

# ***SNIPE***

---

# ***BULLETIN***



OCTOBER 1975

# Service Announcement From Mueller/Eichenlaub :

The SNIPE that won the following events:

- 1<sup>ST</sup> SCIRA Mid-Winter Regatta
- 1<sup>ST</sup> Dallas Southwestern Regatta
- 1<sup>ST</sup> Cuba Lake Inter-Galactic Championships
- 1<sup>ST</sup> Crosby Series U.S. National Championship
- 1<sup>ST</sup> Heinzerling Series U.S. National Championships
- 1<sup>ST</sup> Canadian National Championships

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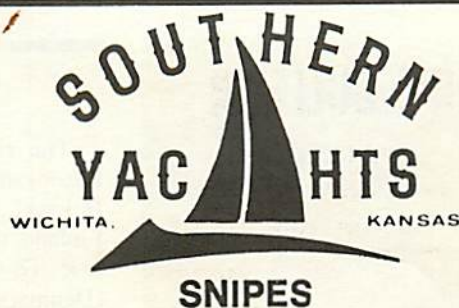
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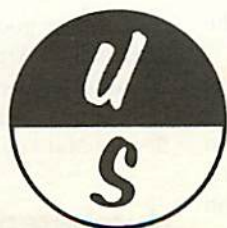
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# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

OCTOBER 1975  
Vol. XXIV NO. 10

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1087 Meredith Drive  
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### Vice Commodore

Svend Rantil  
P. O. Box 7070  
S-37107 Karlskrona 7  
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755 Edgewater Rd.,  
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## EDITOR

Lowry Lamb

## EDITORIAL & BUSINESS OFFICE

Address all correspondence to:  
Privateer Road, Hixson, Tennessee  
37343, U.S.A.

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TIN.

## 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

The cover is a scene from the 1974 European and African Championships in Helsinki, Finland. Skipper Nieminen from Finland is leading the pack followed by Eric Thorsell (Sweden), Nils Toftgaard (Denmark) and Sinding-Larsen from Norway, Foto R. Kuittinen.

## Converting to The New Centerboard Shape

There has been much discussion regarding converting an old board to the new shape. To determine what was involved and how much it would cost, I undertook a project to convert an old board. There are a number of specifications but the job is not difficult. Furthermore, the cost was reasonable. This should be a nice winter project.

Since the board was cut for a high trunk boat no extension was necessary on the arms. The board was full 22" radius one, so 1½" had to be sheared from the front to comply with the 20½" measurement. The arm was 4" wide so it was not necessary to add material to the arms.

However, the distance from the centerpunch to the point where the arm angles back became 11½" so a small wedge had to be added. Below is an outline of the procedures.

1. Mark a line to reduce the width to 20½". In this project a line was drawn to exactly 20½" and that is where the board was sheared. This gave some problems in shaping the front edge so it would be better to put the line at 20 5/8" — then you have some leeway in shaping. The best tool for shaping is a Surform made by Stanley. It looks like a cheese grater.

2. Draw a line perpendicular from the aft edge of the board at a point where 11 1/8" intersects with the radius. This will be the bottom of the board. No 1/8" extra need be added to the bottom since the 33½" dimension is maximum. This line will be about 3 3/4" up from the present bottom.

3. Locate a point of the forward edge (line drawn in step 1) that is perpendicular to the aft edge and up 33½" from the bottom line. Draw a line from this point to the radius intersection obtained in step 2.

3. Since the cutout was now below the waterline 3¾" was added to the bottom

of the cutout. This was done in order to comply with the 37" minimum from the bottom of the board.

5. If the forward arm is less than 2" wide after shearing the front edge, a small section will have to be added to meet the 2" minimum.

6. The arms will usually end up short by the amount cut off of the bottom so these will have to be extended in order to have the full 33½" in the water. In this case, the board was from a high trunk boat and was going into a boat with a low trunk, so this step was not necessary.

7. A wedge will probably have to be added to the front arm to comply with the 12" minimum dimension.

Inert-gas-arc (heliarc) welding is necessary and probably universally used in machine shops but it would be best to specify such. A good idea would be to cover the surface of the board with some protective paper such as contact paper. This will protect the board from scratches that inevitably occur in handling.

The total cost of this project was \$15.79, and the time to shape the front edge, attach the handle and sand came to about 4 hours. No material was needed except for the scrap obtained from the cuts.

The welding done in this project was extremely good. It was so good that if wet sanded you would not be able to locate the weld except for some slight discoloration. Top-notch welders should be available everywhere and, if so, an alternative procedure could be used that would greatly simplify the job of cutting down a radius board. This was done in another project at a cost of \$30. This appeared to be out of line with the previous project but still very reasonable.

This method is shown in Fig. 2. Basically, it is merely to shear off the front edge (1) to establish the correct width. Here again 20 5/8" is the figure to shoot for. The scrap thus obtained is added to the bottom to get the 11" dimension (2). Actually, the machinist

## THE SCORE

Another good month — 49 numbers were issued. Argentina and Spain each got 20 followed by 6 to Chile and 2 to the U. S. Fleet charter 748 went to a new fleet at Mar Del Plata in Argentina.

Numbered SNIPES — 22266

Chartered Fleets — 748

# LETTERS TO THE EDITOR

sheared off the radius to make it easier to weld. The only additional item would be to make sure the arms are at least 2" wide. Here no changes have to be made to the handle or slots, so your working time is a lot less.

Don't forget that anytime you convert a 22" board to a 20½" board, you have to add an 1½" plug to the trunk.

If you presently have a cutoff board with a 6½" bottom, the same general procedure can be used. See Fig. 3. The cut from the bottom will be about 11" so an equal amount must be added to the top. These boards are required to be 20½" wide so there is no problem with width. Most boats have 12" or more trunk depth so any welding will be above the waterline unless you have some notches and want to fill them in. In addition, most of these boards are flush across the top. This simplifies the job. In any case a piece of aluminum 11" 14" X 20½" should not be too expensive.

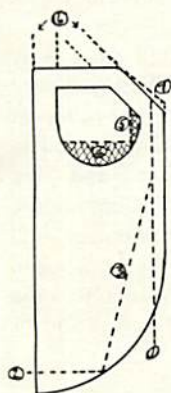


Fig. 1

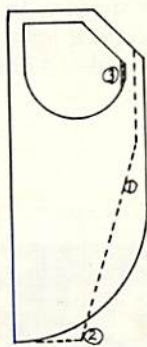


Fig. 2

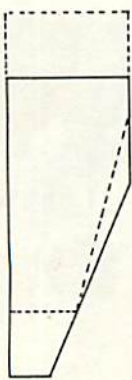


Fig. 3

Most everyone who has used the experimental board has liked it. Some prefer it to either the radius or present cut boards. The official SCIRA policy will be to encourage the use of the new board. So take a couple of evenings, a few dollars and have a new shape.

