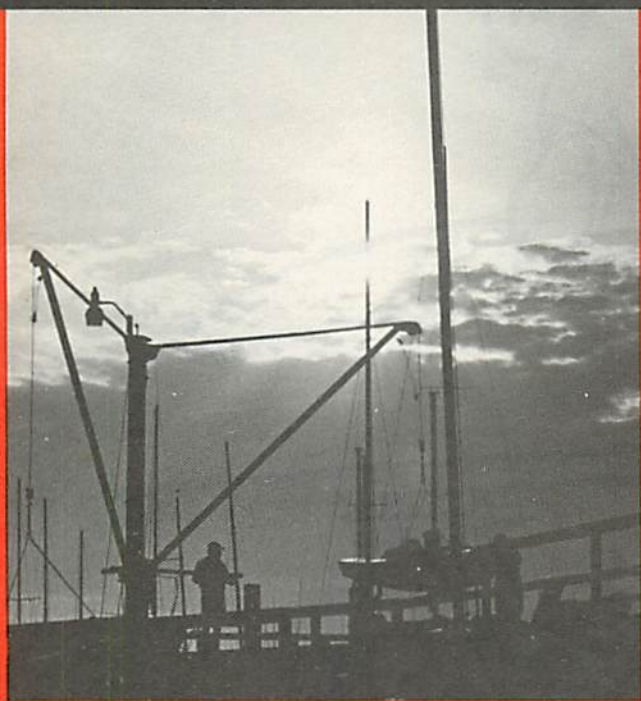
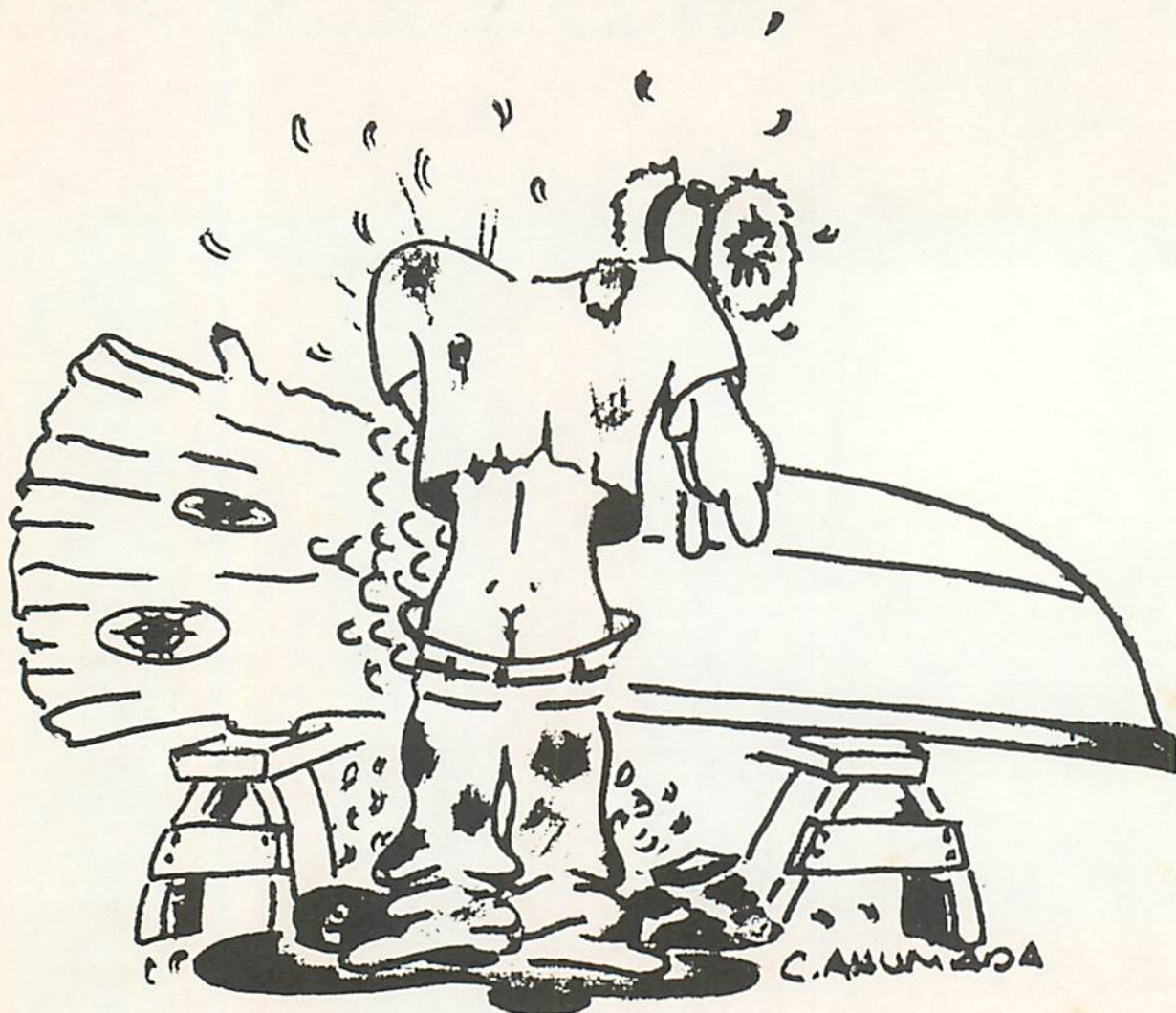


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BULLETIN



SEPTEMBER 1974

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Bids Invited for North Americans

Stu Griffing, SCIRA Vice Commodore and US National Secretary has requested bids for the 1975 North American Championship Regatta.

Fleets or groups are encouraged to submit bids and should mail them before January 1, 1975 to the SCIRA Office or Stu Griffing, 1087 Meredith Avenue, Cincinnati, OH 45231, USA, or to your District Governor or National Secretary.

