

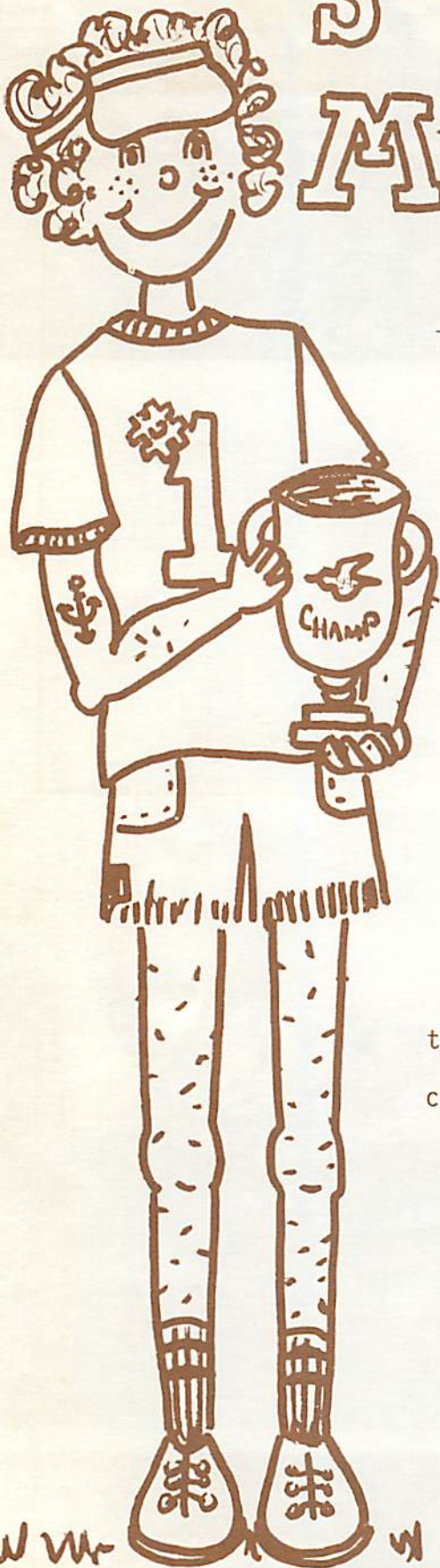


SNIPE
BULLETIN



OCTOBER 1976

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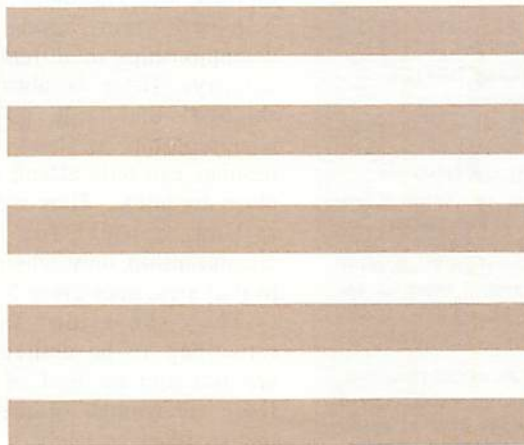
1976

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

OCTOBER 1976
Vol. XXV No. 10

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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.

THOUGHTS WHILE SAILING

The U.S.Y.R.U. and numerous sailors over the country have devoted a lot of time and effort to developing a sailing center. The efforts have gone into a place that is now known as Association Island. The Snipe class has been in full support of this endeavor and has scheduled North American Championships in 1974 and 1975 as well as the U.S. National Championships at the center.

An assessment from the viewpoint of the class is now in order.

Association Island is far from being centrally located. If it were located more towards the geographical center of the country it would probably be more widely used. Ideally, it would be better to have several centers throughout the country. However, this gets to be tremendously expensive. A sailing center further south would permit more than 2½ months use. The Snipe class has greatly benefited from having their national championships in different parts of the country. There is always a group of skippers that will go wherever the championship is held, but a goodly number can only attend when it is fairly close to home. Thus we could use the sailing center for our national championship only when it is to be held in that area, once every 5 years.

The shoreside facilities leave something to be desired. The buildings are old and in need of renovating but there are enough of them, perhaps too many. It is certainly a great place for camping but many do not go for that. The motels at Henderson Harbor are adequate but a bit far away. Improvements are definitely needed in the launching and boat parking area. Tie-up facilities are too few and exposed. When it rains the boat parking area becomes a sea of mud; water has to be pumped out after a rain. A lot of money would solve these problems.

The sailing is definitely on the heavy side. The winds were not extremely heavy

but the chop was terrific. The Center is at the end of the lake and the chop has a good opportunity to build up. It is rather unusual since it is rather short and confused. Total crew weight should be 300 pounds minimum and preferably on the young side. The Snipe class gets a tremendous amount of support from the family types: husband/wife, father/son-daughter, etc. and these, on the average can not do as well. It is also not typical lake sailing and many would not enjoy this kind of sailing. Therefore, the class would not prosper if all the championships were held in these conditions. This is not to say it should not be held there at all, since sailing in various conditions is beneficial.

One thing that the center has is a superb race committee. Their ability to change lines and courses is better than anything we have seen in a long time. The staff and equipment were seemingly perfect and are to be congratulated.

In the final analysis, I think everyone who attended enjoyed themselves and the top sailors never found conditions which prejudiced their skills. I am sure many look forward to returning but not again for several years for the national championship.

THE COVER

Mark rounding in the heavy wind 4th race of the Crosby series of the US Nationals at Association Island. Photo by Buzz Lamb

THE SCORE

Only 7 numbers were issued last month; the office was closed for most of the month during the U. S. National and Western Hemisphere Championships. Colombia got 2 numbers and the U.S. got 5. No new fleets were chartered during the month.

Numbered SNIPES — 22587 ²²⁵⁸⁶
Chartered Fleets — 751



Pal Dang Snipe Club, Seoul, Korea, has nine Snipes now racing on their Lake and 20 new hulls are being built in Kim's Boatworks in Seoul. H.B. Gunn, Pal Dang Club, 277-1, 5-Ka, Jong Ro, Jong Ro-Ku, Seoul, Korea will act as temporary National Secretary while they are forming their organization. SCIRA welcomes this new country to our Snipe family.

