

# S Ullman Sails Sour best buy For speed in 1977

In Snipes – the Southern Circuit is the first real test for 1977. Our sails again dominated the circuit. *They won the top three places in all four regattas.* The same set of sails which won the midwinters in heavy air, 20 plus, also won the Miami Don Q Regatta in light to very light air with three firsts and two seconds.

WHY NOT BUY THE SAILS WHICH HAVE PROVEN TO BE THE FASTEST! Call or write to order the all purpose model which has won the latest WORLDS AND WESTERN HEMISPHERES.

410 29TH STREET • NEWPORT BEACH, CALIFORNIA 92660 • (714) 675-6970

1st test;

4432 MUIR

COBRA

ALAMITOS BAY MIDWINTER CHAMPIONSHIP 1,2,3.

AGAIN.

**STRIKES** 

### 2nd proving grounds;

CLEARWATER-MIAMI-NASSAU 1st & 2nd OVERALL 24 races - 21 first places 1st every series

These are the test results of our new light section mast. We are still improving the hardware and will continue testing so that we can offer you the finest AND FASTEST mast available.

COBRA MASTS

SAN DIEGO CALIFORNIA

92107

## Fred Abels Eases to Becker Memorial Victory

"I jibed because everyone else did ... and I guess I just got lucky," calmly commented Fred Abels as he explained his fourth straight victory in the Commodore George Becker Memorial Regatta at Sea Cliff, N. Y., July 4th weekend. Abels has a talent for leading the fleet and he won the 3-day regatta with ease. Jack Williams followed in second with David Lawson third.

Moderate flukey winds dominated the first race. Abels got a nice pin end start, powered off the line and led to the finish. Dana Schnipper in second position, got headed near the finish line. Jack Williams, in hot pursuit, picked up a lift and slipped past him, stealing second. Lawson followed in fourth.

The winds freshened to a steady 15 knots and piping from the north in the second race. Again Abels went for a favored pin end start and led by 3-4 minutes at the finish. Williams grabbed second followed by Lawson and Hays. Schnipper slipped back to fifth.

The winds and seas continued to build in the third race. Lawson led around the triangle with Williams second and Abels third. Abels caught some lifts on the windward leg and passed Lawson at the gate going to windward mark the second time. Abels just managed to hold off Lawson on the downwind leg to finish first. Lawson slipped to second followed by Williams and Hays.

Further down in the fleet, Schnipper capsized at the leeward mark putting him out of serious contention for the lead. There must have been something about that mark. Abels also had some trouble his crew fell overboard. He quickly plucked her out of the water and didn't even lose a boat length. (There's something to be said about light crews!)

The winds for the fourth race the next day were light and shifty. Lawson led at the start and opened his lead at the first mark. Winds shifted and Schnipper, coming up from the back, stole the lead at the second mark, closely pursued by Hays and Lawson. Most of the fleet bunched up on the downwind leg leading one of the skippers to remark - "... at least we know all Snipes drift at the same rate."

Lawson was in front at the mark when the wind shifted  $180^{\circ}$  for the fourth time during the race. Everyone jibed, Abels came out on top, followed by Williams – Lawson was buried. The first two boats took off for the finish, drifting along in the light air. Lawson covered Schnipper to capture third, Brian Dougherty climbed into fifth and Hays slipped to sixth.

The winds were heavy to moderate for the fifth and sixth races Monday. Abels led the fifth race by 100 boat lengths until Schnipper and Williams started to pressure him on the last windward leg. He still held on on the last downwind leg, sailing a tight reach to finish with a boat length lead. Williams and Schnipper finished seconds apart. Abels was immediately disqualified for not wearing a lifevest and Williams and Schnipper moved into first and second.

In the sixth race, Schnipper and Abels swapped boats. Scnnipper took off 'in super boat" and led by a mile. He overshot the leeward mark. Lawson, leading the rest of the fleet by some distance, caught up to Schnipper on the upwind leg, out maneuvered him and captured the lead, to finish first. Schnipper was followed by Williams and Hays. Abels finished 6th.

The Regatta is held each year in memory of the late Commodore George Becker, former commodore of SCIRA (1945) and founder of Fleet No. 4. He leaves a fond legacy behind – as affirmed by the inscription on the perpetual trophy – "his heart and soul were sailing". Members of the Race Committee included 3 Snipe "old timers" and chairman Phil Benson, winner of the world championship in 1936.

Joan Lawson

Sea Cliff Fleet 4



Boat	skipper/Crew	Places	Points	Finish	
2068	85 Fred Abels/Kathy Varley	1-1-1-1-dsq-6	9	1	
177:		2-2-3-2-1-3	9 3/4	2	
7439		4-3-2-3-3-1	11 3/4	3	
2239		3-5-7-4-2-2	16	4	
2155		5-4-4-6-4-4	21	5	
1129		7-6-6-5-5-5	27	6	В
2055		6-7-5-7-6-7	31	7	5
1129		8-8-ns-ns-ns	40	8	A

## SNIPE BULLETIN

SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

OCTOBER	1977		
Vol. XXVI	No. 10		

#### S.C.I.R.A. OFFICERS

Commodore Dan N. Williams 108 Wilder Drive Signal Mountain, TN 37377

#### Vice Commodore

Bruce Colyer 2901 N.E. 26th Place Ft. Lauderdale, FL 33306

#### **Rear Commodore**

Flavio Caiuby Rua Libero Badaro, 501-16 andar Sao Paulo, Brazil

Executive Secretary and Treasurer Lowry Lamb Privateer Road Hixson, Tenn. 37343

#### RULES COMMITTEE

Chairman: TED A. WELLS 5 Huntington Ave. Wichita, Kansas 67208

#### EDITOR

Lowry Lamb

#### EDITORIAL & BUSINESS OFFICE Address all correspondence to:

Privateer Road, Hixson, Tennessee 37343, U.S.A.