Points for consideration include: Preference will be given to open water locations known to have good wind. Approximately 4 days should be planned for a 7 scheduled race series. No specific time of year is required and no limitation on the geographical area within North America. Sails should be measured and boats weighed and checked for current SCIRA decals. Championship not to be held with another regatta or multi class regatta.

The format for the regatta will be the responsibility of the North American National Secretaries and Board members

and the final decision and selection among bids will be by the North American Board members.

(See the report by Stu on the 1974 North American Championship in this issue.)

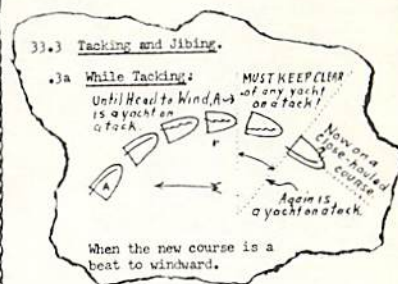
Point Score Reminder

We plan to publish the 1974 POINT SCORE RESULTS beginning in the April 1975 BULLETIN. The deadline for receipt of point scores in the SCIRA office is February 1, 1975. Please use the newer small forms which will be sent to US and Canadian Fleet Captains later in 1974. Any Fleet Captain who has not received a supply of forms by December 31 should request them from the office.

They may be sent in as soon as your 1974 season is completed. — you don't HAVE to wait until February.

To all non US and Canadian Fleet Captains: Yes! We do want your scores for the BULLETIN. You may make your own Score cards 3" X 5" which should look like this example and contain the indicated information (*see page 15*).

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Hot off the press...this 15th edition by Fearon D. Moore contains 16 pages of diagrams and explanations of Rules to be used until 1977. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$2.50 for the official YRU-NAYRU Rule Book, if wanted (one universal price for this book).

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Rafael Parga, Crew

SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

SEPTEMBER 1974
Vol. XXIII No. 9

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

THE COVER

"As the sun sinks slowly in the west . . .
" we bid farewell to another day,
another regatta, and another season draws
toward its close. This striking geometric
shot of a Snipe against a Pacific sunset at
Mission Bay is by David Cox.

THE COMMODORE SAYS

Two weeks ago, we had the pleasure of
sailing in the North American
Championships at Association Island,
New York, which is owned and operated
by NAYRU for the use of small boat
racing classes to hold any, or all, of their
respective regattas. The one big advantage
to Lake Ontario is that it appears to
always have wind. There is plenty of
heavy chop for everyone and some left
over. The Association Island Race
Committee did an excellent job and
provided fine courses. The shore facilities
(i.e., launching, living, eating) need some
improvement, but the authorities say it is
forthcoming. The North American Snipe
sailors definitely want to extend a "job
well done" to the authorities at
Association Island.

A few comments concerning standard
procedure when sailing Snipe regattas
that were brought to mind at the North
Americans:

The Snipe sailors seemed very
reluctant about checking in with the
Committee Boat prior to starting. This
should be an absolute procedure in all
sanctioned regattas, because it not only
gives the Committee a chance to check
the sails in location to the bands, but
more important, provides them with a list
of the starting contestants. A squall came
up and turned over many boats. Due to
the poor check-in procedure, the
Committee had no idea who was out
there and who wasn't. Association Island
now realizes the importance of this
check-in and is going to employ it from
now on.

The Life Jacket Signal should be
strictly enforced. Our rules state that this
can be flown anytime before or during a
race. Anybody not adhering to this signal
should be disqualified. Two sailors
finished without jackets in a race where
the signal had been flown until the
warning gun, and had been raised again at
the starting gun, and remained up for the
rest of the race. The two sailors were
heard by a Protest Committee of
Windmill sailors and were let off scot

free. This is in direct opposition to Snipe
rules, and particularly since the racing
instructions stated that this signal could
be flown at any time.

The requirement for anchors in our
boats means anchors. It does not mean a
spare piece of lead on the end of the main
sheet.

It is hoped these three rules, that are
for the sailors protection, will be more
closely adhered to in future regattas.

It made me very proud to see many of
the "old guard" Snipe sailors out
retrieving the over-turned boats after the
squall. Among them were Buzz Levinson,
Gonzalo and Augie Diaz, Dan Blodgett,
the Towle Brothers, and others I'm sure I
didn't see while I was helping this effort.
It bothered me a little bit that more of
the young bucks, with rippling muscles
and wet suits, weren't helping in this
endeavor, preferring to remain on the
beach sipping beer.

SCIRA wishes to thank V.C. Stu
Griffing and Marta Swanson for lending
their boats to the two Bermudian teams
so that they could participate in this
North American Championship.

Ralph Swanson
SCIRA Commodore

de Souza, Nute Succeed Higman in District VI

Arch Higman who has been acting
Governor for District VI until a selection
for a successor could be made has written
us that Doug de Souza and Tom Nute of
the Mission Bay Fleet have agreed to act
as Co-Governors for the District.

Their addresses are: Doug de Souza,
818 Devon Court, San Diego, CA 92109,
and Tom Nute, 838 Pismo Court, San
Diego, CA 92109.

Arch is recuperating from his second
hip joint operation and expects to be
skipping his Snipe by Fall!

THE SCORE

There were 39 numbers issued this
past month. Our total for the year is over
500 so we are still in good shape. Spain
got 20, Belgium 10, U.S. 7, Canada 2 and
Portugal 1. No new fleets were chartered
this month.

Numbered SNIPES — 21551

Chartered Fleets — 733

THOUGHTS WHILE SAILING

A frequent topic in the office is BULLETIN content. We always seem to have enough regatta reports and they are fine, but we would like to have more articles of a technical nature. All regatta reports are not of interest to all Snipers. An article on HOW I WON would have a wider appeal. Both types are necessary — but we don't have the proper balance at present.