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1976 NATIONALS A TRIUMPH FOR AUGIE DIAZ

*Diaz and crew Barbara Chesney win Nationals for second time;
Jeff Lenhart a bridesmaid again.*

HEINZERLING SERIES

Boat	Skipper/Crew	Fleet	Races	Points	Finish
21713	Augie Diaz/Barbara Chesney	Miami	1-1-2-1-1	3	1
20560	Jeff Lenhart/Eric Krebs	Mission Bay	4-2-1-2-3	19.7	2
21758	Norm Towle/Dave Lence	Winchester	6-3-13-3-5	52.1	3
19177	Fred Thurston/Steve Callison	Annapolis	2-5-15-9-6	60.7	4
20002	Bruce Colyer/Glen Sutter	Ft. Lauderdale	10-8-4-15-2	62	5
21021	Van Wesley/Karen Gregory	Chattanooga	3-4-6-6-25	68.1	6
12192	H.N. Levinson/H.A. Levinson	Indianapolis	5-13-12-5-20	83	7
22514	Tom Nute/Randy Smith	Mission Bay	9-6-3-10-31	85.4	8
19091	Peter Duvoisin/Jane Duvoisin	Chattanooga	21-12-11-7-10	91	9
20707	Terry Timm/Craig Wertz	Barton BC	13-7-5-ns-7	93	10
21606	Dick Schmidt/Gwen Gordon	Alamitos Bay	14-9-8-8-27	96	11
18926	Lou Dixon/Tim Dixon	Springfield	8-24-24-13-4	101	12
18850	Leif Zars/Pat Zars	San Antonio	7-15-19-17-15	103	13
22555	Bill Buckles/Mike Schrieber	Cleveland	15-26-18-11-8	108	14
19448	Rod Goldstein/Lisa Halaby	Washington	22-20-10-18-12	112	15
19393	Gonzalo A. Diaz	Miami	20-19-7-nf-13	119	16
20685	Fred Abels/Matt Doherty	Sea Cliff	17-17-22-20-22	128	17
14002	Keith Donald/Chris Donald	Annapolis	18-10-23-24-23	128	18
19915	Eric Purdon/Peggy Bradford	Annapolis	25-23-16-12-24	130	19
16699	Fritz Gram/Peggy	Cuba Lake	11-14-30-19-26	130	20
18266	D. Wesselhoft/Nancy Wesselhoft	Peoria	28-11-14-nf-18	131	21
17387	Jerry Thompson/Scott Merrill	Lake Angelus	26-16-29-25-9	135	22
20006	John Johns/Scott Pearson	Barton BC	12-25-21-nf-17	135	23
21955	Greg Fisher/Ed Brenton	Cleveland	31-nf-9-4-32	136	24
20026	Jeffrey Evans/Val Simhauser	Springfield	27-27-17-26-11	138	25
20999	Ralph Swanson/Karen Weidner	Winchester	19-18-nf-ns-14	145	26
19491	Russ Cook/Marsha Fox	Keuka Lake	23-22-20-22-28	145	27
22477	Don Hite/Don Hite, Jr.	Lake Angelus	29-29-28-14-16	146	28
20111	Buzz Lamb/Ken Simons	Chattanooga	30-21-26-21-19	147	29
21507	Joseph Petrucci/Chip Canty	Mass Bay	16-28-25-nf-21	150	30
21120	Bob Hill/Jamey Hill	Acton Lake	32-30-27-16-29	164	31
19450	Graham Hoffman/Bill Hamilton	Keuka Lake	24-31-31-23-30	169	32

DUFFY SERIES - JUNIOR CHAMPIONSHIP

Boat	Skipper/Crew	Fleet	Races	Points	Finish
20933	Harry Levinson/Paul Levinson	Indianapolis	4-1-1-1-2	11	1
19432	Dave Chapin/John Krebs	Springfield	3-3-2-2-3	23.1	2
20560	Eric Krebs/Dave Clark	Mission Bay	1-8-4-3-1	27.7	3
19712	Steve Callison/Gina Blomquist	Annapolis	5-2-7-6-5	47.7	4
19447	Dave Wesselhoft/Casey Call	Peoria	2-7-10-4-4	48	5
21120	Jamey Hill/Lane Griffing	Acton Lake	7-9-5-5-6	59.7	6
20222	Rob Hays/Judy Hays	Cuba Lake	6-4-6-9-13	65.4	7
22514	Randy Smith/Dave Belanich	Mission Bay	8-5-3-dq-7	67.7	8
20569	David Rogers/Tom St. John	Quapassaug	11-6-8-7-10	71.7	9
22361	Scott Merrill/Bud Leonard	Alamitos Bay	13-11-9-13-8	84	10
21917	Mark Dolan/Matt Brown	Mass Bay	16-12-12-8-12	90	11
21116	John McAllister/Jackie Cox	Grosse Point	9-14-11-15-11	90	12
19705	Chip Canty/Paul Claus	Mass Bay	12-16-16-12-9	95	13
22522	Tick Ticknor/Jim Hunt	Gull Lake	14-13-14-10-14	95	14
18100	John Bartlett/John Oliver	Annapolis	18-15-13-11-nf	103	15
20953	Marc Duvoisin/Anne Duvoisin	Privateer	10-10-ns-ns-ns	110	16
19267	Don Hite, Jr./Jim Cook	Lake Angelus	19-18-15-14-15	111	17
20685	Matt Doherty/Cliff Phillips	Sea Cliff	15-17-17-nf-ns	116	18
12999	Sue McInnis/Nancy McInnis	Narragansett	17-nf-ns-ns-ns	127	19
19697	Marsha Fox/Terri Cook	Rochester	20-19-ns-ns-ns	129	20

Augie Diaz and crew Barbara Chesney had an outstanding series of 7 firsts, 1 second and 1 third to win the national championship for the second time. With 3 firsts and a third they had a great beginning in the Crosby qualifying series and carried this on through their masterful display of winning the Heinzerling series with 4 firsts and 1 second. Augie won the overall Griffith Trophy and Barbara took the Eleanor Williams trophy for top woman. This is the second time their names will go on these trophies for it was a repeat of their performance of 1974.

Augie has been a consistent top placer since winning the Midwinters in 1969 at the age of 14. After being the national champion in 1974 he tied for first last year but ended up second after the tie breaking. He followed up with a second place at the World Championship in Punta del Este, Uruguay last December. In addition, he has won the Western Hemisphere championship. He lives in Miami and is a student at Tulane. Unfortunately, Augie was not able to represent the U.S. at the Western Hemisphere Championship because of a prior commitment - he got married on August 20 to Julie Ramos.

Jeff Lenhart and Eric Krebs from Mission Bay sailed a consistent series to take second place, again becoming the "bridesmaid". Jeff now has 4 seconds and a third in the past 6 years, winning the championship in 1975 following his win of the Western Hemisphere championship in 1974.

Norm Towle and Dave Lence from Winchester took third place followed by Fred Thurston and Steve Callison from Annapolis. Rear Commodore Bruce Colyer and Glen Sutter from the Miami Fleet rounded out the top five.

District V held the regatta August 2-6 at Association Island. Governor Graham

Hoffman was chairman and had an extremely able crew of Snipe sailors from all over the district to give plenty of help. Officiating was ably done by the sailing center staff, headed up by a couple of Snipe sailors, Jim Taylor and Larry Johnson.

The attendance was off from last year, down to 73 entrants. Evidently, the "rustic" conditions of the onshore facilities plus the reputation for heavy weather discouraged a number of people.

The social scene for the regatta included a square dance and steak cook-out, as befitted the rustic setting. Beer flowed from an almost bottomless keg for the thirsty sailors after each day's racing, and the Juniors had their own special, multi-decibel entertainment after their trophy presentation.

Crosby Series

On Monday the first race was started in light conditions with the wind out of the north. This race was finally cancelled on the first leg when the wind gave out. After a break for lunch and other appeasements to the wind gods, a race was started in winds of 6 to 8 from the northwest. Augie won one fleet and Tom Nute took first in the other fleet.

The second race of the day saw the winds picking up to 8-10 and shifting further to the west during the first beat. This caught a number of sailors who did not get to the port side of the course. Tom Nute won one fleet with Harry Levinson taking the other. Nute was now leading with two firsts and Harry Levinson next with a first and second. Augie was in third with a first and a third.

