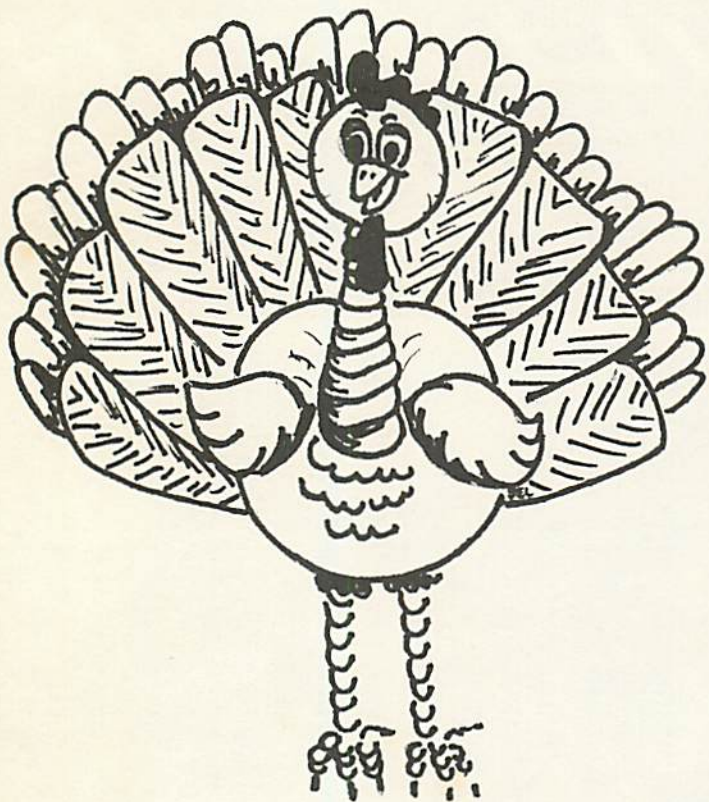


SNIPE
BULLETIN



SEPTEMBER 1975



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"Of shoes and ships and sealing wax, of cabbages and kings"

In last Spring's Snipe Winter Circuit I only sailed and crewed at Nassau. I alternately skippered and crewed with Dan Blodgett in the two series and it was nothing but fun being with an experienced skipper when the going got a little heavy. However, I did manage to outdo Dan in the goof department.

Several ideas reoccurred to me during the series: First of all why not abandon the Olympic course rule? It tends to be dangerous in marginally heavy weather and it is more fun to reach anyway. A Snipe tends to be a little doggy on a run, and what is true for spinnaker classes is not necessarily true for a Snipe. Make the triangle course the rule and the Olympic course an option on occasion. I think the whole thing had its origin in the dim dark past when Snipe was striving for Olympic status and trying to please the IYRU in every possible way.

Secondly, why not change the rules so that either skipper or crew may sail the boat during the same series. Maybe the Nationals or Districts could be the exceptions. Allowing either skipper or crew to sail the boat would be more fun

for more people. Also, it would allow a skipper to give his crew a chance occasionally to gain some good experience and perhaps become a full-time Sniper in the future.

Buzz Levinson

New Rules Adopted

The Board of Governors has voted to adopt the proposed rules as outlined in the April SNIPE BULLETIN with modifications and additions printed in the July issue. This means that all boats built after January 1, 1976 must comply with the new rules. As a means of identification we will assign a boat number as a cutoff point, then all boats with subsequent numbers will be built under the new rules. Again, the rules will not be final until we receive IYRU approval.

The Board of Governors deemed it unwise to require the new centerboard shape for older boats at the national level. However, the new shape will be required for older boats at the World Championships, Western Hemispheres and European and African Championships.

A new Measurement Data Sheet will be printed shortly and distributed to various National Secretaries and Class Measurers. Fleet measurers may obtain them on request. The new rules will be printed in the new rule book to be distributed in early 1976.

Basic Snipe Sailing Manual

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



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Revised January 1975

SCIRA

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

SEPTEMBER 1975
Vol. XXIV No. 9

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TIN.

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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

The booms line up with the precision
of a chorus line. Dr. Richard Bunting of
Omaha catches the excitement of a close
start in this photo of the Omaha fleet.

THE COMMODORE SAYS

Questions have been raised concerning
measurement, dues payment, decals, and
compliance with these requirements,
early in the racing season, and at the
Midwinter Circuit. A review may be
helpful.

Snipe measurement in the U.S. was
explained in the July 1972 issue of the
Bulletin. The hull measuring equipment is
used with the hull upside down on horses
and includes a 16 foot main aluminum
beam with solidly bolted aluminum cross
angles at each station establishing the
base plane. The base plane is set the
required distance from the keel by bolted
aluminum blocks of 6 3/8" height at
station 1 and 4 1/2" at station 5. A
vertical stem piece on the beam locates
the stem head. The stem and keel are
checked with "go" and "no-go" gauges.
Stations at the chine and sheer are
located with squares, and checked with
squares and calipers.