PUBLICATION INFORMATION Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit). Forms close on the 1st of the month preceeding publication. Material received after that date will not appear until later month.

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

#### ADVERTISING

Contract rates furnished upon application.

#### SUBSCRIPTION

\$3.00 per year. \$3.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPE BULLE-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 COMMODORE SEZ

I recently had the pleasure of working with the best-organized race committee that I have ever been around. That is a strong statement, but the Skoshoved Sejlklub race committee for the 28th Snipe World Championship lives up to it.

Let me cite some examples of how well organized they were:

1. During the starting sequence, each person had only one function to perform. Race committee chairman Nils Toftgaard was the line observer; Kai Christensen handled timing; Preban Gad was in charge of communications; Peter Gronlund was the gun man; Niels Riise-Jorgensen ran up the flags; Tage Schack was available to fill in on any of the above jobs if needed; Captain Ole Andersen made sure his race committee vessel was in its proper position; and I, the SCIRA observer, stayed out of the way and observed. The same crew was there every day and no visiting firemen were allowed on board.

2. After the start, the wind was checked frequently from both the committee boat and the windward mark boat to make sure that the wind had not shifted more than 20 degrees during the first windward leg, necessitating a race abandonment.

During the first race, while the competitors were reaching on the 2nd and 3rd legs of the course, we had a 180 degree wind shift. Normally, this would have meant starting over again. However, in accordance with the sailing instructions, a "gate" boat was set up at the leeward mark, a gun was fired, code flag "C" was displayed, and the lead boats were notified that the windward mark had been moved. The use of a "gate' boat requires that all sailors pass between it and the mark close to it. This prevents competitors from short-cutting the course from the old reaching mark to the new windward mark, and it eliminates having to "loop" the leeward mark.

Futhermore, during this same race, the wind shifted 15-20 degrees during the second windward leg. This time, the leeward mark was moved, a gun fired, "C" flag flown, and the lead boats notified. It all sounds like a lot of trouble, but I don't think any competitor can say that he wasn't given a fair course to sail.

3. The various committee boats were

well suited for their respective functions. The race committee vessel was a 35 foot cabin cruiser with twin diesel engines and a high aft deck with plenty of room for the race committee to work on. The mark set boat was a large, fast runabout equipped with an accurate log and compass, a complete signal flag set and a signal gun. The marks were about 10 foot cubes, bright orange, and highly visible from anywhere on the course.

In addition, there was a starting line auxiliary boat, a jury (protest committee) boat, a press boat, spectator boats, and several other boats available for rescue and miscellaneous duties.

Next month, I'll give some more impressions of the 28th Snipe World Championship. DNW

#### World Championship

The final results of the World Championship held in Denmark August 21-29 have not been received as this issue goes to press. However, the top three are as follows:

1st – Boris Ostergren/Ernesto Neugebauer – Brazil

2nd – Tom Nute/Randy Smith – U.S.

3rd – Marco Aurelio Paradeda/Luis Pejnovic – Brazil

A full report will be in the next issue.

#### THE COVER

This fine photograph by John Weber shows Snipe sailing at its best. Skipper Van Wesley and crew Steve Cooper are enjoying the fine weather at this year's Mid-Winter Championship in Clearwater, Florida.

#### THE SCORE

Thirty-one numbers were issued last month with 30 going to Brazil and 1 to Norway. No new fleets were chartered during the month.

Numbered SNIPES — 23035 Chartered Fleets — 753

4

## Terry Timm Wins Governor's Cup at Island Bay

Island Bay Yacht Club, home of Fleet No. 91, hosted 37 Snipes at their annual Governor's Cup Regatta June 11 and 12 on Lake Springfield.

With a strong storm front passing through at the time of the skippers' meeting and a poor forecast from the weather bureau, the first race was postponed. About half an hour later, the storm started to break up and with a more favorable forecast we hit the water.

Defending champion Terry Timm was the winner of the first race. He was followed by Lou Dixon, Carl Levinson, Bill Coberly, Jeff Baker, and Dave Chapin. Dave Chapin came back to win the second race of the afternoon with Don Hite taking second. In the third race of the day, Terry Timm had a big lead when the wind died and he drifted across the finish line for his second win of the day. He was followed by Don Hite and Dave Chapin.

Sunday morning saw the winds pick up to 15-20 mph. In the first race of the morning Dave Chapin again came in first with Don Hite picking up his third 2nd and Terry Timm coming in seventh.

Lou Dixon won the final race. Dave

Chapin had a poor start and fell way back at the beginning. Dave worked his way up to finish 8th while Terry Timm had a 4th. This gave Terry 29 points to Dave's 31.4 and made him a repeat winner.

In the B Fleet all five of the races were close. Bob Donath of Island Bay was the overall winner with 4 firsts and 1 second.

Dave Chapin was awarded the outstanding junior sailor trophy.