Tuesday the wind had settled down to its prevailing southwesterly direction at 10-12 for the first race. Diaz won in one fleet and Colyer in the other. Diaz was now in the lead, Levinson still second but Nute had a 6th place which dropped him into a tie position with Lenhart for third.

The wind continued to build during the lunch break and eventually got to 18-20 with a goodly amount of chop. A number of breakdowns occurred and several decided not to sail, reducing the risk of breakdowns. Augie won his division and assured himself of the win for the series. Nute won his division and took the overall second. Lenhart took a second but was nosed out by Harry Levinson for the overall third position.

Heinzerling Series

The winds for the first two races of the final series were about 15 and prevailing southwesterly. Diaz took the first race with Thurston second and Van

Wesley from Chattanooga in third. The second race had a little more wind but the chop had continued to build. Augie had another win with Lenhart second and Towle third. At this point, Augie was in the lead with Lenhart second and Thurston third. Both Nute and Levinson had mediocre races and did not seem to be in contention as they were during the Crosby series.

On Thursday, races 3 and 4 were held in building winds starting with about 15 and finally building to over 22 knots. As pretty, heavy-weather crew, Jane Duvoisin put it, "Anything over that gets hairy!" Jeff won the first race with Augie and Tom Nute right behind. Lenhart was in a solid second place after this race but Towle and Thurston had been replaced by Van Wesley for overall third, a position he held until the last race.

The afternoon race produced the heaviest wind of the regatta with the first reaching leg a wild plane from mark to mark. There were numerous capsizes and some resulting equipment damage. Augie took another first with Jeff in second and Norm Towle third.

The last race on Friday was started in winds of about 15 from a northerly direction. The wind gradually decreased to about 8 at the finish. Colyer got off to a commanding lead which he held until the last leg when the wind shifted and Diaz caught him. Lenhart took third. Wesley, Nute and Schmidt were over the line early and never recovered.

Diaz took the series with only 3 points, certainly one of the best performances in the history of the series.

Augie had been competing for a spot on the Olympic team and his sailing was obviously improved. Lenhart sailed a consistent series for a strong second. The next three spots were taken by weekend sailors Norm Towle, Fred Thurston and Bruce Colyer. Since Augie could not represent the U.S. at the Western Hemispheres and Lenhart was defending champion, both Towle and Thurston won the right to be U.S. representatives in Nova Scotia, Canada.

Wells Series

Dave Chapin of Springfield's Island Bay Yacht Club won the Wells series with three firsts, a 6th and a 4th for a total of 19.7 points ahead of Mike Zalzal of Acton Lake, in second place, with 3-5-3-4-1, for 29.4 points. Mike Goll of Mass Bay was third, Bob Blomquist, Annapolis, 4th and Tim Prince, Cowan Lake, 5th.

Chapin, who warmed up with a second in the junior championship, led the entire series. Going into the last race, Privateer's Steve Cooper, in second place, needed to win the race and have Chapin 6th or worse to beat him. Drama was provided when both Chapin and Cooper were over at the start. Chapin returned and restarted, Cooper did not. It was only at the finish line when Cooper, leading the race (Chapin was in 5th at the time) got the word that he was over early rather than the winner's gun. Mike Zalzal, concentrating on covering Tim Prince, almost fell out of his boat when he
(Continued on next page)



Heinzerling winners - Eric Krebs, Barbara Chesney, Jeff Lenhart and Augie Diaz.
(Hoffman & Hamilton photo)

NATIONALS...

CROSBY SERIES - (Top 35 of 73 Starters)

Boat	Skipper	Fleet	Races	Points	Finish
21713	Augie Diaz	Miami	1-3-1-1	5.7	1
22514	Tom Nute	Mission Bay	1-1-6-1	11.7	2
12192	N.N. Levinson	Indianapolis	2-1-3-3	14.4	3
20560	Jeff Lenhart	Mission Bay	3-2-2-2	14.7	4
21606	Dick Schmidt	Alamitos Bay	3-4-3-2	22.4	5
20002	Bruce Colyer	Ft. Lauderdale	2-24-1-3	38.7	6
19091	Peter Duvoisin	Chattanooga	5-5-8-4	42	7
21758	Norm Towle	Winchester	6-2-2-nf	47.7	8
16699	Fritz Gram	Cuba Lake	10-6-5-5	47.7	9
19393	Gonzalo A. Diaz	Miami	4-14-9-4	51	10
17387	Jerry Thompson	Lake Angelus	13-11-5-6	57.7	11
21955	Greg Fisher	Cleveland	7-12-7-8	58	12
21507	Joseph Petrucci	Mass Bay	8-11-11-7	61	13
18269	D. Wesselhoft	Peoria	5-16-10-12	66	14
19177	Fred Thurston	Annapolis	6-3-4-ns	68.4	15
19915	Eric Purdon	Annapolis	12-15-11-7	69	16
70707	Terry Timm	Barton BC	16-5-4-nf	70	17
22477	Don Hite	Lake Angelus	13-18-12-5	71	18
22555	Bill Buckles	Cleveland	15-10-12-10	71	19
21021	Van Wesley	Chattanooga	4-4-8-ns	73	20
21120	Bob Hill	Acton Lake	18-8-15-8	73	21
14002	Keith Donald	Annapolis	11-13-17-9	74	22
20006	John Johns	Barton BC	19-6-21-6	75.4	23
20685	Fred Abels	Sea Cliff	9-17-18-9	77	24
20026	Jeffrey Evans	Springfield	23-9-13-10	79	25
19491	Russ Cook	Keuka Lake	19-10-10-16	79	26
18926	Lou Dixon	Springfield	8-7-7-ns	83	27
19447	David Wesselhoft	Peoria	14-17-16-14	85	28
20999	Ralph Swanson	Winchester	17-8-21-17	87	29
20111	Buzz Lamb	Chattanooga	7-9-13-ns	90	30
19450	Graham Hoffman	Keuka Lake	18-13-23-12	90	31
19443	Leif Zars	San Antonio	10-7-14-ns	92	32
19487	Tim Prince	Acton Lake	17-26-16-13	96	33
22511	Jeff Baker	Chicago	14-19-22-nf	103	34
19448	Rod Goldstein	Washington	12-22-9-ns	104	35

received the winning gun on finishing. Chapin's 4th place in that race cinched the championship. Cooper finished in 6th for the series.

The Wells races were sailed on the Henderson Harbor Course, where the shelter of the island provided smoother water, but just as much wind, and more shifts than the "outside" course. Because there were fewer than 40 starters, the fleet system was not used and all boats started together.

Junior Nationals

Harry Levinson and his cousin Paul of Indianapolis won the Owen Duffy Trophy with only 11 points in the two day, five race U. S. Junior Nationals, July 31-August 1. Defending Champion Dave Chapin of Springfield was second with 23.1. Eric Krebs, San Diego, was third, Steve Callison, Annapolis, fourth, and David Wesselhoft, Peoria, fifth.

The more protected Henderson Harbor "inside" course was used, but there was plenty of wind for all races. The first race was completed in one hour and fifteen minutes in the 12-15 mph winds. The second race, which followed immediately, took two hours to complete as rain set in, and the winds dropped, and became shifty. The third race, scheduled for the afternoon, was postponed because of light winds and threatened thunderstorms.