In a recent meeting with Vice Commodore Stu Griffing we discussed this situation. We reviewed the work that was done by Jim Richter about 5 years ago and felt we should reinstate at least a portion of his approach. Basically, a small committee will be appointed to come up with topics of interest. They will find Snipe sailors to write articles on these topics. On certain topics we might have several Snipers give their viewpoints.

The previous committee was called the

EDITORIAL ADVISORY BOARD and they did a fine job. Apparently, the weight reduction and change of editors broke the continuity of the committee. Membership on this committee should be rotated periodically as members run out of ideas. They also run out of contacts (arms to twist).

In any case, we are embarking on a program to improve content. If you are asked to write an article, please accept. You don't have to be an expert writer — just put your thoughts down on paper. You could even use a cassette tape recorder to convey your ideas. From my observation, there is no lack of post-race conversation. Surely you know something of interest that you could share. Even a small incident could be of help to someone (see Wells Wanderings for example.)

Remember, the BULLETIN belongs to the members and will be exactly what the members make it.

IMPORTANT NOTE: You don't have to wait to be asked. SEND IT IN.

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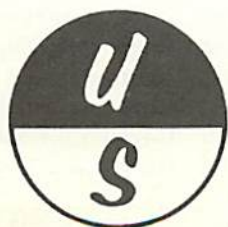
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Left to right, back row: Fred Ables, Larry Johnson, John Johns, Fred Thurston, Bill Buckles, Don Hite, Tom McLaughlin, Jeff Lenhart, Augie Diaz, Gonzalo Diaz, Ted Hains, Dick Schmidt, Frank Levinson, Terry Timm, Norm Towle; front row: Danny Coughlin, Jesse Summerville, Pamela Johns, Janet Nasteff, Ed Coulter, Carol Bachman, Charlie Bustamante, Mark Williams, Ian Brown, Gwen Gordon, Rob Hill, Dick Towle. (Hite-Levinson photo)

'Cuban Navy' Sweeps Snipe North American Championship

Augie Diaz, Gonzalo Diaz lead 60-boat fleet at Association Island

Sixty Snipes from Canada, Bermuda, Florida, Colorado, California, the Midwest, and East converged on NAYRU's North American Sailing Center at Association Island, New York, July 18-21 for the North American Snipe Championship. Winner of the regatta and the Birney Mills Memorial Trophy was Augie Diaz in his new Cyclone Snipe, "Cuban Streaker". Second place was taken by Gonzalo Diaz. The high caliber of competition is demonstrated by the third through seventh place scores covering only a 1.7 point spread.

The Race Committee, led by Chairman Jim Taylor (Steve is his father) and Dick Lamb of Annapolis, set perfect, long courses and square starting lines throughout the regatta. Winds were on the strong side, quite constant in each race, and with no shifts over 15 degrees.

Winds of 18-25 from the southeast (on-shore at the launch area) caused some problems in exit from the small sailboat harbor and a few capsizes in sailing to the first race. Augie found the heavy weather to his liking, followed by Jeff Lenhart, Larry Johnson, and Gonzalo Diaz. The second and third races were sailed Friday

in westerly winds of 12, and 8 to 10 in which Augie took firsts and Gonzalo took seconds by commanding margins.

As the third race was finishing, with expectations of another start, a sudden storm swept in from the northwest with a severe test of boats and sailors. Many dropped mainsails immediately, and many others quickly capsized and could not recover. When the wind did not let up, most were willing to abandon their boats. Sailor rescue took priority over boat rescue. Head counts on shore and boat rescue took the balance of the day, with Tersh Bugbee's boat not found until the next day.

Following a Saturday morning devoted to Snipe and race committee equipment repairs, two more races were sailed in westerlies of 8-12 and 10-15. In the first of these, the north side of the course provided much faster windward work, with Tom McLaughlin, Dick Schmidt, and Bill Buckles leading the way. Then another Diaz family race locked up the regatta for the Florida sailors.

Sunday saw the only delay for relative lack of wind. As the land heated, a "sea-breeze" westerly filled in at 6 to 8,

and Lake Ontario was at its very best with McLaughlin the race winner.

N.A.S.C. operations provide resident race committees capable of handling three regattas on three courses simultaneously. The N.A.S.C. provides vessels, radios, marks, sailing instructions, scoring, and regatta reports; a class regatta committee brings trophies and does any measurement (great work done by Graham Hoffman, Al Bugbee, and Ike Lawton).

Shore accommodations have a considerable maintenance backlog, with camping and other use fees causing everyone to pay about equally toward the overhead of the operation. However, the wind is reliable, the water is open, and great racing is available at this site.

Familiar faces included Commodore Ralph Swanson, Buzz Levinson, Canada's National Secretary Ted Hains, District I Governor Fred Thurston, District III Governor Bob Hill, and District V Governor Al Bugbee.