#### **GOVERNOR'S CUP REGATTA - FLEET 91** (Top 20 of 31 Entries)

Boat	Skipper	Club	Places	Points	Finish
20707	Terry Timm	Barton Boat Club	1-4-1-7-4	29	1
19432	Dave Chapin	IBYC	6-1-3-1-8	31.4	2
19267	Don Hite	Lake Angelus	7-2-2-5	32	2 3
18926	Lou Dixon	IBYC	2-5-6-4-1	32.7	4
20988	Carl Levinson	Fleet 409	3-3-9-5-2	39.4	4 5 6 7 8 8
20026	Jeff Evans	IBYC	9-13-4-3-3	53.4	6
20006	John Johns	Barton Boat Club	8-9-12-6-6	70.4	7
20659	Ray Schmit	Chicago	10-15-10-10-9	84	8
19714	Jeff Baker	BPYC	5-11-21-8-10	84	8
22350	Buzz Levinson	Indianapolis	14-7-5-19-15	89	10
19062	Michel Zalzal	Hueston SA	15-12-17-9-7	90	11
20299	David Bettinghaus	IUY	17-6-19-11-11	93.7	12
21111	Todd Gay	IBYC	26-10-13-16-12	107	13
21460	Sterling Beimfohr	Burnham Park	13-23-11-14-18	109	14
17389	Greg Gust	IBYC	11-28-15-12-13	109	14
20004	Lee Griffith	Acton Lake	16-27-8-13-16	110	16
21790	Bill Coberly	CDYC	4-17-7-nf-ns	117	17
20869	Richard Brackett	Burnham Park	21-16-27-17-17	128	18
16851	Larry Colter	Evergreen SC	18-29-20-20-14	131	19
22515	Marvin Lee	Muncie	12-14-25-21-ns	133	20
18647	Jim Pyott	Burnham Park	25-22-14-15-dsq	133	20
		B FLEET (Top 3 of 6 Entries)			
21361	Rob Donath	IBYC	1-1-2-1-1	3	1
17238	Bob Donath		3-3-3-3-2	25.8	2
22586	James Alexander Gale Saint	Carlyle Evergreen	2-4-1-4-4	27	23

17238 James Alexander 22586 Gale Saint PUT THE HEAT



## Wally Lineburgh's **Insurance Is Different!**

- 1. Every Snipe is insured for \$2750 regardless of age.
- 2. Every Trailer insured for actual cash value up to \$250.
- 3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
- 4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
- 5. Reimbursement for loss is "New for Old" with a \$50 deductible. No depreciation taken even on sails and covers.
- 6. Damage to another boat up to \$2750 applies.
- 7. Medical payments provided up to \$2,000.

This policy is available in most states where Snipes are sailed. Send your Name, address, class, sail number, age of boat & trailer, and Home Port. Your Premium depends on your Home Port location. Select your area. Make your check payable to Lineburgh & Co.

AREA 1: \$55.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

AREA 2: \$88.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.

- AREA 3: \$76.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.
- AREA 4: \$61.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon and Washington.

LINEBURGH & COMPANY 1960 Bronson Road, Fairfield, Conn. 06430 (203) 255-1571 ESTABLISHED 1866

REGATTA RESULTS Send your regatta results to SCIRA Headquarters for publication in the SNIPE BULLETIN.

## **Olympic Training For Non-Olympians**

Introduction: Van Wesley was among the 20 outstanding young sailors attending the U.S. Olympic Committee's special training session for non-Olympic sailors at Lake Tahoe, July 31-August 6. (Eric Krebs was scheduled to attend the second session August 7-13, before leaving to crew for Jeff Lenhart at the World Championship.) Van's description of the session follows:

PHYSICAL SETTING: The participants and instructors were quartered at the Olympic Village at Squaw Valley, California, about 20 minutes drive from Lake Tahoe. The Village is left from the Winter Olympics and is used as a training center for various U. S. Olympic athletes. The food is good, and the Jacuzzi was nice!

Lake Tahoe is about 27 miles long and several hundred feet deep. There was a surprising amount of chop for such a deep lake, and also some rollers. The winds were 15 to 18 for the most part, although they were lighter for the first and last days.

PARTICIPANTS: The 20 participants were all men who ranged in age from 17 to 29. There were 14 national champions, a Sears cup champion, a Youth champion, one world champion, and one other international champion, from such classes as: Thistle, Hobie (14 & 16), Laser, Comet, Raven, Dutchman, Ensign, Butterfly, 505, Lightning, and Tornado. Some of them are really class hoppers who don't own any boat, but move from class to class. I was the lightest at 150 lbs., but probably about middling as far as height is concerned. (Van is about 6 feet tall.)

EQUIPMENT: The boats used were new Lasers which belong to the USOYC.

INSTRUCTORS: Peter Isler was in charge of the program and has been running various USYRU seminars all summer. He is a meteorology student, and was voted intercollegiate salor of the year for two years. Gary Jobson, teacher, and now sailing coach at the U.S. Naval Academy was guest coach for the week. They were assisted by Dick Murray and Steve Clausic, sailing coaches of the University of California at Santa Cruz. They brought their own boats. The show they put on for us was really well organized and well done.

Peter Isler's specialty is weather, and



Van Wesley (Paul Polgar photo)

Gary Jobson is interested in the psychology of winning. He is particularly inventive in working out ways to sharpen racing skills.

#### SCHEDULE OF ACTIVITIES:

SHORE SIDE: Every day began with calisthenics for 20 to 30 minutes. They were designed to loosen up the muscles, and help with hiking. They had one of the guys from the Olympic Training Center come and demonstrate some techniques for "stretching" muscles. They are just now learning a lot about this. I have "tight" muscles in my back and miss touching my toes by 6 inches or more. They used me for a demonstration, and showed me a trick to help with stretching to the point that I could touch my toes without "bouncing" which really hurts the muscles.

Lectures and seminars: We had lec-

tures twice a day on all aspects of sailing: starts, rules, techniques, tactics etc., with heavy emphasis on "psyching" yourself for winning. We would have lectures on starts, then on the water practice starting, then we would go back and talk about starts again. With tactics there was the same thing. They had question and answer sessions etc.

Rules and Protest Meetings: We discussed how to present a case in protest meetings: Never say "we collided" – say "that boat hit me". Always be polite. (Say "Yes Sir". – No fist fights.) Always tell the truth – although everybody has a different opinion as to what the truth of the situation was. Don't falter in telling your story. When you speak of distance, time, boat lengths etc. say: ten to fifteen seconds, rather than ten seconds; 4 to 5 boat lengths, not 4 boat lengths; etc.