Dear Buzz,

I'm sorry Buzz, but you can't be in the "wealthy class" because I am nominating you for the president of the SCIRA Pros. You are the most highly qualified candidate and the only true professional in the Snipe Class as your salary is a direct consequence from involving yourself in Snipe sailing. You might feel that you are earning your pay by doing office work and not by sailing. That is true, just, like sailmaker gets paid for making sails, a boat builder for making boats or a mast builder for building masts.

So Buzz, keep up the good work and you can be president for a long time. After all, it's not how many races you win but the fact that you are being paid to further your sailing skill that makes you our top professional. While amateur

sailors are busy making their living in their professional fields, you can spend your weekdays submerged in go-fast interviews and helpful hints from around the world. We won't even subpoena your taped interviews with Jeff and Augie to make sure you are not withholding secret go-fast information for your own use. You wouldn't do that, would you Buzz?

We will negotiate your salary as soon as we firm up our package deal and advertising time with NBC. Maybe you can be in the professional and the wealthy class. We'll make you a star!

Happy sailing  
Earl Elms

Seriously, I believe more sailors are attracted to the Snipe Class because the competition is good rather than turned away because it is too good.

## Point Score Race Results for 1975

1975 POINT SCORE RACE RESULTS will be printed in the earliest available 1976 spring BULLETIN. The deadline for receipt in the SCIRA office is February 1, 1976. Please use the newer small forms which will be sent to US and Canadian Fleet Captains in September. Any Fleet Captain who does not receive a supply should request them from the

office. Send them in as soon as the 1975 season is completed — you don't HAVE to wait until February.

TO ALL non US and Canadian Fleet Captains: Yes! we do want your scores for the BULLETIN. You may make your own score cards 3"x5" (the US will go metric — inch by inch). The cards should look like the example in this BULLETIN.

SCIRA Official Score Card 19 \_\_\_\_\_ Boat No. \_\_\_\_\_  
 Owner \_\_\_\_\_ Fleet No. \_\_\_\_\_  
 City \_\_\_\_\_  
 Total races \_\_\_\_\_ Score \_\_\_\_\_  
 For all scores over 1650: List races by finish on the  
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 Signed \_\_\_\_\_  
 (Fleet Captain)

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1973 WORLD CHAMPIONSHIPS

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## Colyer Cops District IV Championship

Bruce Colyer with his good luck crew Jeannie Bronaugh put it all together with finishes of 1-2-2 to win the 1975 District 4 Championship on Lake Chickamauga. Van Wesley with Karen Gregory crewing won the second and third races, but a fifth in the first race left him just short of the trophy. Francis Seavy was third in the series. Pete Duvoisin and Bill Simons both of PYC rounded out the top five.

We started out for the first race with almost no wind. When it finally came the race committee spent over an hour resetting the course due to continually changing wind direction which did a full 720° before settling down enough to start.

Bruce worked out in front early in the first race and never relinquished the lead. Seavy was second with Gonzalo Diaz third.

In the second race the wind went light and shifty just after the start. The lead shifted on the first leg, depending on

where you happened to be when the shifts came. Gonzalo Diaz was one of those always in the wrong spot when the wind shifts came and was far back in the pack at the first mark.

Van Wesley worked to the front, but Colyer stayed right with him. Buzz Lamb in his Fiddle Paddle finished third, with Bill Simons, Pete Duvoisin and Lloyd Cox in that order.

For the final race the wind was a fairly steady 4 to 6 mph. Van Wesley moved out front and made a strong bid to repeat as District Champ, but Colyer stayed in there for second place and the Championship. Former Commodore Harold Gilreath sailing a wooden hull boat was third, with Seavy in the wooden Honey fourth. It is interesting to note that wooden hulls finished 3, 6, 7 and 11 in the field of 47 boats.

Ken Simons  
Governor, District IV

Top five skippers and crews and the D-4 Junior Champions. (David Cox photo)





David Cox photos

Sunday morning was a different story - Bruce got a bad start.

Marc and Anne Duvoisin - District IV Junior Champions



Bruce makes a break-through! Bruce Colyer and Jeannie Bronaugh, new District IV Champions. Photo and special effects by David Cox.

DISTRICT 4 CHAMPIONSHIPS

Boat	Skipper/Crew	Club	Places	Finish
20002	Bruce Colyer/Jeannie Bronaugh	Ft. Lauderdale	1-2-2	1
21021	Van Wesley/Karen Gregory	PYC	5-1-1	2
19387	Francis Seavy/Kevin Guido	Clearwater	2-9-4	3
19091	Pete Duvoisin/Jane Duvoisin	PYC	4-5-8	4
19020	Bill Simons/Mike Craig	PYC	7-4-7	5
8653	Harold Gilreath/Hal Gilreath	Smryna, Ga.	9-13-3	6
7428	Buzz Lamb/Marge Lamb	PYC	23-3-6	7
21600	Brad and Madeline McFadden	AYC	6-11-12	8
21884	Means Davis/Peggy Davis	AYC	16-12-5	9
18023	Lloyd Cox/Tommy Hearn	PYC	10-6-18	10
16680	Bryson Lesley/Doug Colyer	PYC	8-18-10	11
20953	Marc Duvoisin/Anne Duvoisin	PYC	19-8-13	12
19489	John Muhlhausen/Stuart Lamb	PYC	25-7-11	13
21359	Steve Cooper/Cathy Fox	PYC	12-14-26	14
21112	Herb West/Tom West	AYC	11-26-16	15
20822	Bill Snowden/Barbara Wesley	Barefoot SC	13-20-20	16
16796	Lee Reichart/Stewart Waugh	Memphis	20-17-19	17
20220	Scott Cline/Dana Pagliaro	PYC	14-30-14	18
18015	Dean Hearn/Molly Hearn	PYC	15-22-25	19
9007	Kathy Bronaugh/Jim Bronaugh	Barefoot SC	30-10-23	20
21101	Kerry Lamb/Kitty Coddington	PYC	18-29-17	21
19724	Bo Cline/Mary Cline	PYC	22-21-24	22
19747	Dan Williams/Brainard Cooper	PYC	26-33-9	23
21360	Mark McCord/Gene McCord	PYC	36-16-22	24
18022	Jody Hearn/Ann Hearn	PYC	24-23-30	25
21212	Dick Craig/Tommy Craig	PYC	17-15-ns	26
17232	Eddie Craig/Rob Fowler	PYC	32-35-15	27
16607	Nick Longworth/Elke Longworth	Memphis	31-25-27	28T
9747	Chris Williams/Darryl Heggie	PYC	21-34-28	28T
19924	Ken Simons/Dale Boyd	PYC	29-39-21	30