Stu Griffing
SCIRA Vice Commodore
U.S. National Secretary

1974 SNIPE NORTH AMERICAN CHAMPIONSHIP
(Top 35 of 60 Entries)

Boat	Skipper/Crew	Town	Places	Points	Finish
21544	Augie Diaz/Charlie Bustamante	Miami	1-1-12-1-3	23.7	1
10111	Gonzalo Diaz/Mark Williams	Miami	4-2-2-15-2-10	54	2
21465	Tom McLaughlin/Carol Bachman	San Diego	7-13-9-1-12-1	65	3
19267	Don Hite/Debby Carver	Detroit	11-4-13-7-3-2	65.7	4
20560	Jeff Lenhart/Ron Moore	Newport Bch.	2-9-10-5-5-6	65.7	5
19177	Fred Thurston/Janet Nasteff	Annapolis	6-3-7-4-4-14	66.4	6
19388	Dick Schmidt/Gwen Gordon	Ann Arbor	8-5-3-2-11-11	66.7	7
19055	Larry Johnson/Jesse Summerville	Aspen	3-12-11-11-15-4	86.7	8
19386	Terry Timm/Jeff Jay	Saline, Mich.	16-15-5-8-6-7	91.7	9
21480	Bill Buckles/Ed Coulter	Cleveland	dnf-8-4-3-9-5	104.7	10
20006	John Johns/Pamela Johns	Ann Arbor	25-6-6-10-7-16	105.4	11
17758	Norm Towle/Dick Towle	Arlington, MA	21-16-14-9-8-13	117	12
20690	Jim Belford/David Belford	Oakville, Ont.	14-10-22-21-14-9	126	13
20551	Frank Levinson/David Young	Indianapolis	9-7-8-dsq-13-8	132	14
20689	Ted Hains/Ian Brown	Toronto, Ont.	10-14-27-17-19-12	135	15
20007	Bob Rowland/Sandy Rowland	Bellbrook, OH	13-25-16-14-25-15	144	16
19915	Eric Purdon/Jon Bartlett	Harwood, MD	17-19-17-27-18-20	154	17
19448	Rod Goldstein/Jay Fournier	Peoria	20-23-23-20-24-22	168	18
20988	Paul Levinson/Buzz Levinson	Indianapolis	dns-21-18-16-10-17	178	19
21120	Bob Hill/James Hill	Cincinnati	12-33-20-24-20-34	179	20
17387	Jerry Thompson/Nancy Thompson	Akron	18-17-26-28-33-26	184	21
20222	Mike Hays/Rob Hays	Cuba, NY	37-20-42-6-17-28	185.7	22
19450	Graham Hoffman/M.E.Hoffman	Honeoye Falls	31-31-29-23-22-18	190	23
21464	Greg Fisher/Gwen Petersilsz	Cleveland	dnf-38-21-13-16-23	193	24
20307	Judy Corliss/George Corliss	Lansing	28-22-28-32-31-21	198	25
19491	Russ Cook/Suzie Cook	Rose, NY	26-24-39-dnf-23-19	212	26
21412	Bob Borer/Katarina Borer	Ann Arbor	33-34-30-29-21-35	218	27
17728	Dana Schnipper/Andy Zimmerman	Sea Cliff, NY	29-32-32-25-39-27	220	28
20569	Dave Rogers/Dave Rogers Jr.	Naugatuck, CN	32-37-15-19-27-dns	226	29
17546	Dirk Kneulman/Jim Teague	Oakville, Ont.	15-36-49-34-34-24	228	30
16699	Fritz Gram/Glenn Clark	Olean, NY	5-27-43-22-dnf-dns	233	31
21460	Sterling Beimfohr/Esther Beimfohr	Evanston	38-30-34-38-26-dnf	240	32
21105	Rusty Baillie/Rick Temporale	Oakville, Ont.	27-28-dns-26-38-29	244	33
19708	Raymond Pitman/Brett Wright	Hamilton, Ber.	23-26-35-35-29-dns	244	34
20685	*Fred Ables/Danny Coughlin	Locust Valley	40-49-36-33-30-31	255	35

* Best junior skipper with junior crew (not yet 18)

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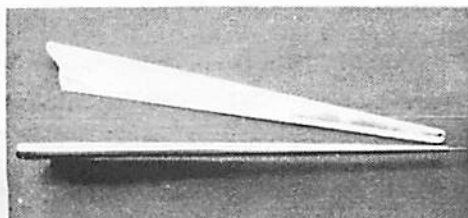
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Fair Winds for District II Series

Sailors from 10 fleets raced at Lake Manawa for the District II title and the 24th Annual Missouri Valley Championships

It was a weekend for tall dark strangers, convalescents, fat ladies, and crows.

The wind blew fair for them and for sailors from ten fleets at the District II Championship held July 5-7 in conjunction with the 24th Annual Missouri Valley Championships at Lake Manawa, Council Bluffs, Iowa.

Host Fleet 309 registered 56 boats in two fleets for the 3-day, 6-race series. Race Committee Chairman, past SCIRA Commodore Floyd E. Hughes, Jr., obliged with winds of 10 to 15 mph, which held steady from the south for the duration. He received with grace the sailors' collective oblations for such a feat.

STRANGERS. For the winner, speed on the water seemed to vary directly with the distance traveled on land. Brownie Horner of San Antonio and crew Susan Fleener of Dallas displayed instant mastery of the traditional Manawa "X-Z" courses. Those close enough to catch a glimpse were particularly aghast at the champion's uncanny speed off the wind. His other talents were left to the speculation of those who viewed a weekend telecast identifying the new

champion as "Horny Browner".

CONVALESCENTS. Principally aghast was second place Bob Harding of the host Iowa-Nebraska Sailing Association. The weekend was a constant duel, as Harding provided the Stranger his only serious competitor. Harding, former District and many time fleet and regatta champion, showed his old form in his first serious competition since open-heart surgery the year before. He received an extended ovation at the Sunday trophy luncheon, attributed by some observers to the participants' combined admiration and forebodings for the future.

FAT LADIES. Then came the multiple crews, in the persons of Ineta Bebb and Sigrid Festersen, who finished in inverse order of expectancy. Martin Bebb's new crew is to dock in October, Paul Festersen's assistant in September. Reports from the latter boat are particularly ominous. Ms. Festersen avers extreme fetal activity on the occasion of her skipper's more dismal choice of tacks. The headstrong skipper was too dumb to listen, of course.

CROWS. Following both was George Croasdale of Weatherby Lake, Missouri. His vessel, christened "Old Crow" but

occasionally mistaken for the stork, was considered instrumental in keeping Bebb and Festersen moving.

Mr. Unpopular was the affable Lantz Welch of Weatherby Lake, Mo., who with son Scott destroyed the second division with a near-perfect record. Mr. U did nothing to advance his case when he produced at the dock Saturday night a radio-controlled model Soling bigger and faster than any of the locals could commission. At this writing his effigy stiff swings from the RC yardarm.