Gary Jobson said that before regattas he sometimes reads the rules and definitions over to have them fresh in his mind.

Some of the things were new to me. I didn't realize that you are entitled to read the other guy's protest before the hearing.

ON THE WATER: We drove to the lake in two vans every day, and would start sailing at about 12:30 or so (one day we began at 9:30) and we would sail about 6 or 7 hours.

Start Practice: They would have two minute practice starts, in which you were supposed to have the boat driving at full speed 30 seconds before the gun. We would go a few boat lengths beyond the line and come back and do it again. Then they would have us stall 20 seconds on the starting line, holding position, everyone luffing at 10 seconds to go, then strapping in and starting. We did this time and time again. Sometimes we would do port tack starts and sometimes half and half. We would sail 30 or 40 seconds and then they would call us back and do it again.

Tacking Practice: They would have us tack, tack, tack. They had one practice in which they made a very small triangle – a starting line between two flags, and the committee boat a short distance, 50 to 75 yards, to windward. You were supposed to keep inside this triangle to the committee boat. If you got outside the triangle you had to do a  $720^{\circ}$ . That made many short tacks necessary, with the tacks

6

getting shorter as you got nearer the committee boat.

They showed us a lot about roll tacking. You head up and jerk your main sheet real hard so that it gives you an effective lift around. It keeps on lifting you a longer time. As you start to head up, pull the main sheet as you start to go out, with your body rolling your boat. You can use this in a Snipe as well as you can in a Laser.

Courses were Olympic mostly, with some being windward/leeward. We had some starboard courses. Jobson liked them because of the "fun" at the mark. Since I had to put down \$100 boat damage deposit, I was a little worried about starboard courses in higher winds.

We had some match racing, and some team racing. (5 man teams in some races and 3 man teams in others match racing each other.)

One of the best sessions was in three man teams. Team racing is a specialty of Gary Jobson and helps sharpen your ability in situations where you want to control an opponent, keeping your own position, but trying to get boats between you and a competitor who is behind you.

There was some criticism on the water about what was done right or wrong. With jibes in a Laser, you don't need to be told – in 15 to 18 mph wind, you capsize if you do it wrong.

We all participated in suggesting what we felt was most useful in the on the water sessions. Everybody felt that the team racing was particularly helpful.

EVALUATION: For myself, I feel it was a really good and beneficial program. I think it certainly sharpened everybody for tacking and starting. There is some question about how much learned in a Laser is transferrable to a Snipe. The Laser is in some ways a "bad habit" boat – you have to sheet and vang really tight. (Also ooching, pumping, and rocking are important – the "black flag" was up most of the time – but when the wind was high enough to plane, the "black flag" was down.) I feel that the most benefit is in making me a more aggressive sailor.

Everybody liked the team racing so much that they feel that three man team racing should be made an Olympic sport.

EXTENSION OF BENEFIT TO THE FLEET: Some of the benefit of the sessions is supposed to be passed along to the fleet. I really feel that this can best be done on the water. I would be willing to help anybody who asks for help, but I really feel that until you get on the water and practice, both in racing and pacing, there isn't much way this can be passed along. (Ed. Note: A fleet could set up similar programs of practice starts, mark rounding, and short tack practice. Good instructors with good equipment to work with really help.)

When Gary Jobson, who is a teacher, left in the middle of the week, the sessions were not as good. They were then short handed, and also, his inventiveness and drive were important in keeping the sessions moving.

REGATTA: The last day's activity was a 7 race series, with one throw-out. It, too, was regarded as a training session, with the results not to be published. I felt that I did well against the fleet. The Laser man won, but everybody demonstrated that they had learned a lot (at least about sailing a Laser) in the 5 days training.

OLYMPIC RECRUITING: They did talk to us about various boats, and picking a boat to sail in. The question of intensity of a sailor's desire to win is one of the big questions before you go into Olympic sailing. I really feel that I don't want to have to put that much physical effort, as well as time, and money into being an Olympic Gold medalist. Gary Jobson said that if you aren't having fun, you won't win, so when it ceases to be fun, you have gone too far.

**Graduation Days** One of these days you are going to graduate. Graduate from the class of go-slowers and way-behinds and move up to run with the best. It happens the day new Murphy & Nye sails become the <u>force</u> on your yacht. Think ahead to next season. Is there room for improvement? Then take the first step down the aisle now; give us a call. Graduation day is just around the corner ...

## **MURPHY & NYE SAILMAKERS**

2243 N. Elston Ave. • Chicago, Illinois 60614 • Phone 312/384-2828







22543

35

11111111.1

Like a Alim

US US I9259

19259

Center: Bruce Colyer's eternal quest - the perfect boat; Leif Zars and Doug DeSouza.

Bottom: Allison and Nancy Zars; Wells Winner, Keith Zars; A Cyclone is Like a Hurricane (fan extra); Stacked for home - wait till next year!

Photos: Jeannie Bronaugh and BuzzLamb

## Levinsons Dominate District III Junior Regatta

Two members of the Indianapolis fleet dominated the 1977 District III Snipe Junior Championship at Cowan Lake, August 6th and 7th. Harry Levinson won four of the seven races to finish first ahead of his cousin, Paul, in second place. The next three places went to John McAllister of Detroit, Kathy Menzies of the host fleet, and James Hill of Acton.

Fresh winds of 11 to 14 mph with occasional gusts to 20 greeted the sixteen Snipes for five races on Saturday. The action was fast and furious with several close finishes: It was a tired bunch of Juniors that climbed the hill to the clubhouse, Saturday afternoon.

The usual Sunday morning calm was replaced by winds almost as strong as those of Saturday. This allowed two more races on Sunday and gave each boat a throw-out. When the scores were totaled, it was Harry in first place by three points over last year's winner, Paul.