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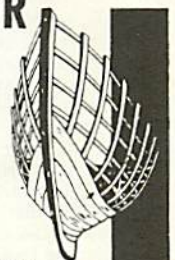
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# 1975 U.S. NATIONALS

## Jeff Lenhart Edges Augie Diaz in Closest of Contests

### CROSBY SERIES - (Top 31 of 129 Starters)

Boat	Skipper/Crew	Town	Places	Points	Finish
20560	Jeff Lenhart/Eric Krebs	Mission Bay	1-1-1	0	1
21704	Terry Timm/Kitty Onuter	Barton, BC	4-2-3	16.7	2
19491	Russ Cook/Terry Cook	Keuka Lake	2-7-2	19	3
19267	Don Hite/Gail Nelson	Lake Angelus	8-3-1	19.7	4
17387	Jerry Thompson	Lake Angelus	4-6-1	19.7	5
22212	Tom Nute/Carolyn Nute	Mission Bay	2-1-12	21	6
21021	Van Wesley/Jim Bronaugh	Privateer	3-5-4	23.7	7
21777	Bob Rowland/Sandy Rowland	Cowan Lake	15-1-2	24	8
21544	Augie Diaz/Glen Darden	Miami	5-3-5	25.7	9
18926	Lou Dixon/Tim Dixon	Island Bay	1-6-8	25.7	10
20561	Lew Bedford/Don Bedford	Mission Bay	3-9-3	26.4	11
12192	Harry Levinson/H.A. Levinson	Indianapolis	1-4-13	27	12
18321	Doug DeSousa/Mark Butler	Mission Bay	2-4-11	28	13
20002	Bruce Colyer/Jeanne Bronaugh	Ft. Lauderdale	14-3-2	28.7	14
16699	Fritz Gram/Mo Hayes	Cuba Lake	10-2-6	30.7	15
21888	Bill Buckles/Tim Boucher	Cleveland	12-4-4	34	16
20313	Jay Butler/Karen Butler	Mission Bay	13-2-8	36	17
10111	Gonzalo Diaz/Ani Diaz	Miami	3-11-9	37.7	18
21702	Steve Holdeman/Mary Kevin Smith	Muncie	10-9-5	41	19
19432	Dave Chapin/John Krebs	Island Bay	7-10-7	42	20
20551	Paul Levinson/Buzz Levinson	Indianapolis	8-6-16	47.7	21
21758	Norm Towle/Kevin Julian	Winchester	5-14-12	48	22
21790	Bill Coberly/Marg Coberly	Decatur	6-7-18	48.7	23
20004	Lee Griffith/Sara Griffith	Acton Lake	20-8-6	51.7	24
17591	Ron Fox/Karen Fox	Alamitos Bay	6-20-8	51.7	25
20666	Don Casey/Chris Casey	Green Lake	24-7-5	53	26
10281	Tom Baffico/Harriet Minkwitz	Lake Merced	18-10-10	56	27
21598	Doug Behrendt/Steve Behrendt	Barton	17-19-4	56	27
21700	Henry Davis/Laura Kennedy	Omaha	23-8-7	56	27
20988	Dick Schmidt/Gwen Gordon	Barton	8-12-18	56	27
19392	Brownie Horner/Bufy	Lake Canyon	11-18-9	56	27

### HEINZERLING SERIES

Boat	Skipper/Crew	Town	Places	Points	Finish
20560	Jeff Lenhart/Eric Krebs	Mission Bay	1-6-6-1-1	23.4	1
21544	Agustin Diaz/Glen Darden	Miami	6-2-1-3-2	23.4	2
17387	Jerry Thompson	Lake Angelus	2-1-4-9-14	46	3
12192	Harry N. Levinson/H.A. Levinson	Indianapolis	4-5-9-4-7	54	4
20561	Lew Bedford/Don Bedford	Mission Bay	8-3-14-5-3	55.4	5
19267	Don Hite/Gail Nelson	Lake Angelus	5-8-7-6-4	56.7	6
21888	Bill Buckles/Tim Boucher	Cleveland	3-14-12-16-11	82.7	7
10111	Gonzalo Diaz/Ani Diaz	Miami	13-4-8-18-12	83	8
21704	Terry Timm/Kitty Onuter	Barton BC	11-17-3-10-17	84.7	9
22212	Tom Nute/Carolyn Nute	Mission Bay	7-19-13-13-6	87.7	10
21021	Van Wesley/Jim Bronaugh	Privateer	NF-22-2-2-16	92	11
21777	Bob Rowland/Sandy Rowland	Cowan	16-7-17-19-5	93	12
18321	Doug DeSousa/Mark Butler	Mission Bay	18-15-10-11-13	97	13
16699	Fritz Gram/Mo Hayes	Cuba Lake	NS-10-5-20-10	106	14
19392	Brownie Horner/Bufy	Lake Canyon	24-18-15-8-18	113	15
21700	Henry Davis/Laura Kennedy	Omaha	9-30-25-14-8	116	16
21790	Bill Coberly/Marge Coberly	Decatur	20-9-11-21-25	116	17
20666	Don Casey/Christine Casey	Green Lake	12-12-22-32-15	123	18
21758	Norm Towle/Kevin Julian	Winchester	10-16-24-25-20	125	19
20002	Bruce Colyer/Jeanne Bronaugh	Ft. Lauderdale	19-26-21-7-27	138	20
18926	Lou Dixon/Tim Dixon	Island Bay	22-28-20-17-19	136	21
20004	Lee Griffith/Sara Griffith	Acton	17-20-30-15-24	136	22
20551	Paul Levinson/Buzz Levinson	Indianapolis	21-11-23-28-26	139	23
17591	Ron Fox/Karen Fox	Alamitos Bay	25-27-18-31-9	140	24
20313	Jay Butler/Karen Butler	Mission Bay	14-25-26-26-21	142	25
19491	Russ Cook/Terry Cook	Keuka	37-13-29-12-31	142	26
20988	Dick Schmidt/Gwen Gordon	Barton	NS-24-19-23-22	150	27
10281	Tom Baffico/Harriet Minkwitz	Lake Merced	NF-21-16-24-NS	153	28
21702	Steve Holdeman/Mary Kevin Smith	Muncie	15-29-27-29-23	153	29
19904	William Culp/Tracy Culp	Ft. Smith	26-23-31-27-29	166	30
21598	Doug Behrendt/Steve Behrendt	Barton	28-31-32-22-30	173	31
19432	Dave Chapin/John Krebs	Island Bay	23-DQ-28-30-28	174	32

The largest fleet ever assembled for a Snipe Nationals, 129 boats, were on hand for the qualifying series sailed in predominantly light wind. Only three of the scheduled four races could be completed so there was no drop race.