Phil and Lona Morse, in third, upheld the honor of the newly reactivated Shawnee fleet of Topeka, Kansas, with INSA Fleet Captain Doug Hiner, in second place, leading the home fleet's domination of the remaining top berths in competition for the Iowa-Nebraska Championship. Capt. Hiner's crew, Myriel Hayek, and Henry Davis of the home fleet fashioned the distinctive trophies awarded in both fleets.

The outstanding record of the regatta, however, was turned in by the new District II junior champions, who sailed a perfect series. Astride a parental fin (5) Anneliese Festersen (6), Peter Festersen (3) and Brook Bockelmann (4), daughter of INSA Commodore Dan Bockelmann, registered in the first fleet and fought their way to possession of the Commodore Hook District Junior Championship trophy with six high, dry and perfectly executed DNS's. For want of any program proved more effective, the Governor expressed his hope that people would stay mad until next year and then bring some juniors who will actually get away from the dock.

The host fleet elects not to reply to past attacks made by a permanent columnist in this publication. See regatta standings below and those for the 1974 Midwestern Championships at Wichita. Snipe may be everybody's boat, Ted, but it helps to be a tall dark stranger, convalescent, fat lady, or crow.

Paul F. Festersen
Governor, District II

Editor's Note: Paul, if you think you can get the last word on Ted, you have another think coming.

DISTRICT II CHAMPIONSHIP (Top 15 of 31 Entries)

Boat	Skipper/Crew	Home Fleet	Places	Points	Finish
19392	Horner/Fleener	San Antonio	1-4-1-2-1-1	3	1
20013	Harding/Harding	INSA	2-5-2-1-10-2	19	2
15951	Bebb/Bebb	Ft. Gibson	4-1-3-7-4-3	27.4	3
20875	Festersen/Festersen	INSA	14-3-7-6-2-5	43.4	4
20500	Croasdale/Croasdale	WLSC	7-10-5-9-3-11	59.7	5
21107	H.Davis/Jones	INSA	3-2-8-5-dsq-22	60.7	6
20402	Joline/Joline	MYC	11-8-13-8-5-9	70	7
18850	Zars/Zars	San Antonio	6-9-6-18-6-16	72.1	8
20623	Brammer/Brammer	Wichita	13-24-9-4-12-7	73	9
20660	Pollard/Loveless	Weatherby	16-23-4-10-9-8	75	10
14731	Day/Taylor	MYC	5-6-11-20-10-25	80.7	11
18025	Wells/Anderson	Wichita	17-7-15-15-13-4	82	12
20907	Dg.Goppert/Goppert	MYC	9-17-16-14-14-10	93	13
19444	Wagener/Anderson	Lincoln	24-21-23-3-15-14102.7		14
14307	Rood/Rood	INSA	15-13-25-ns-8-12103		15

IOWA-NEBRASKA CHAMPIONSHIP (Top 10 of 25 Entries)

19100	Welch/Welch	WLSC	1-2-1-1-1-2	3	1
20841	Weitz/Weitz	INSA	5-9-2-6-4-3	38.4	2
21097	Morse/Morse	Shawnee	2-11-4-3-10-4	40.7	3
19358	Hiner/Hayek	INSA	3-5-6-4-5-8	45.4	4
18395	S.Williams/Williams	INSA	9-8-3-2-8-5	46.7	5
18974	Gifford/Gifford	INSA	8-3-7-8-3-dns	52.4	6
19343	Spearing/John	INSA	10-6-5-9-11-1	52.7	7
16216	Briggs/Briggs	Lincoln	6-1-9-5-14-dsq	56.7	8
18939	Hughes/Hays	INSA	4-7-8-7-6-6	57.4	9
21095	Tucker/Tucker	Shawnee	16-4-12-14-7-7	72	10



The start and finish of the District II/Missouri Valley Championships, with winning crew in District II series shown in bottom photo.

Photographs by Richard Bunting



Schnipper Wins Becker Memorial Regatta

Stiff gusty winds prevailed over the 11-boat fleet at the George Becker Memorial Regatta, held at Sea Cliff Yacht Club, June 28-29th. Fleet Captain Dana Schnipper captured the four-race series with 3 points. Bob Saltz placed 2nd with 9 points, while Eric Ekeblad followed with 38.4.

The Regatta is held each year at Sea Cliff, in memory of the late George Becker, former Commodore of S.C.I.R.A. (1945) and founder of Fleet No. 4 (1933). Philip Benson, a past snipe World Champion, gave the opening remarks at

the late Commodore, presented the trophies. This year's trophies, wooden and marble desk accessories, sported the official Snipe insignia.

In the first race, Saturday, Schnipper, first off the line, sailed up the middle and reached the first mark second, just behind Steve Hopkins (formerly of Denver). Bob Saltz rounded 3rd. Saltz and Schnipper engaged in a luffing match on the leeward leg until Schnipper jibed and then rounded the windward mark a few yards ahead of Saltz to take the lead to the finish. Hopkins followed in 3rd.

Saltz was first off at the start of the second race. He maintained his position around the first mark. Schnipper followed 2nd. It was follow the leader with the rest of the fleet spread out until the leeward leg when Saltz failed to sight the mark and went below it while Schnipper nipped past him and held 1st to the finish.

The wind shifted and built to a 15-20-knot Southerly requiring a change in course for the third race. Schnipper again had the start after coming down on starboard, and cutting off the port tack

boats. He then flipped over to port and led the fleet around the course. Saltz finished 2nd, and Ekeblad 3rd.

Sunday dawned wild and windy with a 15-18-knot Southerly. Saltz took the start, but Hopkins led at the first mark. Hopkins relinquished his position when he capsized on the reaching leg. As Saltz and Schnipper went for the reaching mark, Saltz pulled ahead, with Arturo Delgado (Vice European Secretary) coming up from behind. On the next beat, the three boats fought to the finish. Saltz pulled ahead to finish 1st, Schnipper 2nd, Delgado 3rd and Ekeblad 4th.