John D. Braun Captain, Fleet 433



First appearing in 1950, this fine sailing book has become the "Sniper's Bible" and has proven so popular throughout the world it was revised and enlarged for a third printing. Not only does it tell how to rig your boat, but how to sail it – and win – as well.

From any book store or direct from SCIRA - \$7.95

DODD, MEAD & CO. 79 Madison Avenue New York, N.Y. 10016





Sisters Kathy and Peggy Menzies aboard "Nessie" finished 4th in the series.



L to R: Harry Levinson, Paul Levinson, John McAllister, Kathy Menzies, James Hill, Bottom: Casey Call, Bob Leonard, Dave McAllister, Peggy Menzies, Dominic D'Ambrosio.

#### 1977 SNIPE DISTRICT III JUNIOR REGATTA (Top 10 of 16 Entries)

Skipper/Crew Harry A. Levinson/Casey Call Paul N. Levinson/Bob Leonard John McAllister/Dave McAllister Kathy Menzies/Peggy Menzies James Hill/Dominic D'Ambrosio Dave Troeger/Phil Pairitz Scott Pearson/Doug Staiger Buddy Leonard/Anne Meredith Lane Griffing/Sauer-Schroeder Mark Hartney/Lynn Evans

Club	Places	Points	Finish
Indianapolis	1-1-1-2-1-2-3	6	1
Indianapolis	2-2-3-1-2-1-1	9	2
Detroit	6-3-6-3-6-3-2	43.5	3
Cincinnati	3-4-4-5-3-7-6	49.1	4
Cincinnati	7-5-2-6-8-4-4	53.7	5
South Bend	4-7-11-4-4-6-5	58.7	6
Ann Arbor	5-9-5-8-10-5-7	72	7
Cassopolis	8-6-7-7-5-8-12	75.7	8
Cincinnati	11-8-9-9-9-9-9	89	9
Davton	13-13-8-10-7-10-11	95	10

## Sheeder/Freeland Top Florida Juniors at Miami

The Coconut Grove Sailing Club hosted the 21st FLORIDA STATE SNIPE JUNIOR CHAMPIONSHIP on August 6th and 7th.

Winds were 15 to 20 mph for Saturday with a few squalls hitting but they were not bad at all. First two races had gusting winds due to the squalls and the finishing positions were exactly the same for both races up to and including the fifth place: first, Eric Sheeder and Jorge Freeland; second, Rickey St. John and Rand Lenz; third, Nick Martens and Ray Russell; fourth, Jim Marten and Betsy Cashbaug and fifth, Robby Brown and Rick Shellow.

The third race presented a different condition, sailed in a dying wind, little Robby Brown and Rick Shellow showed the fleet how to do it, followed by Sheeder, Jim Marten, Nick Martens and Ricky St. John.

The wind picked up after this race and the skies cleared so the Race Committee had no choice but to run a fourth race. It was Biscayne Bay at its best and for that Ricky St. John and Randy Lenz showed the way to the rest of the gang. First two races were modified Olympic courses but with 2 triangles; the 3rd and 4th were truly modified Olympic courses with one triangle windward, leeward, windward.

Sunday's first and last race started at ll:00 A.M. after a general recall again in ideal conditions with same course as the 3rd and 4th races. Ricky St. John quickly captured the lead after a super start and moved away from the fleet while Sheeder fell to 4th place (if they had kept these positions St. John and Lenz would have won the championship). However, in the second weather leg the fleet got closer to St. John and in the downwind leg Jimmy Marten caught up with St. John and claimed room at the leeward mark and so got the lead for the final weather leg which he kept, St. John finishing in second, Martens in third and Sheeder in fourth.

Eric Sheeder and Jorge Freeland are the new Florida State Snipe Junior Champions and received from Bill Young, past Commodore of the Coconut Grove Sailing Club their trophies and the Perpetual previously won by Kenneth Lippincot (1957), Dan Brown, Bruce Cochran, Fred Bremen, Jr., Tom Bremen, Mark Albury, Dave Albury, Augie Diaz, Eric Stibitz, Gaby Bustamante, Mark Williams and Charlie Bustamante.

Compete Diag



**Official Pocket Patch** 



We Build the Fastest Snipes...in the World!

BILL SIMONS 4106 Hamill Road Hixson, TN 37343

Low Trunk - \$115

truly modified Olympic cou	rses with one		Gonza	IO DIAZ	
FLORIE	DA STATE SNIPE JUNI	OR CHAMPIONSHIP			
Boat Skipper/Crew   21711 Eric Sheeder/Jorge Fre   21713 Ricky St. John/Randy   20002 Jim Marten/Betsy Cash	Lenz 1baug	Places 1-1-2-3-4 2-2-5-1-2 4-4-3-2-1	Points 16.7 19 24.7	Finish 1 2 3	CHUBASCO
16853 Nick Martens/Ray Rus 21705 Robby Brown/Rick Sh 22291 Jeff Bubin/Chris Bubin 20816 Andy Bustamante/Alb 19389 Ronald Russell/Billy L	iellow n erto G. Ribas	3-3-4-4-3 5-5-1-5-5 7-6-6-6-6 6-7-7-7-7 ns-ns-ns-ns-8	33.1 40 59.8 63.7 78	4 5 6 7 8	821 Fesler St., El Cajon, CA 92020 (714) 442-4266 Dallas, Texas – (214) 630-1991 Grand Rapids – (616)456-1434



24th Halloween Regatta October 29/30 Lake Allatoona Georgia Contact Bill French 861 Franklin Rd. Apt. 2-24 Marietta Ga. 404 424-0231

## **Bermuda Captures Team Race Series**

Bermuda wins over Canada in close series at Spanish Point Boat Club, Bermuda.