The six fleet divisions starting at 10 minute intervals (in theory) frequently were thoroughly mingled (deck to deck and stay to stay — you should see the stack of protests) by the time some were running, some were on the last beat to finish, and some still had to round the weather mark on the second beat.

The first race got off to an uneventful start and was sailed in light wind, but there were enough shifts to show that it was definitely lake sailing. When we returned to the course after lunch the wind was even lighter and shifted here and there before dying altogether. The fleet had begun to paddle to the dock long before the race committee also gave up and abandoned for the day.

Tuesday was one of those days. We needed to get three races in. After one was completed and a second started there seemed a good chance of succeeding. It wasn't to be — when one fleet had completed a beat and reach they were called back. The wind had shifted and the course was no good. We all went in for lunch.

After lunch we went out for a game of musical boats which lasted from one o'clock until a start at five which could be completed as a race. One other race was aborted on the last beat because of another bad wind shift. Mostly the starting sequence would run its course less 30 seconds or so, when the wind would shift, and the postponement would go up for the line to be reset — etc. etc. etc. Finally, at five a race was started which could be completed for the qualifying series — but there would be no throw-outs.

Jeff Lenhart gave a preview of his later performance by winning 3 races and the Crosby title. Terry Timm was second, Russ Cook was third, Don Hite fourth, Jerry Thompson 5th, Tom Nute 6th, Van Wesley 7th, Bob Rowland 8th, Augie Diaz 9th and Lou Dixon was 10th.

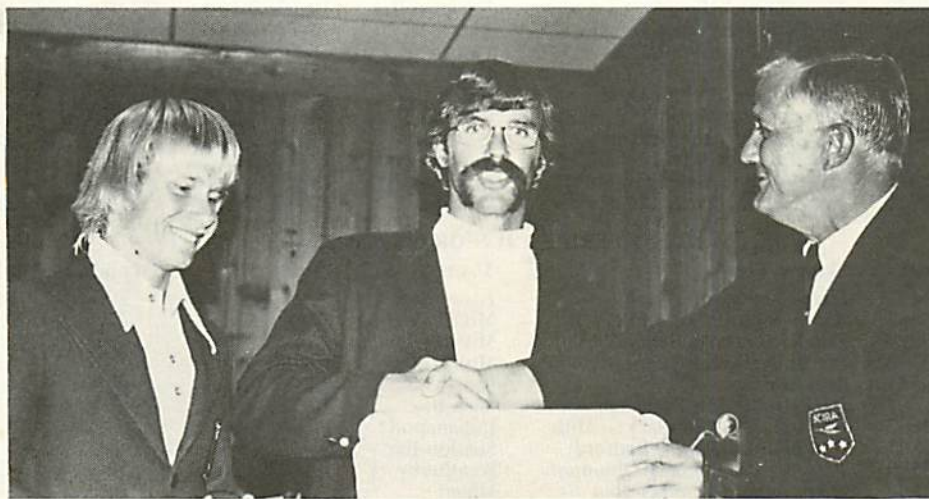




*Gail Nelson, winner of the Eleanor Williams trophy, showing proper crew duties by folding sails. (Kerry Lamb photo)*

*Bottom photo: Eric Krebs (left) and Jeff Lenhart (center) receive trophy from Ralph Swanson, U.S. National Secretary. (Jim Bronaugh photo)*

*Pamela and John Johns, winners of the Wells Series. (Buzz Lamb photo)*



## HEINZERLING SERIES

Jeff Lenhart, representing the Mission Bay fleet, won his first U.S. National Snipe Championship at Green Lake by the closest possible margin over Augie Diaz of Miami, the defending champion. Lenhart and Diaz tied on points but with no drop races, Lenhart won the tie breaker by beating Diaz in 3 of the five races in the finals. Going into the last race Augie led Jeff by 20.4 pts to 23.4. Jeff took an early lead and although Augie was gaining, he finished second for the race and the regatta. In last year's

Championship it was Augie first and Jeff second. They will both represent the U.S. in Uruguay in December. Jeff will be the U.S. representative in Snipes in the Pan-Am games in Mexico in October.

Jerry Thompson of Lake Angelus was the early leader in the series, but a 9th and 14th in the last races dropped him to third place. Harry Levinson, Indianapolis, sailing one of the few wooden boats in the championship was 4th and Lew Bedford of Mission Bay was fifth. Don Hite of Lake Angelus was sixth place, Bill

Buckles, Cleveland, 7th, Gonzalo Diaz 8th, Terry Timm 9th and Tom Nute 10th. Gail Nelson, Hite's crew, won the Eilnor Williams trophy as top woman finisher.

Jeff Lenhart, winner and new champion, needs no introduction to US or World Snipers. He is the Western Hemisphere Champion and was a contestant at the W.C. in Spain. Jeff spends so much of his time kidding that it is hard to know when he is serious. Maybe he is serious only about winning races (and protests). When he was asked at the Western Hemisphere Regatta about the improvement in his sailing in the last two or three years, he said, "I haven't improved, I was always as good as I am now. I should have won at Annapolis". He wasn't bragging — just stating a fact as he saw it. His finishes of 2-3-2-2-1 in the last 5 US National regattas show he must be right. Does being Number one make a difference? When someone asked Jeff if he had called Dave he just grinned and said, "I'm big time — I don't have to call anybody."

## WELLS SERIES

The boats, divided into 4 fleets had barely cleared the harbor for the first race when thunder began to roll all around the lake. Both committees abandoned the race and on shore we gathered for the U.S. membership meeting originally scheduled for later. As the storm came on stronger, boats at temporary moorings in the harbor began to drag toward rocks on shore and there was a mad scramble to the rescue. Boats were manhandled over the rocks to rest on the grass lawn and little damage was done.