During the race, two boats capsized and two boats were involved in a collision. When the wind blew up to 20-25-knots, the fifth race was cancelled.

Joan Lawson
Sea Cliff Fleet No. 4

Skipper	Places	Points	Finish
Dana Schnipper	1-1-1-2	3	1
Bob Saltz	2-2-2-1	9	2
Eric Ekeblad	7-6-3-4	38.4	3
Danny Coughlin	dns-3-4-5	39.7	4
Steve Hopkins	3-4-6-dnf	42.4	5
Peter Martini	4-5-5-wd	45	6
Ben Howe	5-8-dnf-7	53	7
Arturo Delgado	ns-ns-ns-3	53.7	8
David Lawson	ns-ns-ns-6	59.7	9
Pete Newkirk	6-nf-ns-nf	61.7	10
Linda Becker	ns-7-ns-nf	62	11

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V.L. - (Voice Level) "Up tight" at the marks especially near the jibing mark.

In spite of the above, everyone had fun and the following were honored with trophies for being the most skillful and patient of drifters:

1st Frank Pontius, Chicago (This guy peels rubber at the starting line.); 2nd Harry Levinson, Indianapolis (Where did he come from.); 3rd Marvin Lee, Muncie; 4th Jeff Evans, Springfield; 5th Dave Congdon, Decatur.

Try us again next year. It has been said "There is always wind at Carlyle." Honest!! By next year we should find it. Come help us use it.

Neither this regatta or this article are sanctioned.

(Ray Szczepanski)
Amto Chickento Sine
Fleet 705, St. Louis

P.S. By way of history, in 1971 the "Whale" was attended by five Snipes, last year by eleven and this year twenty-two.

Huge Fleet for Palma de Mallorca Race Week

Grand Numa roared again as World Snipe Champions Felix Gancedo and Rafael Parga, R.C. Mediterraneo de Malaga, topped the 104 boat fleet in the first Palma de Mallorca Race Week for the Trofeo S.A.R. Princess Sofia. Portugal's Eduardo Gueddes de Quiroz and J. Figueredo were as close as they could get in second with an equal 8.7. Fernando Masso and J. Rodriguez of R.C. Nautico de Vigo, Spain were third with 27.7 and Pablo Zendera and Francisco Pi Suner of Club Vela Blanes, Spain had fourth with 33 points.

The races were held April 11 through 13 and participants included Snipers from Sweden and Denmark as well as Spain and Portugal.

Information from Arturo Delgado
Vice Secretary for Europe and Africa

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Paradeda Triumphs in Brazilian Nationals

The 1974 Brazilian National Championship Regatta was held at Maceio, capital of the state of Alagoas in the North of Brazil, January 26 through February 3rd. Porto Alegre's Clube de Jangadeiros dominated the series, taking the top six spots in the the 65 boat fleet: Marco Paradeda, Waldemar Bier, Gastau Altmayer, Nelson Piccolo, Boris Ostergren, and Luis Paradeda, in that order. Mario Buckup of Sao Paulo was seventh, Gastau Brun, Rio de Janeiro, 8th, Evandro Miranda, Alagoas, 9th, was the best for the local fleet and Gregorio Pontes of Brasilia rounded out the top ten.

Of the seven races, Marco Paradeda won four, Altmayer won two, and last year's champion, Paulo Paradeda won one. Paulo was not so lucky in other races with 7, 3, 2, DSQ, DNF and 18, to finish 13th.

The top three boats in the championship were "twelve thousands."

Editor's Note: This information by courtesy of the Nordisk Snipe BULLETIN & Carlos Goncalves.

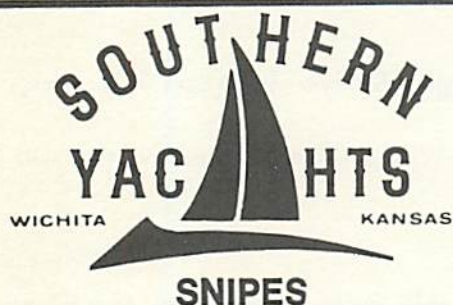
Skipper	Boat Builder	Material	Year	Mast	Sails
Paradeda	Lineburger	wood	1959	Bruder	Nils Ostergren
Bier	Lineburger	wood	1959	Bruder	Nils Ostergren
Altmayer	Lineburger	wood	1959	Bruder	Piccolo
Piccolo	Lineburger	wood	1971	Bruder	Piccolo
Ostergren	Euston	plastic	1973	Bruder	Nils Ostergren
Paradeda	Bruder	plastic	1971	Bruder	Nils Ostergren
Buckup	Bruder	plastic	1972	Bruder	Raudaschl
Brun	Lineburger	wood	1962	wood	Nils Ostergren
Miranda	Lineburger	wood	1959	Bruder	Piccolo
Pontes	Lineburger	wood	1969	Bruder	Elvstrom



BRAZILIAN NATIONAL CHAMPIONSHIP

Skipper/Crew	Home	Points
M.Paradeda/R.Weiprecht	P.Alergre	17.4
W.Bier/C.Cauduro	P.Alergre	45
G.Altmayer/H.Brandau	P.Alergre	52
N.Piccolo/D.Gruser	P.Alergre	68.4
B.Ostergren/L.Penter	P.Alergre	71.7
L.Paradeda/R.Johnstone	P.Alergre	72.4
M.Buckup/R.Christian	S.Paulo	72.7
G.Brun/E.Farias	R.de J.	74.4
E.&C.Miranda	Alagoas	79.4
G.&J.Rocha Pontes	Brasilia	82.7

Marco Paradeda made history as the first two-time Champion in Brazil's Snipe history.