This equipment, in the hands of class
appointed measurers who are
independent of the builders, permits very
rapid and very accurate measurement for
a "class measurement certificate"
accepted at the U. S. Nationals.

When a major importer establishes an
operation, the U.S. will appoint a
measurer nearby.

Since this equipment is not currently
available to non-U.S. measurers (and we
want to change this) the measurement
certificates provided with imported boats
are the normal fleet measurer's
certificate.

Only after any boat's measurement
data sheet is on file with the National
Secretary (Executive Secretary in the
U.S.) can the dues be credited and a
decals issued.

Early season sailors MUST pay dues
early, and be sure an MDS is on file, to be
sure of having a decal on the boat before
leaving for the first regatta. When this is
not accomplished, certain emergency
actions can be taken by the Regatta
Chairman or host Fleet Captain:

Dues can be accepted and forwarded
for a boat having prior decals.
Measurement status for new boats can be

verified by presentation of the
Measurement Certificate given to the
owner on measurement, in addition to
dues collection.

It will be helpful if contestants will
bring no-decal boats to the attention of
the Regatta Chairman before or at the
skippers meeting so that the necessary
steps can be taken, and all measured
boats can sail legitimately. If a
non-measured boat appears, give the
skipper an opportunity to crew for
someone else or borrow a boat.

We will soon take photos of the U.S.
measurement equipment, and offer
similar jigs for purchase by the national
SCIRA offices in Denmark, Spain,
Argentina, Brazil, and Japan to be used
by measurers independent of the builders
to measure every boat before delivery
with much less effort than now required.

It is hoped that this will be of interest
to the countries of each major builder,
and that we can develop confidence to
freely move boats between countries
without further involvement except for
World, Western Hemisphere, and Europe
and Africa Championships.

Stuart Griffing
Commodore

New National Secretary for Denmark

Flemming Rasmussen, Koføed
Ankersvej 30, DK - 3060 Espergaard,
Denmark was elected National Secretary
for Denmark at the July national
meeting. He will continue to serve as
Denmark's Treasurer. Flemming's picture
is on the April '74 BULLETIN cover -
completely obscured by flying spray.

Erling Olsen and Nils
Toftgaard-Hansen have retired as
Secretary and Vice-secretary after seven
years service. Thank you Erling and Nils
for your continuing work for the class.

THE SCORE

Seems like everyone has gone sailing.
This was a very slim month for numbers,
only 7 were issued. Four went to the
U.S., 2 to Canada and 1 to England. No
new fleets were chartered.

Numbered SNIPES—22217

Chartered Fleets—747

LETTERS TO THE EDITOR

I would like to go on record in my feelings of the so-called professionalism of sailmakers and boat builders. It appears to me, from many things that I have read recently, that there is a growing concern among racing sailors in all classifications, that the sailmakers/boat builders represent a growing threat to the future of competitive sailing. This feeling is readily evident in spite of the fact that most of the articles that we read are written by people in the yachting business who present a bias opinion and are reluctant to face the issue.

We all want to win, regardless of lip service to the contrary. There is an old proverb . . . "If winning isn't important, why keep score?" This being true, there must be at least a possibility to win, otherwise, sooner or later, most people will gravitate to other areas of competition where their efforts (and egos) may be gratified.

The Snipe class represents an extremely high level of competition. As a result, it has attracted a superior group of skippers anxious to test their skills against some of the best the world has to offer. Some stay, others move on, generally depending upon their success, or lack of same.

What happens when there is no chance

of winning? Look at Southern California. The sailmakers have dominated the Snipe class for years. It seems that most everyone else has deserted to other classes . . . or tennis. A recent Snipe regatta at King Harbor attracted only eight boats. Six or seven years ago there were twenty-five or thirty Snipes at the same regatta. Fleets are having to combine to remain active. Registered Snipes in Southern California have shown a steady decline for several years. Soon, the sailmakers will leave also, to classes of greater opportunity.

Another case in point is the SORC, where a plethora of professionals are killing their own sport through domination of virtually every class. It probably won't be long before the SORC will be attended by professionals and their attendant "groupies".

Hundreds of other examples could be presented.

It seems to me that the professionals would be better marketers if they would recognize the needs of their consumers. Like it or not, it will probably come to that anyway, if they are to survive. I

would suspect that sooner or later, the "boat jockeys" will have to confine their activities to a few highly visible classes to establish their presence and provide service, not competition, to the mass market. That way, we'll all win.

Sincerely,
J. D. Blodgett

1976 Rule Book Information

The 1976-77 SCIRA RULE BOOK information deadline is October 31, 1975.