The storm cleared out in time for an early afternoon start. The wind was high enough to plane on reaches and runs and there was a great deal of waves and chop. The second race followed immediately in somewhat lighter conditions.

Thursday morning started dark and gray as the day before. Boats planed across the lake and back again under the lee shore. Severe weather warnings came over the communications system and both Heinzerling and Wells boats were called off the water. The Wells had the best of it, being able to reach into private docks on the lee shore. The Heinzerling Fleet which had to beat back to shelter in the harbor were caught by the first hard gusts and there were several capsizes. The only injury was Sam Butler, San Diego. In helping rescue a capsized Snipe, he wrapped a wire halyard around his hand. When the motor boat gave a lurch — 19

## 1975 U.S. NATIONALS

stitches were required to close the cut.

Again, the storm was over by afternoon and two back-to-back races were completed, the first in high wind and chop, the second in the lightest wind of the series.

Friday morning for the final race, there was wind, dark clouds, chop and light rain. It was cold and the ranks of starters were noticeably thinner. The rain mercifully stopped, but in spite of a moderating wind there were wet beats and planing reaches.

Going into the last race Eric Conn, with 22.7, led John Johns at 28 points and Bob Jackman at 30. All were in the same division, so the heat was on. Johns managed to move up dramatically and was first at the finish giving him the title. Conn's 5th place was good enough for second and Jackman's 4th held his third place. Tim Prince and Bill Simons rounded out the top five. Keith Zars barely beat his old man, Leif, for 6th. Harry Aguero, a junior from Miami, finished 8th. Dan Wesselhoft and Gene Soltero, both plagued with DSQ problems were 9th and 10th respectively.

## JUNIOR NATIONALS

Two new names took top honors in the 1975 U.S. Junior Championship. Dave Chapin from Springfield's Island Bay Yacht Club made consistency pay off. He didn't win a race but finishes of 4-4-2-4-2 and 30 points gave him a narrow 1.4 point margin over Randy Smith from Mission Bay for top spot in the regatta. Eric Krebs was third and Jay Butler also from Mission Bay was 4th. Paul Levinson of Indianapolis was fifth, .1 ahead of Joe Petrucci, Massachusetts Bay, the defending champion.

The 35 boat fleet was the biggest ever for the Juniors and to show how tough they are, three of them qualified for the Heinzerlings.

The first race turned into a drifter before the end of the first triangle. Harry Levinson rode a puff out of the herd and won the race by half a leg over his nearest competition. The winds gradually improved for the rest of the 5 race series and the last two races were sailed in good breezes of around 15.

At the awards presentation U.S. National Secretary Ralph Swanson made a popular announcement: the U.S. Board has extended the age limit for the US Junior Championship to include "one who will not have reached his 19th birthday during that calendar year."

## WELLS SERIES - (Top 50 Starters)

Boat	Skipper/Crew	Town	Places	Points	Finish
20006	John Johns/Pamela Johns	Barton	5-1-5-4-1	28	1
20261	Eric Conn/Susan Krebs	Alametos Bay	3-2-8-1-5	32.7	2
20252	Bob Jackman/Randy Smith	Mission Bay	11-5-1-2-4	38	3
19487	Tim Prince/Liz Prince	Cowan	8-9-3-2-10	53.7	4
19020	Bill Simons/Mike Craig	Privateer	3-27-7-1-3	57.4	5
19449	Keith Zars/	Lake Canyon	10-2-17-7-5	65	6
18850	Leif Zars/Pat Zars	Lake Canyon	NS-1-4-3-2	68.7	7
22142	Harry Aguero/Bobby Cabal	Miami	1-19-23-6-2	68.7	8
18266	Dan Wesselhoft/Joann Wesselhoft	Peoria	2-DQ-1-4-7	73	9
20205	Gene Soltero/Beth Soltero	Dallas	1-11-10-7-DQ	77	10
20702	Skip Baxter/Bud Baxter	Grand Rapids	6-13-18-19-1	79.7	11
21710	Jeff Troeger/Dave Troeger	Diamond Lake	4-14-27-9-3	81.7	12
19387	Francis Seavy/Kevin Guido	Clearwater	9-3-16-25-4	81.7	13
20908	Berkely Duck/Nancy Duck	Indianapolis	7-15-13-14-7	86	14
21629	Mike Goll/Diane Wood	Mass Bay	6-28-6-6-12	87.1	15
19793	Lucius Bugbee/Nancy Schroeder	Cuba Lake	26-7-2-17-13	90	16
8653	Harold Gilreath/Hal Gilreath	Atlanta	2-13-2-9-NS	92	17
20026	Jeff Evans/Libby Evans	Springfield	21-21-7-5-9	92	18
20812	Steve Tautz/Tom Castle	Bow Mar	19-13-8-16-20	92.7	19
20881	Dick Crookston/Cathy Crookston	Kalamazoo	10-7-30-3-18	94.7	20
21507	Joe Petrucci/Martha Bouckhuys	Mass Bay	7-16-17-11-15	96	21
20999	Ralph Swanson/Marta Swanson	Winchester	14-18-15-10-9	96	22
20875	Paul Festeren/Sigrid Festeren	Omaha	12-22-12-8-13	97	23
19447	David Wesselhoft	Peoria	4-17-9-32-8	98	24
16856	Thomas Townsend/Lissa Townsend	Indianapolis	18-10-14-22-10	104	25
19299	Bud Leonard/Buddy Leonard	Diamond Lake	11-15-4-32-14	104	26
20990	Gunnar Stickler/George Stickler	La Crosse	14-16-11-22-15	108	27
18320	Alan Casey/Susan Kinas	Green Lake	28-5-10-33-6	110.7	28
21128	Robert Hill/James Hill	Acton	16-26-18-18-6	113.7	29
18317	Dan Blodgett/Susanne Blodgett	Indianapolis	8-8-12-15-NS	119	30
19259	John McCarthy/Anne McCarthy	Dallas	22-30-11-12-16	121	31
19062	Michel Zalzal/Mike Lubekman	Acton	17-23-14-14-24	122	32
17395	Steven Orr	Detroit	25-NF-16-8-14	126	33
20685	Fred Ables/Matt Doherty	Sea Cliff	5-6-15-28-NS	128.7	34
20992	George Drake/Michele Drake	Lake Angelus	12-24-3-18-NS	129.7	35
21606	Mike McLaughlin/Jeanne Bedford	Mission Bay	15-12-22-10-NS	135	36
19924	Ken Simons/Chris Williams	Privateer	20-8-29-33-17	137	37
19724	Scott Cline/Rob Hays	Barefoot	9-11-NF-NF-8	137	38
19800	Tom Rolfes/Ginny Rolfes	Cowan	23-33-20-28-11	137	39
21501	Doug Day/Terry Croasdale	Weatherby	15-4-19-27-NS	139	40
6682	Fred Schenck/Jane Schenck	Newport Beach	19-10-20-15-NS	140	41
20882	Bill Snowden/Nancy Donald	Barefoot	13-4-NF-13-NS	143	42
20314	Harald Schmid/Pat Barks	La Crosse	18-26-32-27-11	144	43
19450	Graham Hoffman/Glen Hoffman	Keuka	38-14-31-12-19	144	44
21312	Pete Rodgers/Debbie Curran	Green Lake	22-21-33-23-17	146	45
16730	Robert Forsman/Bill Forsman	Cleveland	24-24-23-5-NS	151	46
20001	Stu Griffing/Lane Griffing	Cowan	24-18-29-29-21	151	47
20387	Sue Mitchell/Chris Mitchell	Clearwater	27-20-28-28-21	154	48
18918	Chuck Felton/Barry Felton	Diamond Lake	16-23-25-19-NS	159	49
19715	John Stanley/Linda Stanley	Chicago	NF-19-24-26-16	159	50