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Wells Wanderings



by Ted Wells

SEPTEMBER 1974 (& 1970)

SPEED

Ted said he needed help this month — he just didn't have time to do a column. He suggested that I find an old one and reprint it. In hunting for one I found this, which was written for the September 1970 issue and have printed it as the first paragraph. To support his thesis I have related a bit of glimmer from my own experience. Fear not, Buzz will wander off and Ted will appear next month, replete with a Florida tan from Jacksonville. Ed.

At Dallas, with Jim Taylor again crewing we won with 1-2-2 finishes in a 57 boat fleet. We were going fast — especially on the last two beats of the last race when the chips were really down. Boswell had finishes of 2 and 1 going into the last race, and had been going faster than I had. (I had better starts than he did.) He was only about 75 feet behind when we started the third of four beats in the last race, and it was obvious that something had to be done. I moved the jib fairleads back about an inch, moved myself forward about four inches, eased the sheets microscopically and bore off the same amount. We started going as fast as Boswell on the third beat and faster on the fourth one. We finished second and he finished fourth.

Winds in all races varied from about 5 to 12 mph. We proved that Snipes are awfully sensitive to tiny changes in technique.



There are two elements involved in winning races. The first is SMART. This is made up of such things as knowing how to get a good start, when to tack, rules, tactics, etc. A smart skipper and crew can take a slow boat and do well. They can win unless they go up against an equally smart skipper and crew in a fast boat. This leads us to the other element — SPEED.

Since I have experienced a season of occasional extreme slows and almost no fasts I decided to consult with my doctor. In this case, it happened to be Pete Duvoisin, top notch Snipe sailor. He suggested a program of pacing on his day off. We have not done as much as we would like, but enough to prove that it is definitely worth while.

Since Pete and his son both have current model Chubascos we thought it a good idea to check out sails. Both boats are rigged alike except one mast is bendier. Our initial effort was in winds around 8 mph and fairly steady. We lined up about 3 boat lengths apart and started to windward. The first beat was pretty much of a standoff. One boat would get a puff or lift first and get out ahead. We would then line up and go again. Then the other boat would get favored. They averaged out so we figured there wasn't too much difference.

After the downwind critique we swapped boats and went to windward again. Same conclusion, very little difference. For the third beat we decided to swap sails. When Pete gave me his sails he said to move the fairlead back about 2 inches which I did. Off we went on port tack and again we were about even. But on starboard tack Pete kept going off and leaving me. Every time it was by a noticeable difference. While scratching my head and mumbling deletions I looked at the fairlead on the port side. Aha! I had not moved that one back. After making the proper adjustment we were back in the ball game and as before, were pretty much even.

The conclusion is that sails by different sailmakers (and maybe even different sails by same sailmaker) require different fore and aft jib locations. It was a dramatic demonstration of what adjustments can do and certainly verified Pete's conclusions on jib lead location.

This incident shows that one can definitely improve boat speed. It is also evidence that a great deal of time and effort is involved. We spent several hours to find out that there was little difference in the two sails. It was only by accident that we found out how much difference fore and aft jib location made. Much more work would be involved in different wind and sea conditions, tension on sheets, mast rake, etc. The point is that speed can be improved but it won't come cheap. Like anything else, you have to pay the price.



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Stone International Meeting Won by Spain's Garcia de Soto

The Stone Sailing Club's fifteenth annual International Meeting June 8-9, Stone Sailing Club, Essex, England, drew Snipes from France, Holland and Spain, plus helmsmen from all but one of the British fleets. Also entered was an American competitor but owing to an injury he was unable to sail.

With force 4 N.W. blowing the first race saw our class chairman P. Douglas take the lead, this was soon challenged by the Spanish boat from RCM Santander and D. Humphrey from Stone S.C. who worked up to be the leaders. Mrs. P. Kryn of Holland began slowly coming through until she had to go back to retrieve a dropped whisker pole, which put the Dutch boat well into a rear position. R. Dobson from Budworth S.C. overtook D. Humphrey to take second place, but could not work up seriously to challenge the Spaniards before the final gun. 1st J. Garcia de Soto, Spain, 2nd R. Dobson, Budworth S.C., and 3rd P. Andrews,

Budworth S.C.

The second race programmed for Saturday was postponed owing to very high winds; arranged to race off three the following day.

Sunday morning greeted the regatta with light winds which were to increase in strength during the day. As three races were to be completed the first course laid was rather short. Jacques de Bradois from France broke a tiller extension just before the off but a quick replacement allowed him to get back into the race. First mark saw Dennis Humphreys laying first with G. Farrands of Stone Sailing Club in second position with a Budworth boat helmed by P. Andrews in third place. Graham and Janet Farrar, Stone's husband and wife team, worked hard to be rewarded with the lead which then became a continuous struggle to hold against the Spanish boat, Chiqua IV, and R. Dorks in Thumper. The finish was 1st

G. Farrar, Stone S.C., 2nd J. Garcia de Soto, Spain, with R. Dorks of Stone S.C. getting a well deserved third.

The following race started with a NW gusting (force) four. A general recall followed by a second recall caused confusion resulting in eleven Snipes carrying on and being disqualified. It was an unfortunate mistake by these helmsmen. 1st G. Farrar, Stone S.C., 2nd Miss Moira Harris, Stone S.C., 3rd P. Davis, King George S.C.

In the final race the wind veered west bringing driving torrential rains and gusting over (force) 7. These conditions lasted for the first two marks leaving behind a trail of capsized boats. The Spanish brothers Garcia de Soto took the lead with G. Farrar laying second well behind. The wind and rain dropped as suddenly as it had arrived and on the run towards the mouth of the estuary the Spanish boat with a tremendous lead was followed by G. Farrar, R. Dobson, J. Farrar, J. Martin and G. Watkins. The lead looked without challenge but in some of the finest Snipe sailing I have ever witnessed R. Dobson in Red Mist slowly started to close the gap between himself and the Garcia de Soto Brothers, with two Stone Boats, G. Farrar and Moira Harris getting back into a challenging position. Another squall hit the fleet with equal velocity, but this time the wind did not die with the rain and a battle developed to overhaul the Spanish boat.