The seventh Canada-Bermuda Snipe Team Race Series was held July 1st weekend under sunny Bermudian skies, with Spanish Point Boat Club members hosting sailors from Oakville Yacht Squadron, Canada.

Five teams represented each club. The groundrules were that the club to first win 4 races (of a possible 7) would be the champion. As the host club supplied the 10 Snipes for the competition, the arrangement was that no skipper would sail his own boat. The 10 boats were divided into 2 comparable sets. One set was assigned to each club and these were rotated after each 2 races.

The Canadians had reflected on the track record of the previous 6 Team Races held: Neither visiting team had ever won more than a single race in the country to which they had traveled! Fate was something to which the Canadians were not prepared to submit.

And so the series began.

#### **Oakville Wins Opener**

On Friday the first race was held under 10 mile-per-hour winds. Guided by Ted Hains and Bill Davey who finished in first place, with Jerry and Nancy Thompson, and Rusty Bailey and David Belford following, the Oakville Club earned one race to their credit in Bermudian waters (fate was not pleased!). It was shaping up to be a good competition.

#### Bermuda Comes Back Strong - 3 Straight Wins

Saturday, three races were sailed with winds 8-12 mph. To say the the Bermudian contingent dominated the day is putting it mildly. Despite serious sailing by Canadians, Penny Simmons and Larry Lindo led the Bermudians to a close 431/4 to 42 point win in the first race. The second race featured some great team racing tactics by Wayne Soares and Bermuda came from behind to win. In the shifting winds of the third race, the Bermudians again prevailed. In all, it was a good day for the Bermudians - they chalked up three consecutive wins.

#### **Evening Entertainment**

That evening a fish fry was held, followed by dancing under the stars. During the course of the evening's entertainment, a raffle was held for lawn furniture. Awaiting the outcome of the draw, someone commented that wouldn't it be funny if Penny Simmons won?

Guess what? Even in absentia (he was not at the party), he was a winner!

#### **Oakville Evens Score**

The Canadians were not to surrender easily, however, and it was a determined team that set sail on Sunday morning.

Perhaps determination is half the battle, for under light winds, the Canadians managed the strongest win of the series (47¼ points to Bermuda's 38). Ray Pitman with Leo Flood had worked hard to improve their start position by two places, but Bill and Nancy Hunter did the same easing across the finish line just ahead of them. So the score entering the sixth race of the series stood a 3 wins for Bermuda to Canada's 2.

Light winds continued to prevail and saw Jimmy and Phyllis Belford spring into first in the sixth race. Combined with solid Oakville finishes of 4th, 5th, 7th and 8th, Canada had evened up the score. It was 3 races all. The series had extended to the full possible 7 races to determine the winner.

The final race was a spectacular one for onlookers. On the start gun Dick Belvin and Michael St. Clair shot out, with Andy Mullen and Crystel DaSilva in hot pursuit. Rounding the first mark, Oakville followed in third, fourth and fifth places. Oakville picked up second position by the second mark but had also fallen back to 10th. The third rounding saw no change of places. There was only 1 point separating the two teams! It was still anyone's guess as to which side would win.

At the fourth and fifth marks, Dick Belvin and Michael St. Clair remained in first spot. They were sailing a gold medal race! Flanked on either side by Canadian sailors, they continued to hold their own. Oakville followed right on their transom at these marks in second, third, fourth, eighth and tenth positions with Spanish Point fifth, sixth, seventh, and ninth.

The final leg of the final race of the series was a breathtaking one. Belvin and St. Clair continued to lead, followed by Hains and Belford. Then within yards of the finish line, Wayne Soares and Gordie Flood picked up two boats to take fourth. This combined with a pick-up for Spanish Point from a ninth to an eighth place decided the series. It had been an extremely intense, hard-fought one, but well won by Spanish Point Boat Club -44¼ points to Oakville's 41! (To illustrate

the closeness of the competition, the cumulative points over the entire seven races showed a scant 63/4 point spread between the 2 competing teams.)

The coveted Simmons trophy was presented to Spanish Point Boat Club Snipe Fleet Captain, Ray Pitman. Sincere thanks went to David Barnes and fiancee Maggie for their commendable race committee efforts; to Wayne Soares for his excellent organization in hosting the event and to Oakville Yacht Squadron's team manager, Id Crook. The very meaningful financial support of Wintario (the provincial lottery) was gratefully acknowledged by the Canadian team.

A grand finale was held at the far end of the island at Dennis' Hideaway (appropriately named!) with lots of speech and toast-making, cases of Liebfraumilch, and plattersfull of native delights (conch stew, shark hor d'oevres, turtle steaks, etc.)!

#### Next Year

In the summer of 1978, Spanish Point fleet members will travel to Oakville, Ontario for an eagerly-anticipated return team race series.

> Noreen Hains Oakville Yacht Squadron

#### **Team Racing Basics**

Team racing puts sailing on a new dimension. In closely matched boats like Snipes, tactics are at a premium. Importantly, team racing fosters strong camaraderie, and is a way of building new interest in Snipe sailing.

Based on experience, teams of 4 or 5 boats are about right to give a good variety of tactics and possible winning combinations. While team racing rules are essentially similar to those of "normal" sailing, there are some minor variations as contained in the appendix of the rule book. Scoring systems can vary (high or low) and we used the following:

Position	Points	Position	Points
1st	131/4	6th	8
2nd	12	7th	7
3rd	11	8th	6
4th	10	9th	5
5th	9	10th	4
43¼ pts. is a race.	the mini	mum needee	l to win

Given the general interest in team sports, team racing can catch on as a very special event in a busy summer sailing schedule.