## DUFFY SERIES - JUNIOR CHAMPIONSHIP

Boat	Skipper/Crew	Town	Places	Points	Finish
19432	Dave Chapin/John Krebs	Island Bay	4-4-2-4-2	30	1
20252	Randy Smith/Mark Butler	Mission Bay	6-3-8-1-1	31.4	2
20560	Eric Krebs/David Belanick	Mission Bay	2-14-1-2-9	41	3
20313	Jay Butler/Karen Butler	Mission Bay	10-5-6-7-3	56.4	4
20551	Paul Levinson	Indianapolis	9-1-11-9-8	61	5
21507	Joe Petrucci/Jim Bronaugh	Mass Bay	8-12-3-6-6	61.1	6
20933	Harry A. Levinson/Sara Griffith	Indianapolis	1-18-9-10-4	63	7
20561	Don Bedford/Jeanne Bedford	Mission Bay	5-7-7-5-11	63	8
20500	Terry Croasdale/Mary Olhousen	Weatherby	19-2-12-11-10	79	9
22142	Harry Aguero/Bobby Cabal	Miami	3-26-5-13-7	79.7	10
17232	Eddie Craig/Tommy Craig	Privateer	15-26-24-3-5	88.7	11
20685	Fred Ables/Matt Doherty	Sea Cliff	18-11-4-16-14	91	12
21120	James Hill/Mike Lubekman	Acton Lake	7-8-16-21-16	98	13
18918	Barry Felton/Duane Felton	Diamond Lake	22-10-10-14-15	101	14
21933	Glenn Kunkel/Martha Bouckhuys	Chautauqua	20-21-13-12-12	108	15
20569	David Rogers/Kim Anderson	Quassapaug	12-17-21-15-13	108	16
19447	David Wesselhoft	Peoria	16-6-15-8-DQ	113.7	17
21710	Dave Troeger/Dave Pontius	Diamond Lake	17-20-18-20-19	124	18
20812	Tom Castle	Bow Mar	28-15-17-18-18	126	19
21116	John McAllister/David McAllister	Angelus	14-13-22-17-31	127	20
21506	Linda Petrucci/Lisa Nord	Mass Bay	33-9-19-19-23	133	21
18320	Alan Casey/Susan Kinas	Green Lake	23-19-14-24-28	138	22
20007	Cindy Braun/Susan Braun	Cowan Lake	11-23-30-23-27	144	23
18047	Bruce Rodgers/Jeanne Clark	Green Lake	21-25-23-27-20	146	24
20222	Rob Hays/Mary Hays	Cuba Lake	26-24-20-30-17	147	25
17762	Dan Biebel/Howie Ferguson	Green Lake	27-22-25-34-21	159	26
21797	Bill Humphreys/Andy Rehring	Privateer	13-30-32-28-29	162	27
20197	Lane Griffing/George	Cowan Lake	29-29-29-22-26	165	28
18022	Jody Hearn/Steve Craig	Privateer	24-17-27-16-32	166	29
20995	Don Schaefer/Chris Harris	Green Lake	34-28-28-25-24	169	30
18913	John Meredith/Gayla Thomas	Richmond	31-31-31-31-22	176	31
15353	Bur Zeratsky/Scott Blake	Green Lake	25-34-33-32-30	184	32
19299	Buddy Leonard/Barb Leonard	Diamond Lake	32-32-26-29-NF	184	33
21508	Don Hite/Todd Best	Lake Angelus	30-NF-NF-33-25	188	34
6926	Peggy Brachman/Debbie Erikson	Green Lake	35-33-34-35-33	200	35

## DISSA AND DATA

Andy and Debbie Zeratsky and Ken and Mary Kinas of the local fleet and Bob Hill, Governor of District III worked smoothly, if sometimes frantically, to fit 129 boats, crews, trailers and attendant problems into plans which had been predicted on expectations of "about 100 boats". Andy's biggest worry: the computer arranged for scoring would only take 139 scores. As the tide crested at 136 and gradually receded to 129, that at least, was a relief.

The social scene couldn't have been nicer; buffet dinner and awards banquet at the Tuscomb Yacht Club and a really special cocktail party at the Zeratsky's were highlights of the week.

Another social note: Past Commodore Fred Schenck wrote that he had a surprise for Green Lake, and indeed he did. He married his lovely crew Jane just before the start of the Regatta. Congratulations Fred! (He was also elected to the exclusive "Has Beens" at the banquet. How do you explain that?)

RC Steve Taylor had a special assistant for the Crosby and Wells series, Jimmy "The Sundance Kid" Taylor had a few

days off from duties at Association Island to help his dad out. Bob Rodgers was chairman of the Wells series and protest chairman for the Juniors. Ted Wells, SCIRA representative for the regatta, had his own flagship and a complicated communications system that could reach both committee boats and all stake boats.