The home stretch was championship sailing by these four crews. J. Garcia de



Winners Joseph and Enrique de Soto.



Launching off the beach.



Sanctioned Snipe Regattas

SEPTEMBER 7-8, INDIANA OPEN, Indianapolis Fleet No. 409. Dan Blodgett, 1224 Golf View Dr. No. H, Carmel, IN 46032.

SEPTEMBER 7-8, L. I. SOUND OPEN — CALL-OF-FALL, Sea Cliff Fleet No. 4, Dana Schnipper, 59 Park Way, Sea Cliff, NY 11579.

SEPTEMBER 14-15, CALL-OF-FALL, Pine Beach Fleet No. 256, Randy Nord, Box 146, 12 Jill Dr., Princeton Junction, NJ 08550.

SEPTEMBER 14-15, HOSPITALITY REGATTA, Weatherby Lake Fleet No. 698, Kim Loveless, 8114 NW Pleasant Ford, Parkville, MO 64152.

SEPTEMBER 14-15, VIKING-SNIPE, Oslo, Norway.

SEPTEMBER 21-22, INTERNATIONAL OPEN, Blue Circle S.C., Kent, England.

SEPTEMBER 21-22, LAST CHANCE REGATTA, Crystal Lake Fleet No. 267, Wally Broadhead, 347 Lee St., Crystal Lake, IL 60014.

September 21-22, JOE RAMEL MEMORIAL REGATTA, Missouri Y.C. Fleet No. 49, Dick Goppert, K-18 Rt. No. 1, Lake Lotawana, MO 64063.

SEPTEMBER 21-22, MASSACHUSETTS BAY OPEN, Cottage Park YC, Mass Bay Fleet No. 244, Mike Goll, 16 Johnson Ave., Winthrop, MA 02152.

SEPTEMBER 28-29, CALL-OF-FALL, Bantam Lake Fleet No. 301, Al Birmingham, Camp Hill Rd., Litchfield, CT 06708.

OCTOBER 5-6, CALL-OF-FALL, Lake Mohawk Fleet No. 10, Ray Tallau, Rt No. 1, Box 405, Stanhope, NJ 07874.

OCTOBER 5-6, OXFORD INCIDENT/ACCIDENT, Acton Fleet No. 515, Michel T. Zalzal, 4001 Sharon Park Lane, A-19, Cincinnati, OH 45241.

OCTOBER 5-6, CRACKER BARREL REGATTA (District IV Team Championship), Chattahoochee Fleet No. 452, Mickey Richardson, 5225 St. Francis Ave., Columbus, GA 31904.

OCTOBER 10-13, U.S. PAN-AM TRIALS, Western Hills Lodge, Lake Ft. Gibson, OK. Entries close August 25. Write: U.S. National Secretary Stu Griffing, 1087 Meredith Dr., Cincinnati, OH 45231 or your District Governor.

OCTOBER 12-13, HOSPITALITY REGATTA, Magnolia Fleet No. 604, Albert Lamar, 2672 Lake Circle Dr., Jackson, MS 39211.

October 19-29, FRIGID DIGIT REGATTA, Annapolis Fleet No. 532, Eric Perdon, 910 Primrose No. 302, Annapolis, MD 21403.

NOVEMBER 1-10, WESTERN HEMISPHERE CHAMPIONSHIP, Club Nautico San Isidro Fleet No. 274, Rio Platte, Buenos Aires, Argentina.

November 2-3, HALLOWE'EN REGATTA, Atlanta Fleet 330, Bob Dean, 1317 Brooklawn Rd., NE, Atlanta, GA 30319.

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(Fleet Captain)

Return to SCIRA for all boats with 5 or more races only.

Soto got the gun with R. Dobson right on his stern followed by G. Farrar and Miss Harris. The last half mile of this race was most spectacular and will no doubt be the discussion of the season as to whether Roger could have got through had there been a few more yards left in the race. As an indication of the havoc caused by the conditions, only 15 boats of the 31 entered finished the race.

Horace Crispin, past National Secretary was invited to preside over the meeting as race officer. The regatta undoubtedly benefited from his experience. His wise decision to call off the second race rather than chance broken spars to spoil the following day's racing for some gave an opportunity for our overseas visitors to view the local countryside. Saturday evening's Snipe dinner saw an attendance of over 90 in the club followed by a social gathering in the lounge bar where an unsuccessful attempt was made to drink the bar dry!

Trophies were distributed by the Stone Commodore and his Lady; Stanley and Marion Atkins. Eight trophies were awarded for the four races. Overall first four boats were: 1st No. 20862, J. F. Garcia de Soto, Santander, Spain; 2nd No. 20373, R. Dobson, Budworth S.C.; 3rd No. 20248, G. Farrar, Stone S.C.; 4th No. 16902 Moira Harris, Stone S.C. Miss Harris also won the Ladies Cup with the second Ladies Cup going to Mrs. P. Kryn from the Netherlands.

John and Josephine Broughton
Stone Fleet No. 372

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It's truly a winner!
We were racing in our Mid-Winters and on the same body of
and 23 out of 25 boats for the first four races in January and
February. Then we got the new main and on the same body of
water, same competitors and same wind conditions we placed
3, 6, 4, and 5! We weren't sailing the Snipe any different,
but now realize our old sail needed to be thrown out. I only
wish we had done it sooner!

THANK YOU

Nancy
Crew

P.S. This is going to be our year to get some silver, I hope!
Happy sailing!



NORTH WANTS TO HELP!
CALL COLLECT OR WRITE

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