At the end of the first day's racing it was: Harry with 8 points; Dave, 11.4; Steve, 13; Eric, 14; and Dave Wesselhoft, 16. Rob Hays, Cuba Lake, 17.7; Randy Smith, San Diego, 24; and Jamey Hill, Acton Lake, at 28 points, still had a chance.

Sunday's three races were sailed in heavier wind and sea conditions and several of the younger, lighter teams did not sail. Harry dominated the racing again with finishes of 1-1-2. Dave Chapin took two seconds and a third, and Eric's 4-3-1 pulled him well ahead of Steve with 7-6-5. David Wesselhoft's 10 and two 4ths nailed down the fifth position. Rob and Jamey sailed well, but could not catch the leaders, and Randy's DSQ in the 4th race spoiled his chance to move into the top five.

The Levinsons are upholding a family Snipe tradition in winning U. S. Championships, and will represent the U. S. in the Junior World Championships in Argentina. Good luck, boys!

WELLS SERIES

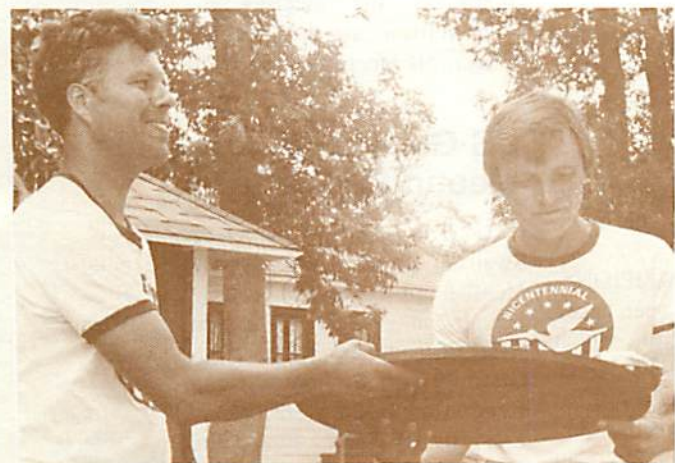
Boat	Skipper/Crew	Fleet	Races	Points	Finish
19432	Dave Chapin /Mark Chapin	Springfield	1-6-1-1-4	19.7	1
19062	Michel Zalzal/Cheryl Thielen	Acton Lake	3-5-3-4-1	29.4	2
21629	Mike Goll/Paul Claus	Mass Bay	6-8-4-3-9	54.4	3
18044	Bob Blomquist/Gina Blomquist	Annapolis	11-1-7-8-6	55.7	4
19487	Tim Prince/Liz Prince	Acton Lake	5-9-13-7-2	60	5
21359	Steve Cooper/Brent McKenzie	Chattanooga	7-2-2-2-ns	65	6
22267	Sam Mollet/Brian Mollet	Portage Lake	2-3-15-19-14	74.7	7
21458	George Hoek/Bruce Toppin	Onondaga	20-12-6-9-3	76.4	8
21554	Wm Jackson/Steve Bell	Dallas	4-15-11-14-10	82	9
20311	Chuck Fox/Helen Fox	Rochester	10-7-10-16-12	85	10
21917	John Lally/Mark Dolan	Mass Bay	16-14-8-11-13	92	11
22215	John Zipperer/Jon Dean	Ft. Myers	15-13-17-18-11	104	12
18917	Hugh McDonald/Charles Ford	Annapolis	8-30-18-5-19	109	13
19257	Sue Tabor/Janice Tabor	Mass Bay	23-16-19-17-7	112	14
22479	George Drake/Bufy	Lake Angelus	12-23-16-20-16	117	15
19447	David Wesselhoft/Casey Call	Peoria	13-4-ns-6-ns	124.7	16
18640	Stanley Watkins/Chris Wohlgenuth	Annapolis	22-19-21-15-18	125	17
22212	Larry Carroll/John Kubis	Annapolis	18-11-26-ns-5	126	18
22522	Tick Ticknor/James Hunt	Gull Lake	27-26-14-10-20	127	19
19747	Dan Williams/Brainard Cooper	Chattanooga	ns-ns-5-12-8	128	20
20869	Richard Bracket/Elizabeth Bracket	Chicago	19-18-24-24-22	137	21
20562	Dick Hand/Billy Forsman	Portage Lake	24-10-ns-21-17	139	22
20391	John Gudas/Rob Michaelson	Annapolis	21-21-27-25-15	139	23
17515	Bill Ticknor/Steve Ticknor	Gull Lake	9-20-28-ns-21	145	24
20661	Ned Daly/	Quassapaug	25-29-12-13-ns	146	25
22511	Jeff Baker/Jackie Baker	Chicago	14-nf-9-nf-ns	151	26
19175	Ellen Lawton/Bud Booth	Onondaga	32-24-25-23-23	157	27
20001	Stu Griffing/Lane Griffing	Cowan Lake	28-22-20-22-ns	159	28
19793	Lucius Buggy/Randy Schroeder	Cuba Lake	17-17-ns-ns-ns	175	29
21633	Jack Gannon/Charlie Quigley	Winchester	26-27-23-ns-ns	180	30
21099	Allen Quirk/Peter Schmit	Chicago	34-32-29-ns-nf	187	31
9106	Irving Margulies/Art Margulies	Quassapaug	30-25-nf-ns-ns	190	32
19702	Bill McGinnis/Susan McGinnis	Barrington	31-nf-22-ns-ns	192	33
16700	Dease Ryan/Russ Prewitt	Memphis	33-31-ns-ns-24	192	34
21555	Leo Murphy/	Cuba Lake	29-28-nf-ns-ns	192	35
18034	Dick McChesney/Scott Ballard	Lashaway	35-33-ns-ns-ns	209	36
19119	Sam Ulbing/Leona Ulbing	Newport	nf-ns-ns-ns-ns	214	37



Wells winners: front – Dave and Mark Chapin; Rear – Cheryl Thielen, Mike Zalzal, Mike Goll, Paul Claus, Gina Blomquist, Bob Blomquist, Tim Prince, Liz Prince. (Hoffman & Hamilton photo)



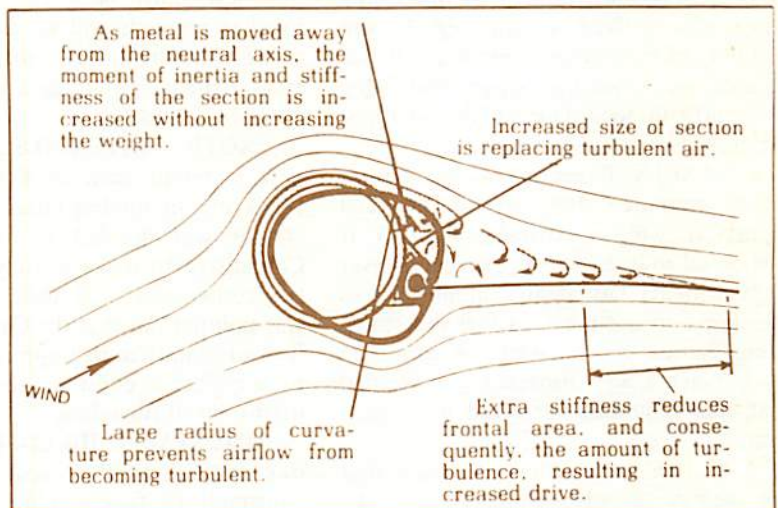
Duffy Trophy winners: L to R – Casey Call, Gina Blomquist, John Krebs, Paul Levinson; Back – Dave Wesselhoft, Steve Callison, Dave Chapin, Harry Levinson, Eric Krebs. (Hoffman & Hamilton photo)



Regatta Chairman Graham Hoffman receives a token of appreciation from Russ Cook, District V. (Buzz Lamb photo)

More NATIONALS photos will be published in the November BULLETIN!