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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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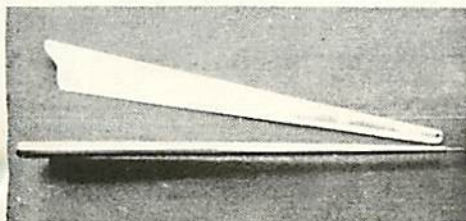
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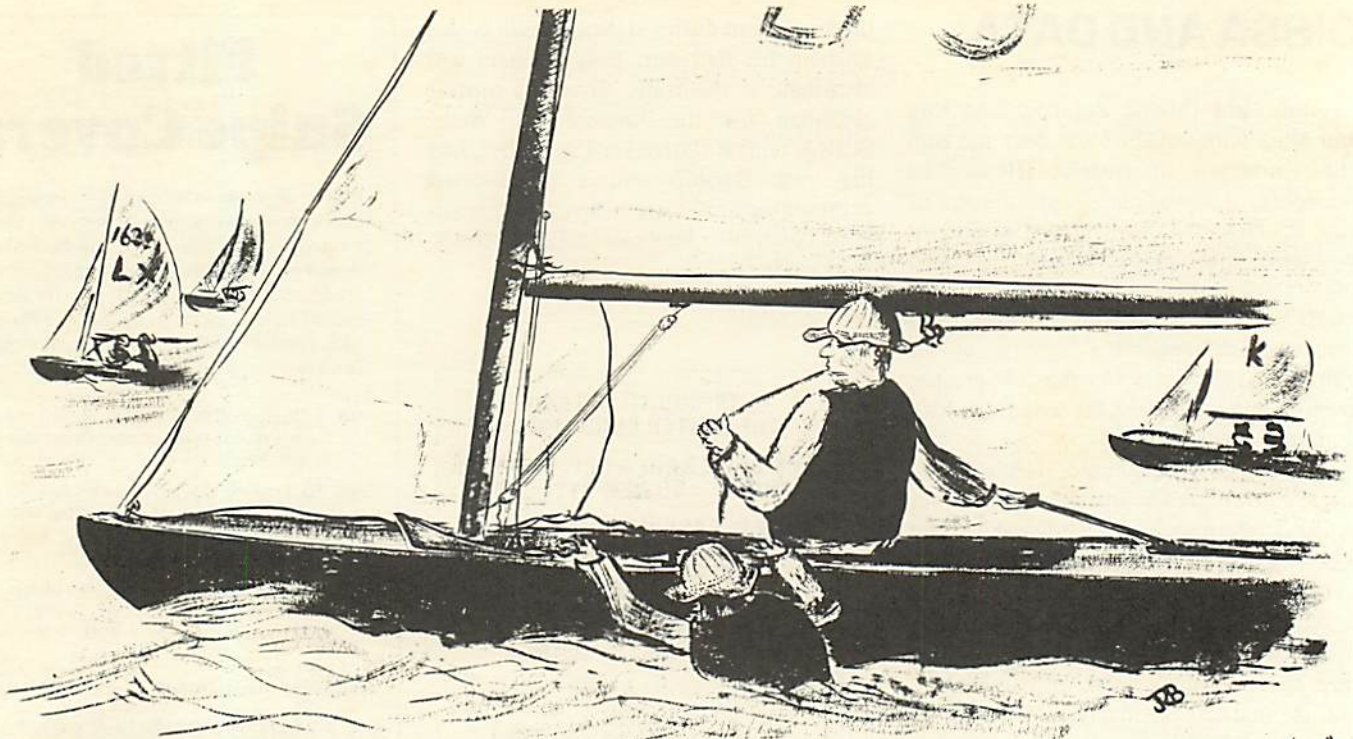
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### International Incident at Stone

In our August report of Harry Levinson's fifth place finish in the Stone International one incident not mentioned was his losing his crew overboard. John

Broughton, England's National Secretary sent this graphic interpretation of Harry in the boat and Mrs. Harry in the water. (A hairy situation)

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*Skipper Felix Gancedo and crew Rafael Parga in their standard SKIPPER SNIPE with which they won the 1973 World Championships and the 1974 European Championships.*

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# Wells Wanderings



by Ted Wells

job and had a lot of fun and little to do.

When trying to set up starting lines and courses which will comply with the rules, and still get a regatta over within the time allotted, there comes a tendency to wonder if it is worth the time and trouble. Eventually I think everyone agrees that it is.

Radio equipment really proved its value on one occasion. We had seven CB radios on the lake, and a base station on shore. I don't think there was ever a time when all of the radios worked, but by juggling things around, we always managed to get the courses set up. The greatest value however, was in providing advance warning of a severe thunderstorm. There were about 130 Snipes on the water, and only seven power boats, including the RC boats, which does not provide much rescue capability. One morning, there was a general forecast for possible severe weather but it didn't look bad at all, and both Heinzerling and Wells fleets were in their starting sequence when the base radio told us to get off the lake immediately. Most of the Heinzerling boats tried to beat back to the harbor, and some got into trouble, but not far from home. Most of the Wells fleet merely reached to the north shore which was protected, tied up at docks, and waited out the storm in peoples' houses or Norton's restaurant. And it was a real whopper. If the races had been started, we would still be looking for boats.

## "All you have wanted to know about moment of inertia but didn't know whom to ask"

Now we know. It isn't me — all I did was to lift the basic formula out of a magazine back in 1970 and design a mechanical means of measuring it. It isn't Dan Williams, even if he did think he knew enough about it to attempt a conversion to metric units. And it isn't Buzz Lamb who as editor didn't proof read the article in the BULLETIN.

It's Albert Solbes of Fleet 628 who spotted the errors in the BULLETIN article and wrote an extremely intelligent letter to me on the subject. It was quite obvious that he knew what he was talking about so I sent his letter to Dan with the comment that Mr. Solbes had to be an MIT graduate and probably hadn't been out as long as we had from Princeton and Georgia Tech and therefore hadn't had as much opportunity to forget as we had. I didn't know how right I was. It turns out Albert has degrees of MS in Mechanical Engineering and PhD in Aeronautics from MIT, has taught at MIT and is now a senior research scientist at AVCO. Here's the correct dope. I know you have been waiting breathlessly:

In British units:  $I = \frac{C D^2 T^2}{4\pi^2}$ , the same as I had in the February 1971 BULLETIN. C is the spring constant in pounds per foot of deflection, D is 8.6067 feet and T is the time in seconds for one complete oscillation.  $\pi$  is 3.1416.