#### BERMUDA Skipper/Crew

Dick Belvin/Michael St. Clair Andy Mullen/Crystal Da Silva Ray Pitman/Leo Flood Penny Simmons/Larry Lindo Wayne Soares/Gord Flood CANADA Skipper/Crew Rusty Baillie/David Belford Jim Belford/Phyllis Belford Ted Hains/Bill Davey Bill Hunter/Nancy Hunter Jerry Thompson/Nancy Thompson



Competitors & Race Committee







Party at Dennis' Hideaway



In the less-forgiving environment of small-boat sailing, every element of equipment becomes vitally important. Tolerances for error, both in seamanship and rigging, are drastically reduced.

creased drive.

That's why our mast sections perform so well under a variety of conditions. Because they're engineered and produced to extract the maximum performance from any airflow. The shape of the section means greater stiffness with less weight, less turbulence and greater drive.

Which all adds up to boat-lengths ahead.

Every mast is tapered and heat-treated to provide consistently high strength. Luff grooves are an integral part of the extrusion, so they contribute more to the strength and stiffness of the section.

We could go on with more technical details about how and why our masts offer superior performance, but we have a better idea.

Come see us instead. We won't just tell you, we'll show you the difference.



1) 200-0525



OCTOBER 1-2, OXFORD INCIDENT/ACCI-DENT, Acton Lake Fleet 515, Robert L. Hill, 11422 Pippin, Cincinnati, OH 45231.

OCTOBER 6, 7, 8, 9, NORTH AMERICAN CHAMPIONSHIP, Mission Bay Fleet 495, S. Harry Smith, 1911 Parkview Terrace, La Jolla, CA 92037.

OCTOBER 8-9, CRACKER BARREL, Chatta-hoochee Fleet 452, Dick McMichael, 3805 Woodmont Dr., Columbus, GA 31907

OCTOBER 15-16, BAREFOOT OPEN, Bare-foot Sailing Club Fleet 726, Carl Lieberman, 1811 H Ashborough Cir., Marietta, GA 30067.

OCTOBER 15-16, OKTOBERSCHNIPE, Seattle Snipe Sailors Fleet 444, Dick Buckingham, 12 Eldorado Beach Club Dr., Mercer Island, WA 98040.

OCTOBER 22-23, FRIGID DIGIT, Annapolis Fleet 532, John Gudas, 113 Smith Ave, Annapolis, MD 21401.

OCTOBER 29-30, HALLOWE'EN REGATTA, Atlanta Fleet 330, Bill French, 861 Franklin Rd., Apt. 2-24, Marietta, GA 30067.

#### Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual  $(6" \times 9")$  is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not compli-cated. 75c @ copy - 10 for \$6.00. From SCIRA only.





L to R: (Seated) Michele Drake, Glen Hoffman, J. McAllister, Pam Johns. (Standing): Janet Baillie, Phyllis Belford, J. Hansen, John McAllister. (Back): George Drake, Dennis McCutheon, Graham Hoffman, Kathy Hite, Don Hite, Jim Belford, Fritz Gram. John Johns, Ted Hains and Bill Davey.

### Northeastern, Ontario Titles Fall to John and Pamela Johns

John and Pamela Johns from Ann Arbor, Michigan swept both the Northeastern and Ontario Snipe Championships in Oakville, Canada, June 25th and 26th.

In a very tight, competitive series John and Pamela sailed steadily to gain the big titles. Pushing the leaders throughout were Fritz Gram, Jim Belford and Don Hite. Saturday's racing was originally planned to feature 4 races for the Ontarios. Despite careful checking with all weather authorities and the oracle, a severe weather front roared through the regatta site. The only successfully held race on Saturday was won by Fritz Gram who led from wire to wire, closely chased by Jim Belford.

Although the first day's racing was shortlived, the "green can" provided the necessary catalyst to lift everyone's spirits. In an era when "macho" is in, the girls managed to foster a little "cooler" appearance among many of their male sailors. It was an informal but great party!

and shifty airs for which Oakville is well known. The morning's first race featured a big jam at the jibe mark. Don Hite, a master of many such encounters, squeezed out beautifully to leave the pack. In the second, Jim Belford bounced back to take the money. Going into the final race, any one of 4 boats could win, and a myriad of permutations were developed by each contending skipper. John Johns finished 1st to leave no doubt as to the winner. Fritz Gram had left a boat unprotected and slipped to third in the race and second in the series.

Thanks were extended to Don Hains, Race Committee chairman, and to his competent assistants from Oakville Yacht Squadron for a well-run regatta. The 1977 regatta marked the 19th time the event had been held in Oakville. Both its longevity and the strong friendships developed among the Snipe sailors is evidence of the strength of the Class. We hope others can come to Oakville in 1978.

Ted Hains

Sunday's racing was held in the light

#### 1977 NORTHEASTERN/ONTARIO CHAMPIONSHIP (Top 10 of 26 Entries)

Skipper/Crew	Club	Places	Finish
John and Pamela Johns	Ann Arbour, Mich.	4-2-5-1	1
Fritz Gram and Janet Baillie	Cuba Lake, N.Y.	1-8-2-3	2
Jim and Phyllis Belford	Oakville, Ont.	2-16-1-2	3
Don and Kathy Hite	Lake Angelus, Micl	h. 3-1-6-5	4
John and J. McCallister	Detroit, Mich.	5-7-7-4	5
Dennis McCutcheon and J. Hansen	Oakville	6-6-3-9	6
Ted Hains and Bill Davey	Oakville	7-4-4-14	7
Bill and Nancy Hunter	Oakville	9-3-14-8	8
Graham and Glen Hoffman	Keuka Lake, N.Y.	12-5-13-7	9
George and Michele Drake	Lake Angelus	11-12-8-12	10

## Martin Sweeps UK Nationals

Following the class motto "Have Snipe – Will Travel," Joe Real towed his Snipe all the way from Portugal to Thorpe Bay especially for the 1977 UK Championships, held July 29, 30 & 31 at Thorpe Bay Sailing Club. Unfortunately Joe was again thwarted in the racing by tiller damage.