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SCIRA/US Convenes for Board Meeting

The meeting was held at Association Island on August 1, 1976 with the following present: US National Secretary Ralph Swanson, Vice Commodore Dan Williams, Rear Commodore Bruce Colyer, Past Commodore Stu Griffing, Chief Measurer Chuck Loomis, member-at-large Paul Festerson, District Governors Ned Daly, D I; Leif Zars, D II; Graham Hoffman, D V; and Buzz Lamb, Executive Secretary. Tom Nute, Co-Governor D VI attended the afternoon session.

The meeting was called to order by Chairman Swanson. The first order of business was the problem of one Snipe sailor who arrived at the regatta site without prior entry or credentials. It was decided that since the skipper had failed to qualify in accordance with the rules, the entry was refused.

FINANCES: Executive Secretary Buzz Lamb presented the current financial reports showing a satisfactory status. It was noted that the excess of receipts over disbursements has greatly diminished as compared to the previous few years; this being caused by inflation. A proposed dues increase was discussed but decided that this should be deferred until next year.

A motion was made and passed that the increase in advertising rates for the SNIPE BULLETIN as proposed by Lamb, be approved. The increase amounts to about 20% and will be the first increase since 1965.

OLD BUSINESS

TROPHIES: It was announced that the two missing perpetual trophies had been replaced at a cost of \$174. After much critical discussion it was moved and passed that each trophy winner sign a Responsibility Statement before being allowed to receive the trophy.

BROCHURE: Committee Chairman Paul Festerson announced that the brochure was almost complete and that he would discuss format with Ron Bouverat during the regatta.

RULES

SAIL NUMBER SIZE: It was noted that the specifications for the size of numbers are slightly different from those of the IYRU. Since the difference is only minor, it was decided that any change would be deferred.

RACING SEASON: It was agreed that Section 1 of the By-Laws would be applicable. This section states that the

racing season is from January 1 to December 31. Section 19 of the Constitution was clarified to mean that the 30 day grace period applied only to the local fleet racing. The net effect of this is emphasize the fact that a current decal will be required for ANY sanctioned regatta, regardless of whether a skipper's local fleet had started racing.

MOMENT OF INERTIA: There was much discussion of this new measurement with some feeling that it was not completely doing the job it was designed to do. The general concensus was that we now have no better alternative and that this test must be used until we do. Further research will be done to see if some method of non-destructive measurement for uniform hull thickness could be found.

EXOTIC MATERIALS: The use of new materials such as Kevlar, graphite fibers, etc. in building boats was discussed and it was decided to ask the Rules Committee to make a study to see what the consequences of such would be. It was pointed out that the Chairman of the Rules Committee had approved a request by a builder to construct an experimental mast built of fiberglass.

ADJUSTABLE JIB LUFF: The Board decided that the boat having an adjustable jib tack would be required to secure the wire to the deck for this regatta, pending a ruling by the Chairman of the Rules Committee. (Ed. note: Ted Wells writes that the rules, paragraph 8, do permit adjusting the wire above deck.)

NEW BUSINESS

BOAT AVAILABILITY: A proposal to use SCIRA/US funds to help fleets acquire new boats for sale to prospective members was discussed. The Board decided to table this proposal since it felt that the financial situation was not good enough to warrant committing this much money.

CHAMPIONSHIP OF CHAMPIONS: All classes in the USYRU have been asked to bid for this championship, which would require furnishing 20-30 boats. Since SCIRA/US is considering a bid for the Snipe World Championship and furnishing boats for the Pan American games, the Board decided not to submit a bid for this regatta.

TRIBUTE FUND: The Board decided that a proposal to establish a tribute fund would require too much administration to make it feasible and that it would not have sufficient applicability.

WORLD JUNIOR CHAMPIONSHIP: The US Board agreed to recommend to the SCIRA Board of Governors that this championship be held only every other year and that it not be held during the year of the World Championships. It was agreed that the US accredit only the first three winners of the US Junior Championship for the World Junior Championship. In the event that none of these could attend, the accreditation would pass to the previous year's winner, first place only. A motion was made and passed to reimburse only the first team for up to \$1,000 as a travel allowance.

US NATIONALS 1977: Leif Zars outlined the tentative plans for next year's regatta to be held on Lake Ray Hubbard, near Dallas, Texas starting about July 15, and that the short schedule would probably be used. The majority of the Board felt that the long schedule should be used if possible.

NORTH AMERICAN CHAMPIONSHIP: The Board voted to recommend that the national secretaries of North America accept the bid of Mission Bay Yacht Club to hold the championship in October 1977.

BOAT TRANSPORTATION ALLOWANCE: The increased costs of shipping boats to the World Championship was discussed. It was moved and passed that the allowance be increased from \$800 to \$1000 for each team attending this championship.

WORLD CHAMPIONSHIP BIDS: The Board is now on record in favor of entertaining bids from US Fleets for the 1979 World Championship Regatta. The US/SCIRA Board must have these bids in hand by June 1, 1977 in order to discuss them at the meeting in July for presentation at the SCIRA Board of Governors meeting in August.

US General Membership Meeting Held

U. S. National Secretary Ralph Swanson presided over the U. S. General Membership meeting held at Association Island the evening of August 5, 1976. After introducing Past Commodore Stu Griffing, Vice Commodore Dan Williams, Rear Commodore Bruce Colyer and Executive Secretary Buzz Lamb, he made the following announcements from the US/SCIRA Board:

CLARIFICATION OF THE RACING SEASON: The racing season starts January 1. A current decal will be required for the Midwinter, and all other championships.

BROCHURE: The Snipe brochure will soon be available for distribution.

JUNIOR WORLD CHAMPIONSHIP: \$1,000 travel expense money will be made available to the US first team to compete in the World Junior Championship in Argentina in December.

1977 US NATIONAL CHAMPIONSHIP: Sec. Swanson called on Lief Zars, Governor of District II to describe conditions at Lake Ray Hubbard near Dallas, Texas where the 1977 Championship will be held. District II held their 1976 Championship at Chandler's Landing on Lake Ray Hubbard and found the facilities quite adequate with a hoist, and ramp, adequate parking, housing, and good shore facilities. There should be good winds. The championship will be scheduled for around July 15, since the World Championships are scheduled for late August in Denmark.