The answer comes out to be:

$$I \text{ British} = 1.8763 (CT^2) \text{ slug ft.}^2.$$

Mr. Solbes also has an engineering degree from Ecole Centrale de Paris (France) which probably wasn't necessary to enable him to come out with the correct metric conversion but I suppose it didn't hurt. Anyway here it is:

$$I \text{ metric} = 1.710 CT^2 \text{ Kg m}^2 \text{ where C is in kilograms per metre.}$$

## The National at Green Lake

The Rules for Conducting National and International Championship Regattas specifies the presence of an official representative of the Board of Governors. In view of the fact that the only times I have seemed to go fast this season was when I was going in the wrong direction, I volunteered for this

## Rules for Going To and From Regattas

After about five thousand miles of driving to and from regattas this year, I have developed the following rules:

1. In areas of known speed traps (and everywhere in some states) stay under about 58 mph except when
  - (a) You are about number 5 in a group of cars driving fast or
  - (b) You are following a big truck
2. Be especially careful holiday mornings.
3. Don't be a good Samaritan and try to warn oncoming traffic when you have spotted a patrol car.

On Sunday morning returning from Green Lake, I had been following rules 1 and 2 until I spotted a patrol car stopped in the opposite lane, writing a ticket. I went over the next hilltop sedately, then set the cruise control at 65 and violated rule 3. The car to which I signalled flashed his lights back at me — the red ones on the top of the car. His moving radar said I was going 68. The fact that I didn't think so didn't seem to be relevant. He didn't mention the light flashing and I didn't either.

## Code Flag "C"

Fearon Moore mentions the fact that if you plan on raising Code flag C to move marks, you should provide for this in the Sailing Instructions. This is correct since few weekend regattas will find it practical to sail under the Rules for Conducting National and International regattas in their entirety. (If your sailing instructions refer to these rules, you are automatically covered).



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## Sanctioned Snipe Regattas

OCTOBER 4-5, OXFORD INCIDENT/ACCIDENT, Acton Fleet 515, Michael T. Zalzal, 4001 Sharon Park Lane, No. A-19, Cincinnati, OH 45241.

OCTOBER 11-12, GEORGIA STATE CHAMPIONSHIP, Valdosta Fleet No. 580, John T. Friis, P. O. Box 329, Lake Park, GA 31636.

OCTOBER 18-19, FRIGID DIGIT, Annapolis Fleet 532, Ned Lawson, P. O. Box 1463 Annapolis, MD 21404.

NOVEMBER 1-2, HALLOWEEN REGATTA, Atlanta Fleet No. 330, Don Simpson, 2993 Karen Lane, Marietta, GA 30002.

NOVEMBER 28-DECEMBER 6, WORLD CHAMPIONSHIP, Punta del Este, Uruguay.

DECEMBER 10-13, JANGADEIROS INTERNATIONAL REGATTA, Jangadeiros Fleet 426. Boats returning from the World Championship are invited to attend. Edmundo Soares, Rua Ernesto Paiva 139 - Triesteza, 90,000 Porto Alegre, Brazil.

APRIL 11-17, VII CAMPEONATO DEL ATLANTICO SUR DE CLASSE SNIPE, Club Urugayo Fleet 506, Jose Luis Murguia, Luis de la Torre 423, Montevideo, Uruguay.

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Building jig for plywood Snipe for homebuilders complete with bolts and mounting brackets. Also quality material for boom, keel, Keelson, transom, daggerboard well, complete layout of frames on plywood sheet, pattern (plywood) for 2 stems, rudder, selling cheap. Located in vicinity of Kansas City. Call (816) 238-0549 Sunday evenings.

NEW 11" aluminum boards 3/8" thick with taper and radius for low trunk boats. Send in trunk measurement. Price \$100 FOB Atlanta. Terms cash, immediate delivery. 11" boards for high trunk boats available. Send measurement of trunk - we will quote price. Whale Sales, Matt Gregory, 6990 Brandon Mill Rd., NW, Atlanta, GA 30328. Phone night (404) 255-8020.

**FOR DAY SAILORS ONLY** - Stiff fiberglass covered, plywood center, keel-stepped spruce masts and vee-shaped spruce boom. Prepaid to nearest terminal - both for \$80.00 Only a few left. Fred Post, Jr., 7026 E. Latham St., Scottsdale, Arizona, 85251.

**FOR SALE** - Snipe 9999. Fiberglass covered Varalyay-built cedar hull, laminated spruce spar, stainless board, two suits Watts dacron sails, heavy duty steel trailer, top and bottom covers, pump, compass, anchor, yachting timer, etc. Ex-national champion boat ready to sail. \$600. Tom Frost, 135 N. Evergreen Dr., Ventura, CA 93003. Ph 805-643-9037.

**FOR SALE** - Call 19268, top condition, all fiberglass, minimum weight, always dry sailed, 1973 Rowland sails, Harken blocks, top and bottom covers, heavy duty trailer. \$1800. John Braun, 128 Wilmuth, Cincinnati, OH 45215. (513) 821-0621.

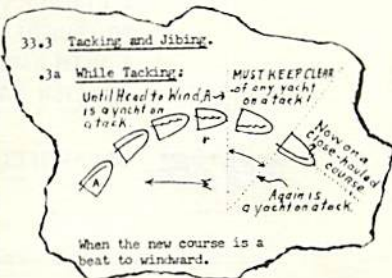
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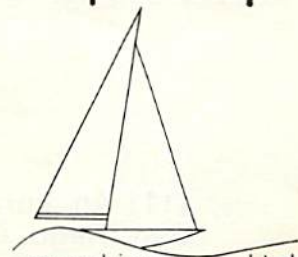
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	ITALIAN NATIONAL CHAMPIONSHIP .....	1st	PACIFIC COAST CHAMPIONSHIP .....	1st
	PORTUGUESE NATIONAL CHAMPIONSHIP .....	1st	SILVER SNIPE .....	1st
	NORTH AMERICAN CHAMPIONSHIP .....	3rd	DANISH GOLD CUP .....	1st & 2nd
	ENGLISH NATIONAL CHAMPIONSHIP .....	1st	SWEDISH NATIONAL CHAMPIONSHIP .....	1st & 2nd

**1975** BACARDI CUP ..... 1st

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Main - Light-Medium (0-20 mph.)\* - \$145.00 \_\_\_\_\_ - \*Recommended as best all-purpose suit.  
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Jib - Light (0-20 mph.), 3 oz.\* - \$ 95.00 \_\_\_\_\_ Jib window included  
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