18 with a turnout of 29 boats. Spain took the honours with European Secretary Arturo Delgado sailing in a borrowed Skipper, crewed by Angel Belles from Barcelona. They became overall winners of the Stone Snipe Trophy. In Spanish "Angel" is pronounced like Uncle, so Uncle Belles promptly became known to everyone, making Arturo and Uncle very popular winners.

The first race was abandoned, for on Saturday the Blackwater Estuary was given over to white horses, and as the time came up for the second race, that too had to be called off. An intrepid few took to riding the white horses, and dazzled the spectators with a splendid series of planing reaches, jibes, capsizes, and spar collapses. With the Commo-

dore's son giving a display in a Hornet, followed by the National Secretary's son Eric Broughton, culminating in a splendid display of Snipe handling by Mark Townsend, with the wind having the final say in a spectacular dismasting. The rescue boat joined in the melee of wrecks and those on shore considered they'd had a very viewable afternoon's sport.

The National Secretary, John Broughton, then took the foreign competitors on a sight seeing tour of the local countryside, getting back in time for the Regatta dinner. A very satisfactory Saturday night was spent in true Snipe style: sufficient food, drink, entertainment included a horse racing event organized by Percy Douglass — class chairman — where money changed hands, and some found its way into SCIRA U. K.'s funds.

The following morning, the wind had



Arturo Delgado and Angel Belles, Left and Right, Winners of the Stone Open, flank U.K. Secretary John Broughton.

moderated, and everyone looked forward to a force 5 race. Peter Harris came to the aid of Mark Townsend who had damaged his Snipe the previous day, and loaned him his own boat, giving up the chance to race — very commendable, and true to the style of Peter Harris. Apparently, Mark had been spurred on on the Saturday to the supreme effort by the challenge of 5 pints of beer, if he could plane in front of the club, and jibe at the turn, and not capsize . . . the beer was won, but the mast lost!

The first race was a win for Niel Martin in heavy conditions. Two more races quickly followed with Niel gaining another first, his father Richard, close behind together with Arturo. The final race saw the wind down to force 3 to 4 with the youngest competitor, Eric Broughton 14, getting a good start, but experience showed, and Arturo and Tony Hunt worked through, finishing with Niel Martin crossing the line just in front of Tony Hunt. Worse was yet to come, with Niel being disqualified for being over the starting line, and not returning.

Past Stone fleet captain Derek Butterfield took over the administration of race results, and the meeting finished with 1st Arturo Delgado (Madrid), 2nd Richard Martin (Winsford S. C.), 3rd Niel Martin (Winsford), 4th Paul Mason (Blue Circle S. C.), 5th Tony Hunt (Blue Circle S. C.), 6th Dennis Humphrey (Stone S. C.). The racing results were so close that despite Niel taking two races he finished up third.

D. Cranston
Stone Snipe Fleet Captain

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Hoosier Harvest Falls to Harry Levinson

The Indianapolis Sailing Club, led by Harry Levinson Jr., took top honors in the 1978 Hoosier Harvest Regatta at Muncie, Indiana. The local airport radar screen assured the race committee the thunderstorm which passed the club just before race time was gone and only light rain was in the area.

Don Hite headed a 44 boat fleet for the first 8 legs of a 9 leg X course, and was covering all but John McAllister to the finish. The wind lightened for a few moments, and John slipped by on the starboard side of the course for the win.

The second race started just as the picket boat dropped the up wind mark. The wind had veered 50 degrees, causing the X leg course to turn into a Z. The race committee did an excellent job of creating a perfect 8 - 9 mile course with only 3 minutes to go in the counting sequence. The wind had built to survival conditions, but Harry Levinson picked the shifts and strolled up the 5 up wind legs as if on a reach, to smoke the fleet.

The last Saturday race was an Olympic triangle, sailed with clearing afternoon skies and crisp 20+ winds. Don Hite and wife Kathy, sailing together for the first time since the birth of their new daughter, slowly knocked off one boat at a time, to take the lead and the win.

In the B fleet, Jack Samuelson had a slim lead over Eric Witt and Skip Remter,

as the three had traded finishing positions all afternoon.

Following a quick haulout, the Muncie fleet treated their guests to an hors d'oeuvre and beer party. Names were drawn from a hat for 8 free dinners to some of Muncie's finest restaurants. Many went to dinner with the lucky winners, while others put the keg to bed.