Discussion followed about the use of a short or long schedule. There might be an attempt to sail more races in the same short time as is provided in the short schedule. The course area is close to the launching facilities. Pete Duvoisin suggested that it might be possible to schedule three races per day on a 2 races in the morning, one in the afternoon

schedule. The main reason expressed for wanting a longer schedule was to provide a throwout race in the final series. A question was asked whether the Nationals are meant only for the young and the strong. The suggestion was made that the Crosbys be kept at 4 races since there is already a throw-out available, and increase the finals to 6 races which would only involve one more race and would provide a throw-out race.

OLYMPICS: In the general discussion of the possibility of Snipes being included in the 1980 Olympic races it was felt that no special effort should be made to promote Snipe's selection. The negative aspects of selection for the Olympics were considered to be increase in price of boats and equipment and also the problem of pressure to change the boat.

BOAT BUILDERS PROBLEMS: Jeff Lenhart expressed the opinion that some builders are having difficulty in making any money at the same time that they have to meet rigid requirements for building boats. This is a problem of all one-design class builders — not just builders of Snipes.

Bill Ticknor felt that his boat (which is new) and has a problem with moment-of-inertia measurement, had been unfairly treated in the measurement.

Dan Williams and Ralph Swanson discussed how this measurement had been adopted as the most acceptable in checking to insure the building of a boat with uniform thickness of hull, as required by the class specifications. Other methods, such as hole drilling, have been considered unacceptable by both builders and owners. (A show of hands indicated about 2/3 of those present would be willing to have test holes drilled and repaired as a way of determining uniform hull thickness.)

There are some instruments available in medical laboratories for determining density. Dr. Stan Watkins mentioned that these instruments are not prohibitively expensive. Dan Williams said that the moment-of-inertia test is not necessarily the last word, and other methods of controlling the building of properly constructed boats would be welcomed.

REQUIREMENT FOR USING 11 INCH BOARDS: The 11 inch board will be required for boats in the World and Hemisphere Championships, but not in the U.S. Nationals. The boats built after December 31, 1975 will be required to have new boards, others will not.

The meeting was adjourned and the 1973 World Championship film was shown.

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Levinson/Griffith Team for District III Junior Championship

Paul Levinson and Sarah Griffith were the best of 28 teams from 10 District III clubs competing for the Hook Junior Trophy July 17 and 18 at Gull Lake, MI. Paul's finishes of 1-1-2-1 gave him a 6 point advantage over Dave Wesselhoft and Shari Francis who had the other first and three second place finishes. James Hill,

with crew Daryl Harris, was third, Tick Ticknor and Teeper Emerson fourth, and Dave and Tom Troeger fifth.

Regatta Chairman Bill Ticknor described Saturday's racing as "lots of wind and much action". Winds for the day were 20 to 25 with some gusts to 30, and capsizes were commonplace. Sunday's winds were lighter to the relief of the younger and lighter teams.

Paul is the 6th Levinson to win the District III Junior Championship!



Winners in the District III Junior Championship pose with silver.

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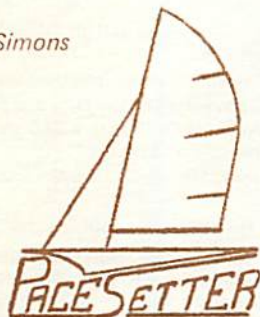
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DISTRICT III JUNIOR CHAMPIONSHIP (Top 15 of 28 Entries)

Skipper/Crew	Club	Races	Finish
Paul Levinson/Sarah Griffith	Indianapolis	1-1-2-1	1
Dave Wesselhoft/Shari Francis	IVY	2-2-1-2	2
James Hill/Daryl Harris	Cowan	4-4-3-4	3
Tick Ticknor/Teeper Emerson	Gull	3-6-4-5	4
Dave Troeger/Tim Troeger	Diamond	7-3-6-8	5
Cindy Braun/Kathy Menzies	Cowan	9-7-10-7	6
Bill Woodworth/Joe Brogger	Gull	13-8-9-6	7
John McAllister/Jackie Cox	Crescent	12-5-11-10	8
Mark Wilson/Peter Laine	Richmond	8-12-8-12	9
Jim Hunt/Bob Newcomb	Gull	6-10-12-24	10
Gary Woodworth/Bill Carver	Corey	15-15-14-9	11
Barry Kilgore/Larry Ketten	Gull	14-14-7-20	12
Buddy Leonard/Phil Pairtz	Diamond	11-11-13-21	13
Lane Griffing/Scott Sauer	Cowan	10-13-20-14	14
Scott Luce/Dave Luce	Grand Rapids	5-9-dsq-15	14

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Wells Wanderings



by Ted Wells

For the first race Saturday we had about 15 to 18 miles an hour of wind, and sailed a somewhat lopsided Olympic course since we were using fixed marks except for a small nearly invisible rubber ball for a starting and leeward mark. The triangle got a lot more lopsided than planned for 19 of the 25 starters who followed what they thought was a lead boat to the wrong reaching mark, and then couldn't find the leeward mark. The boat they were following was actually a fisherman who was only trying to get out of the way.

The six smart guys who sailed the course properly figured they had the top six places sewed up, and were pretty upset when the Protest Committee threw the race out. What their grounds were I can't imagine — the skippers were told at the skippers meeting that there would be no lead boat.

The next race would have delighted the ocean skippers — the wind had dropped to about 5 to 7 mph and there was a real Biscayne Bay chop. I couldn't go anywhere, but everybody got around the course. Two races were scheduled for Sunday morning. The wind started out at about 7 to 10, but gradually fizzled. By the time we reached the second mark in the second race, it was obvious that I wasn't going to take home any hardware and it was a 7 hour drive to Wichita, so headed in. It took about thirty minutes to get there, and we puffed the boat out and covered it fast — getting the cover on just as a thunderstorm hit. A lot of people gave me credit for anticipating the thunderstorm, but I really wasn't that good a weather prophet.

OCTOBER 1976

Whether or not satisfactory arrangements can be made to host the Nationals there next year I don't know — but if we do, the non sailing wives will find the air conditioned bar overlooking the lake a big improvement over the facilities at Association Island. I couldn't really quarrel with Marge's opinion that Association Island was no place for a non sailing wife who thinks that camping is for boy scouts. Since I like living with her after 46 years, I didn't get to the Nationals this year.

1977 NATIONALS SITE — Maybe

Under the district rotation plan for hosting the Nationals, 1977 is the year for District II to do it. Since it has been definitely proven that the Fort Gibson area in Oklahoma provides wind conditions ideal for World Parachute Spot Landing Championships but not the best for National Sailing Championships, our district governor Lief Zars of San Antonio and Snipe Fleet I of Dallas decided to look for a new place.

They decided to hold our District Championship at Chandler's Landing Yacht Club on Ray Hubbard Reservoir near Dallas. The water area is ideal — enough area for half a dozen maximum length championship courses, with no high hills to louse up the wind, and no problem getting to the courses. The Yacht Club is typically Texas — big, fancy, but informal. The food was excellent. The parking area is large, and there is one electric hoist and a ramp. Tie-up facilities close to the hoist are a bit limited but there is plenty of other space.

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OCTOBER 2-3, OHIO OPEN/OXFORD INCIDENT-ACCIDENT, Acton Lake Fleet 515, Richard Saunders, 991 Ligorio, Cincinnati, OH 45218.