We need names of trophy winners and names and addresses of National Secretaries, District Governors, and US and Canadian Fleet Captains.

Please plan your elections early so that the information is as up-to-date as possible.

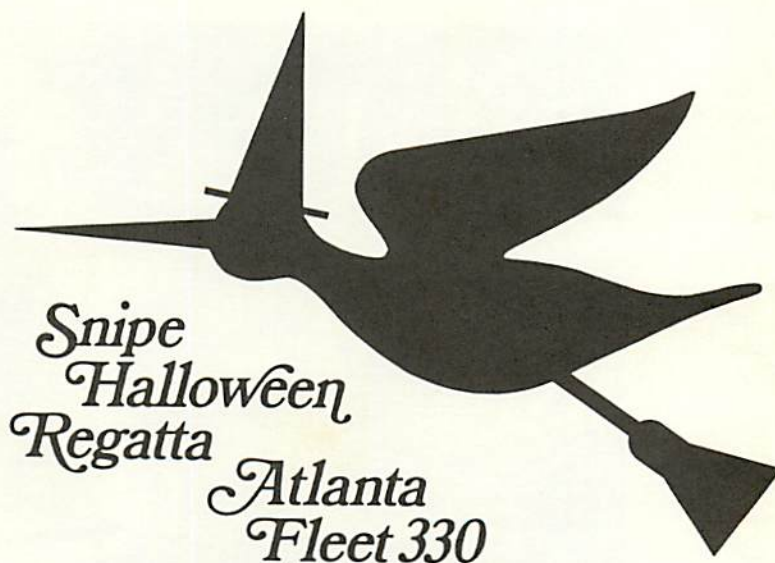
We will have a new printer for the 1975-76 rules and the work of the Rules Study Committee must be incorporated into the book. We solicit your co-operation in having all information as accurate as possible.

THOUGHTS WHILE SAILING

Last month I promised an article on how to convert a present board to the new shape. Unfortunately, deadlines sneak up on you. So, again, I promise it next month.

A good friend recently decided he needed a good double-deck trailer. Since the price of trailers is up he became determined to build one and save some money. I wanted to put a double deck rig on my present trailer so we agreed to team up and put it together in a few evenings. A month later and many dollars short the project is ready for painting. It is a good one and probably cost very little more than you could buy one for, if you could find one. But it was a time consuming chore. If you get the opportunity to build your own trailer, take my advice and turn it down.

And so we are off to the U.S. Nationals where there are 135 entries. It should be very interesting!



Don Simpson, Chairman
2993 Karen Lane Marietta Georgia 30062

South Americans Rally for First Championship

The First South American Championship of the Snipe Class was held from February 8th through 15th, 1975, at the beautiful Yacht Club de Chile (Recreo), Vina del Mar, a Chilean summer resort.

The seven South American National Secretaries expressed their intention to attend the Championship at the meeting held in November 1974 at Buenos Aires, Argentina.

Unfortunately only four countries other than Chile were finally represented. In spite of this and of the many problems of organizing such an event on only three months notice, the class feels highly satisfied with the results of this Championship.

Much of its success was due to the

international standard of all five of the foreing crews, coming from Argentina, Brazil, Ecuador and Uruguay. For most of them participating in the Championship meant bringing their boats by land over the ANDES, which is much easier to write than to perform.

The following SCIRA officials were present at the Championship (and also participated in it, except the last one): Mr. Roberto Salvat, Secretary of the Western Hemisphere; Mr. Paulo Renato Paradedda, Brazil's National Vice Secretary; Mr. Lorenzo De Pascale, Ecudaor's National Secretary; Mr. Jose Luis Murguia, Uruguay's National Secretary who helped greatly to solve many problems.

Chilean participants were allowed to

import 17 boats for the Championship. This will allow Chilean Snipers not only to compete amongst themselves in much better conditions than before, but also to organize further international competitions.

All the rushing, working and even sweating of those hectic three short months available for the organization of the Championship were finally rewarded.

The many last-minute problems were solved in stride, thanks to the goodwill of most participants. In spite of some minor blemishes, the Championship was considered a great success by a large majority of the participants.