Winsford Flash Sailing Club were invincible – Neil Martin and Peter Kay winning all six races and second and third places overall being taken by Mark Townsend with Charles Aldous, and Gary Lewis with David Hardman.

Sailing conditions and courses were excellent despite local "curvature" of the wind and wide variations in tide changes. However, the fourth race was marred by several severe wind shifts, and after lengthy protest meetings, was declared void.

Neil Martin was sailing the latest Skip-

per Snipe from Martin Marine with North sails and in each race eventually established a substantial lead over the second and third boats.

Nevertheless, close racing provided such excitement and many changes in the top dozen or more boats throughout the series, demonstrating not only the high skill of the competitors, but also how competitive the Snipe is over so wide a range of conditions.

The 1977 UK Championships were organized by Stone Sailing Club (River Blackwater, Esses) at Thorpe Bay Sailing Club who provided excellent Race Officers, guard boats, and crews etc., and showed endless patience with the protests. A popular dinner was organized on the Saturday evening, and at the annual general meeting the following were reelected: Chairman, Mr. Percy Douglas, and Secretary, Mr. John R. Broughton.

### **CLASSIFIED**

Classified ad rates ten cents a word. Minimum charge \$3.00. Ads accepted on a cash basis only. Send remittance for the proper amount.

SCIRA POSTERS Only a few left! 34"x40" on heavy material, these posters are the SCIRA emblem in 5 colors. Every fleet should have one. \$4.75 plus 25 cents handling. SCIRA, Privateer Rd., Hixson, TN 37343.

ACRYLIC SNIPE DRYSAIL COVERS. Yachtacrylic will not rot, mildew, shrink or become brittle. Best cover material available. Outstanding workmanship. No. 1 full deck with 6" skirt for mast up and boom off. Flat type with halyard cockpit lifting bridle. \$89 white, \$93.50 blue. No. 2 Same as No. 1 but has custom looking tapered full skirt for ultimate protection. Zipper at bow for glove like fit. \$129 white, \$134 blue. Shipped UPS ppd. for orders with payment in full. Orders with 50% deposit are shipped balance COD including UPS charge. Contact Chris Rooke @ ROOKE SAILS, 3000 Vantage Dr., Memphis, TN 38131. Phone 901/345-0647.

SHIPFITTERS WANTS YOU! Save 20% and more on Snipe hardware and accessories. Run by Snipe sailors for personal, dependable service. Send \$1.00 for 254 p. catalog to SHIPFITTERS, Box 11545, Atlanta, GA 30355.

LEON IRISH 15158, Blue and white fiberglass hull, 2 year old Cobra mast, 2 suits of sails (Elms & Norths) and trailer \$850. L.E. Summers, 33 White Place, Bloomington, II 61701. (309) 828-4853.

SAILBOATS ETC. – Complete line Snipe parts, fittings. Rowland covers, topsiders, all lengths centerboards. New Phoenix, Verwey or Mueller Snipes. Contact Means or Peggy, 5115 Northside Dr., Atlanta 30327. (404) 955-1492.

4 USED SNIPE MASTS – 3 Cobras – complete with stays and halyards. \$100 each. Call or write for more information. Buzz Levinson, 6234 Landborough, Indianapolis, IN 46220. (317) 849-2590.



### **Dave Chapin Captures O'Day Trophy**

Dave Chapin, twice Snipe Junior Champion, won the United States Single-Handed Sailing Championship for the O'Day Trophy conducted by the Oklahoma City Boat Club, August 22nd thru 24th, 1977.

The boats used in the regatta were brand new "US 1", a 15½ foot centerboard with new sails, furnished by the Advance Boat Company of Kansas City, and were rotated for each race.

Seven races were sailed with winds never over twelve knots. The weather mark was moved in all but one race. There was one General Recall due to a fifteen degree wind shift after the Preparatory Signal. There were no Individual Recalls or breakdowns.

Going into the last race, six skippers were in a position to win, Dave who was in fourth at that time, won the last race and the Gold Medal. The Silver Medal winner was a member of the 1976 Olympic Team sailing in the 470 Class.

Seventeen champions from around the country, including the U.S. Single-Handed Women's Representative, Miss Susan Milnes from Staten Island, sailed a fine series.

The Medal winners were: Sunfish – Island Bay Yacht Club, Dave Chapin, 7-3-6-5-2-6-1 – 42.1\* Laser – Pensacola Yacht Club, Bob Whitehurst, 2-DSQ-5-3-5-1-10 – 44.7\*

Inter-Collegiate – U. S. Naval Academy, Paul Van Cleve, 4-5-1-9-10-2-RET – 52\*

\*After Worst-Race Exemption

Steve Taylor Race Committee, Chairman



## **ALL PURPOSE SAILS?**

## North Sails have won around the world

### **1976 Results**

EUROPEAN CHAMPIONSHIP...6 out of top 10 FINNISH NATIONALS...first RACE WEEK, PALMA (90 boats)...first SWEDISH NATIONAL CHAMPIONSHIP...first SWEDISH SILVER SNIPE...first CANADIAN NATIONALS...first ENGLISH NATIONALS...first SOUTHERN CIRCUIT...second overall BACARDI CUP...first PACIFIC COAST CHAMPIONSHIP...first CROSBY SERIES...second (three daily firsts)

#### CALL COLLECT

1111 Anchorage Lane San Diego, CA 92106 (714) 224-2424

12-9, Nagai Yokosuka, Kanagawaken Japan 0468-87-1262



OR WRITE

Traubingerstr. 24 8132 Garatshausen West Germany 0 8058-8676

We make more sails that win more races than any other sailmaker in the world.