OCTOBER 8-9, LAKE MOHAWK CALL OF FALL, Lake Mohawk Fleet 10, Charles Ash, 11 Cardinal Dr., Sparta, NJ 07871.

OCTOBER 9-10, OKTOBERSCHNIPE, Seattle Snipe Sailors Fleet 444, Dan Blodgett, 7845 85th Place S.E., Mercer Island, WA 98040.

OCTOBER 23-24, FRIGID DIGIT, Annapolis Fleet 532, John P. Gudas, 113 Smith Ave., Annapolis, MD 21401.

OCTOBER 30-31, HALLOWE'EN, Atlanta Fleet 330, James C. Roddey, 5850 Riverwood Dr, NW, Atlanta, GA 30328.

DECEMBER 2-10, III WORLD JUNIOR CHAMPIONSHIP, Yacht Club Olivos, Argentina, Frederick Ashby, 25 de Mayo 506, Zarate, Pcia, BsAs, Argentina.

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Dist. II Champion Leif Zars receives his trophy from Vice-Governor Gene Tragus.



Junior Trophy winners, Dist. II, L to R: Austin Young III, Beverly Bookhout, Jimbo Bookhout and Steve Tautz.

Leif Zars Cops District II Title

On July 10 and 11 District II held their championships on Lake Ray Hubbard from Chandler's Landing Yacht Club, being sponsored this year by the White Rock Sailing Club and the Lake Canyon Yacht Club.

The races were sailed in light and variable winds to light and variable hurricanes. The weather was threatening the entire weekend and the final race ended in a cancellation due to a squall that caused much comment on the fine boat handling of the Snipe sailors. Not one of the entrants turned over, but the

real quality of the sailing ability was shown by those who read the weather well enough to go in at the weather mark.

Leif Zars, and his crew, wife, Pat, won the championship with scores of 4 and 3. He is also the District Governor of District II.

Jimbo Bookhout and his sister, Beverly, from the White Rock Sailing Club in Dallas won the Junior Championship and the perpetual Bud Hook Trophy presented to the District Junior Champions.

DISTRICT II CHAMPIONSHIP (Top 15 of 27 Entries)

Boat	Skipper	Club	Races	Finish
18850	Leif Zars	LCYC	4-3	1
19891	Tom Castle	Littleton, Colo.	11-1	2
19392	Brownie Horner	LCYC	2-9	3
21554	Bill Jackson	WRSC	3-7	4
19449	Keith Zars	LCYC	6-4	5
22405	Gene Soltero	WRSC	13-2	6
18035	Tommy Binion	WRSC	7-5	7
20818	Pete Fenner	WRSC	1-17	7
17151	Bruce Hurst	Tulsa	5-8	9
19176	Scott DeArman	Tulsa	9-6	10
20812	Steve Tautz	Colo.	8-11	11
20651	Noel Reed	WRSC	16-10	12
22317	Bob Henry	WRSC	15-12	13
17233	Gary Zars	LCYC	10-19	14
17152	Jack Zink	Tulsa	12-21	15



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Dan Blodgett Tops District VII Fleet at Seattle

Seattle Snipe Sailors, Fleet 444, hosted the 1976 District VII Championship on August 14th and 15th. The three race series was sailed on beautiful Lake Washington in a variety of weather and wind conditions. Twenty seven sailors from Washington, Oregon and Northern California enjoyed the races, social activities and fellowship that Snipe sailing provides.

The series was a two boat duel from the start between Dick/Judy Buckingham and Dan/Susanne Blodgett of the Seattle Fleet. The two were far out in front during most of the racing, with the Blodgetts coming out on top, winning all three races.

The first race was started in a light, shifty, westerly. Blodgett led the entire race, with Buckingham a close second. Frank/Jane Ward finished third. Further racing was cancelled for lack of wind.

Saturday night's social activities included cocktails and dinner at the Shilshole Bay Clubhouse of Corinthian Yacht Club. During the cocktail hour, many Snipe sailors were found wandering around the docks, looking at the Goldplaters and generally enjoying a spectacular northwest evening. An excellent film of the 1972 Sailing Olympics concluded a great day.

Gray skies, threatening rain and shifty winds greeted the fleet on Sunday morning. In the second race of the series, Buckingham was first at the weather mark and held the lead until the final heat of the Olympic course, when Blodgett got by to finish first. John Headlund of Seattle finished third.

In the final race, the wind was 12-15 at the start. Jim Muri, a converted Lightning sailor, lead at the weather mark, followed by Buckingham, Dave North and Blodgett. The rains came, along with more wind, providing some super exciting reaches and wild jibes. Blodgett took the lead on the second weather leg and went on to win. Muri finished second, with Buckingham third and Terry Fowler, an ex-Flyer Champ, fourth.

The District VII Championship has traditionally been dominated by the Californians and Blodgett's victory marks the first time a Seattle sailor has won the event.

The Seattle fleet was honored to host

DISTRICT VII CHAMPIONSHIP (Top 15 of 27 Entries)

Boat	Skipper	Town	Points	Finish
18317	Dan Blodgett	Seattle	0	1
18915	Dick Buckingham	Seattle	11.7	2
17737	Dave North	Seattle	28	3
22541	Jerry Weber	Mountain View	39.4	4
17759	Dick Hart	S. San Francisco	40.7	5
19442	Jim Muri	Seattle	42	6
17591	Ivor Thomas	Seattle	42	7
17016	John Albertson	Seattle	44	8
17500	Terry Fowler	Seattle	45	9
16791	Frank Ward	Seattle	47.7	10
20686	Pete Bristow	Seattle	51	11
17767	Gene Shelley	Seattle	51	12
20204	Larry Power	San Francisco	54	13
18345	John Headlund	Seattle	54.7	14
16767	Wolfgang Glende	Seattle	59	15

the event and was pleased at the number of boats from California and Oregon. The selection of Seattle for the district event was made by Jerry Weber, District VII Governor, to encourage a closer relationship among the fleets in the district. The Seattle fleet is currently enjoying excellent growth. Through promotional events, special programs and

regattas, the Seattle fleet is attracting good sailors from other fleets and generating more enthusiasm among present members. You'll hear more about the Seattle Snipe Sailors.

Dave Leisy
Fleet Captain
Seattle Snipe Sailors
Fleet 444

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NEW 11" aluminum boards 3/8" thick with taper and radius for low trunk boats. Send in trunk measurement. Price \$90 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.

ROOKE SNIPE SAILS NOW AVAILABLE! For information contact Bob Moore or Chris Rooke at ROOKE SAILS, 3000 Vantage Dr., Memphis, Tenn. 38131. Phone 901/398-3140.

CHUBASCO 20996 Egyptian brown hull and feature stripe. Off white deck. Immaculate, better than new. All new Eagle spars, rudder, tiller, whisker pole, standing and running rigging. Custom hardware. \$1900. Samuel Card, (617) 729-9070.

FOR SALE - Wood Chubasco 16680, New board, Cobra mast. With trailer. Bryson Lesley, (615) 894-5648 evenings.

FOR SALE - CLARK-MILLS SNIPE, No. 10073. Fast, completely refinished, 369 pounds, all wood, new deck, Proctor EX Mast, main, two jibs, one new M&N, big wheel trailer. \$1100. Tom Coleman, 1843 Springridge Drive, Jackson, Mississippi 39211, 956-3387.