Sunday broke with beautiful skies and 12-15 mph winds which reduced to 8 - 10 for the second race of the day. The A fleet leaders could not advance on each other, as George Drake and Steve Sherman won the final races.

In the B fleet, the 3 leaders switched places and closed to within 3 points, as Skip Remter won the fourth race. In the final race they switched again, as Eric Witt beat out Jack Samuelson to the finish. Both these boats call Indianapolis Sailing Club their home, as does the A fleet winner, Harry Levinson. Harry received the perpetual Alan "Buzz" Levinson trophy. This trophy is dedicated to Harry's Uncle "Buzz" who established the Muncie Fleet and who still helps keep it strong.

David Sherman won best Junior skipper, while Bill Katterheinrich won best junior crew. The Muncie fleet awarded these trophies to the best Junior skipper and crew who did not finish in the trophy circle, and recommends this to other

fleets, since "encouragement" is the intent of these junior awards.

The trophies were sailboat mobiles. A hound dog was presented to Patricia Wesley, Rob Fowler and Bill Harris of Chattanooga, so they could find their way back to District IV. They had a little trouble negotiating Indiana back roads.

Dick and Cindy Goppert of Lake Lotawana, MO were given 4 extra lunches for their trip back to District II. The Muncie fleet thanks all the long distance drivers and all District III participants who made the 1978 regatta the best ever held.

Steve Sherman
Muncie Fleet 557



Sanctioned Snipe Regattas

July 21-22, U. S. JUNIOR NATIONAL CHAMPIONSHIP, Pensacola Yacht Club, Pensacola, FL. District IV Governor John Muhlhause, 3453 Winter Hill Dr., Marietta, GA 30062.

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HOOSIER HARVEST REGATTA A FLEET (Top 15 of 27 entries)

Skipper/Crew	Fleet	Places	Points	Finish
Harry Levinson/Jan Selby	ISC	3-1-2-4-12	34.7	1
John McAllister/Dave McAllister	Crescent	1-2-7-6-13	46.7	2
Don Hite/Kathy Hite	L. Angelus	2-6-1-15-6	47.4	3
Bill Coberly/Greg Coberly	Decatur	4-5-8-2-8	49	4
George Drake/Michele Drake	Ann Arbor	5-8-5-1-14	54	5
Dick Goppert/Cindy Goppert	Lotawana	20-11-9-3-3	58	6
Lee Griffith/Don Crookston	Acton L.	7-9-12-12-5	46	7
Dick Crookston/Kathy Crookston	Kalamazoo	6-7-13-8-11	74.7	8
Carl Levinson/Anita Levinson	ISC	17-3-3-dsq-10	81.4	9
Steve Orr/Dan Orr	Crescent	14-4-11-23-4	82	10
Ray Schmit/Peter Schmit	Chicago	9-nf-4-13-9	87	11
Paul Dover/Lisa Ritter	ISC	16-14-ns-7-2	91	12
Larry Colter/Pat Colter	Evergreen	12-10-14-5-24	94	13
Frank Hiatt/Patsy Hiatt	ISC	19-12-6-11-18	95.7	14
Steve Sherman/David Sherman	Muncie	18-19-17-22-1	99	15

B FLEET (Top 10 of 17 entries)

Eric Witt/Stewart Witt	ISC	1-7-1-5-1	23	1
Jack Samuelson/Ayn Samuelson	ISC	3-1-2-7-2	24.7	2
Skip Remter/Stacia Orr	Crescent	2-2-7-1-8	33	3
Bill Celio/Dave Stevens	Lansing	7-3-6-4-3	44.1	4
Joe Spain/Barb Spain	Chicago	4-4-3-3-14	47.4	5
Addis Ketterheinrich/Bill Ketterheinrich	Cowan	10-5-4-2-7	50	6
Dave Congdon/Steve Congdon	Muncie	6-6-8-6-4	57.1	7
Jim Hater/Carolyn Hater	Acton	9-11-9-8-5	71	8
David Schuman/P. Smith	Muncie	ns-10-5-9-6	73.7	9
Art Johnson/Betty Johnson	Cowan	11-8-nf-10-9	78	10

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