ACRYLIC SNIPE DRYSAIL COVERS. Yachtacrylic will not rot, mildew, shrink, or become brittle. Best cover material available. Outstanding workmanship. No. 1 Full deck/6" skirt, mast up, boom off, and halyard lifting tabs for drainage - \$89. No. 2 Tent like cover/6" skirt supported by boom in centerline position with mast up - \$99. Above prices for white, add 4.50 for blue. Terms are ppd. with full payment or 50% down and balance including shipping COD. Shipment via UPS. Bottom covers, centerboard and rudder covers out of fuzzy-soft napbac available July 15, 1976. It's your move. Contact Bob Moore or Chris Rooke at Rooke Sails, 3000 Vantage Dr., Memphis, Tenn. 38131. Phone 901/398-3140.

EICHENLAUB 20302, Yellow hull, white deck, Cobra mast and boom, Harken blocks and cleat, Levinson sails, top and bottom cover all in excellent condition. \$2,100. C. Stump, 366 S. Linden, Decatur, IL 62522. (217) 422-7279.

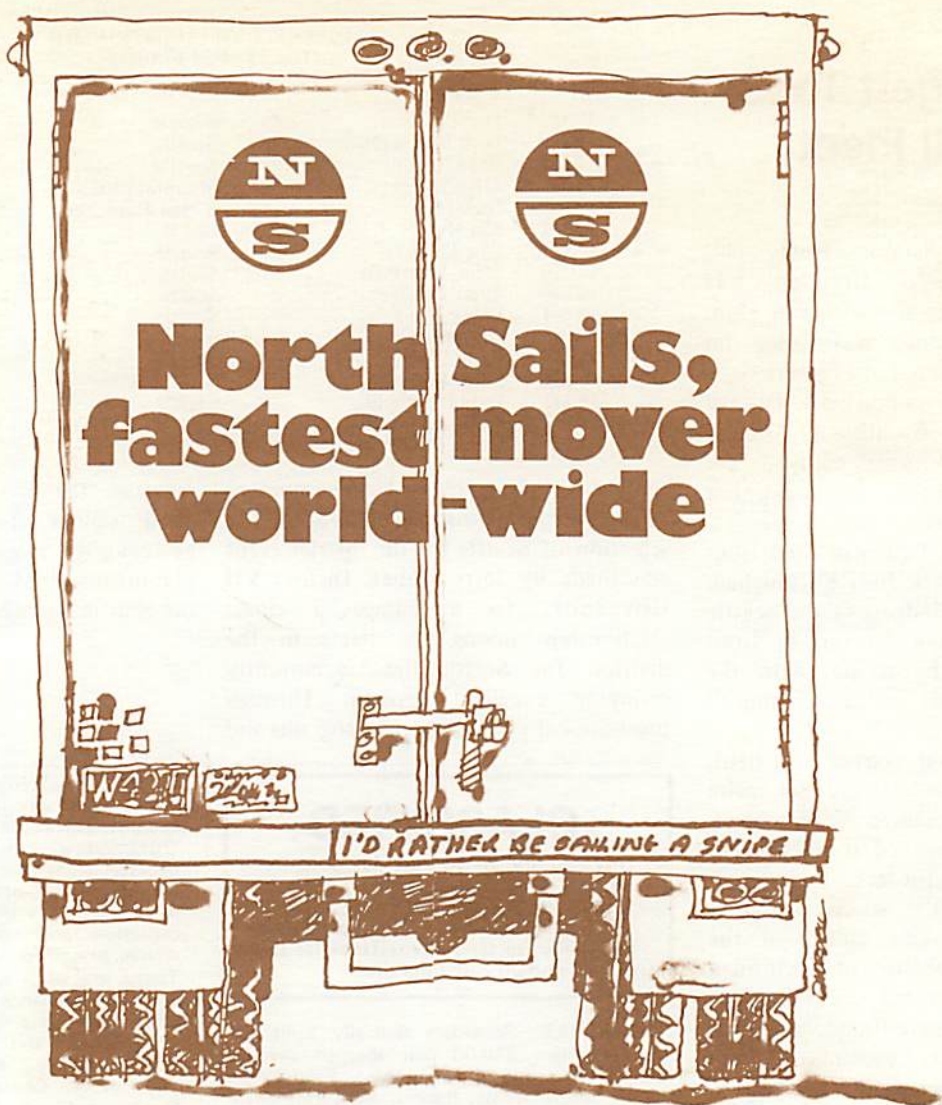
LEMKE 18854, Self rescuing dark blue deck with feature stripe. Excellent condition and minimum weight. North sails, Proctor EX mast, compass and fat rudder. \$950. Trailer and cover available for \$250. Bob Foster, Elkart, IN. (219) 875-6037.

FOR SALE - LOFLAND/SNIPE 14100, Marine blue hull and trim with white deck. Originally owned by Dick Caspari. A fast boat with an excellent record. Aluminum mast, all accessories, Lofland trailer \$1,000. Vern Huckins, Topeka, Kansas. (913) 272-9075.

EICHENLAUB - 22511, Yellow hull, white deck with stripes. 2 suits of sails - both new. All covers, Proctor or Omega spar, Harkens, compass, trailer. Jeff Baker, Murphy and Nye Sails (312) 384-2828. Home: (312) 338-4335.

FOR SALE - SNIPE No. 6290, black hull, white deck, very good condition, without trailer. \$450. Olin Wiland, 4375 So. C Street, Richmond, Indiana (317) 966-5163.

FOR SALE - CHUBASCO No. 19830. Rare artificial wood grain deck. All Harken blocks. Trailer, cover and two suits of sails. \$2000.00. (416) 844-6315 Oakville, Ontario, C. Hains.



1975 Results

SWEDISH SILVER SNIPE.....	1st	JUNIOR NATIONALS, DUFFY SERIES... 1,2, & 4
NORWEGIAN CHAMPIONSHIP.....	1st	SENIOR NATIONALS, WELLS SERIES... 1,2, & 3
FINNISH NATIONALS.....	1st	SENIOR NATIONALS, CROSBY SERIES.. 2nd - 6th
YUGOSLAV OPEN CHAMPIONSHIP.....	1st	SENIOR NATIONALS, HEINZERLING SERIES... 9 of top 15
GOTHENBURG MAYSNIPE.....	1st	CHILEAN NATIONAL CHAMPIONSHIP..... 1st
WHITSUN REGATTA, HELSINKI.....	1st	RACE WEEK DE PALMA..... 1st
INT. OPEN FRENCH CHAMPIONSHIP ...	1,2, & 3	MASSACHUSETTS BAY OPEN..... 1st & 2nd
FRENCH CHAMPIONSHIP.....	1,3, & 4	DISTRICT 1 CHAMPIONSHIPS..... 1st & 2nd
NASSAU: BARCARDI.....	1st	U K NATIONALS..... 1st
NORTHEASTERN CHAMPIONSHIP.....	1st & 2nd	SPANISH NATIONALS..... 1, 2 & 3
NORTH AMERICAN CHAMPIONSHIP... 1st & 3rd		
DISTRICT 3 CHAMPIONSHIPS.....	1st & 3rd	

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