Cesar Gonzalez Sanahod
Chairman for the Championship
SCIRA National Secretary for Chile



Roberto and Monica Salvat, Argentina (leeward) and Carlos Murgia, Uruguay. (photo by Aldo Devoto)



Eduardo Caiuby (left), Brazil, sails to weather in the First South American Championship. (photo by Aldo Devoto) Below, over the Andes in the snow. (photo by Cesar Gonzales)



FIRST SOUTH AMERICAN CHAMPIONSHIP OF THE SNIPE CLASS

Country	No.	Skipper	Crew	Races	Points	Place
Brazil	21597	Paulo R. Paradedá	M. Grussner	NS-1-1-4-1	5.3	1
Uruguay	16067	Carlos Murguía	J. Borges	2-2-2-3-2-	12	2
Chile	21675	Luis Herman	F. Pfingsthorn	1-3-NF-1-NS	24.7	3
Chile	21673	Rodrigo Zuazola	J. Zuazola	4-12-6-2-5	32.7	4
Ecuador	21676	Lorenzo De Pascale	A. Navarrete	5-6-5-8-3	37.4	5
Brazil	12107	Eduardo Caiuby	I. Rubinstein	3-7-4-6-NS	38.6	6
Chile	21651	Andrés Elgueta	F. Elgueta	NF-4-9-9-4	43.8	7
Chile	21650	Antonio González	J. Fernández	7-5-7-NF-6	45.3	8
Chile	21648	Alfredo González	R. Rabadán	6-11-3-7-NF	46.4	9
Chile	21647	Enrique Rawlins	H. Elgueta	8-8-11-5-NS	55	10
Chile	21615	Jose Tirado	G. Tirado	10-13-10-11-7	62	11
Chile	21614	Cristian Rawlins	L. Bierwith	NF-10-8-12-NS	68	12
Argentina	17480	Roberto Salvat	Monica Salvat	NF-9-NS-10-NS	72	13
Chile	19023	Jaime Danus	L.A. Tirado	9-14-12-NS-NS	74	14
Chile	21613	Jaime Castano	J.C. Castano	NF-NF-NS-NS-NS	83	15

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Jerry Thompson Wins Snipe North American

Jerry Thompson and Ron Moore of Lodi, Ohio won the Snipe North American Championship series sailed off Association Island on Lake Ontario July 17-20. In third place after four races, Thompson placed first and second in the third day of racing, and rounding fourteenth at the first mark in the final race, he worked his way to fifth place and clinched the series title.

Don Hite and his son, Don Hite, Jr., might have had the series sewn up had they not, in the third race, hit the windward mark and finished eighth, which placed them second overall in the final standings.

John and Pamela Johns sailed a consistent series. In first place after four races, the Johns' fell behind in the heavier air of the third day finishing sixth and nineteenth. Their fourth place finish in the final contest gave them third place in the regatta.

The four day-seven race series was

sailed in light and moderately heavy air. Competitors raced light and variable air in the first two days of racing, and played the headers and wind shifts in hopes of gaining a top fleet position. The third day brought heavier winds; equipment failure and capsizing were commonplace and the thirty-nine boat fleet was not in full attendance for the afternoon race.

The seventh and final race was sailed in a moderate breeze of ten knots. The series was completed, the trophies were presented, and the sailors left only an hour before the uncanny reoccurrence of the storm that swept the Snipe fleet off their course during the '74 North American Championship held here last year. Fictitious tornado warnings became fact as fifty knot winds quickly kicked up heavy seas. Had the storm system hit a few hours sooner, many Snipe sailors would have had a deja-vu experience and a familiar story to tell upon arriving home.

Terry Ryan

United States Sailing Center

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1975 NORTH AMERICAN CHAMPIONSHIP

Boat	Skipper	Places	Points	Finish
US17387	Jerry Thompson	7-2-10-1-1-2-5	29.0	1
US19267	Don Hite	11-7-8-3-2-1-1	35.7	2
US20006	John Johns	3-3-2-2-6-19-4	37.1	3
US21888	Bill Buckles	4-6-5-11-5-18-2	59.7	4
US19392	Brownie Horner	1-9-23-6-9-5-10	67.7	5
US10111	Gonzalo Diaz	22-10-7-8-7-6-3	73.4	6
US15699	Fritz Graham	2-11-1-4-nf-nf-9	75.0	7
US21750	Norm Towle	5-15-11-10-8-4-14	85.0	8
KC21716	Dirk Kneulman	13-8-3-5-nf-14-12	86.7	9
KC20690	Jim Belford	6-13-19-17-4-3-15	88.4	10
US19055	Larry Johnson	8-20-26-12-3-10-7	92.7	11
US19177	Fred Thurston	25-16-12-13-11-9-6	102.7	12
KC21105	Rusty Baillie	20-4-13-19-ns-12-8	110.0	13
US19448	Rod Goldstein	33-26-6-9-17-8-13	114.7	14
BL12107	Eduardo Gaiuby	15-23-20-7-13-7-17	115.0	15
US18926	Lou Dixon	19-17-9-14-15-15-11	117.0	16
US19915	Eric Purdon	16-18-17-25-10-16-19	132.0	17
BL12000	Flavio Caiuby	31-21-4-15-14-17-ns	136.0	18
US21507	Joey Petrucci	9-5-25-24-12-nf-ns	136.0	19
US21463	Michael Hays	14-1-18-16-ns-ns-ns	152.0	20
US19491	Russ Cook	17-12-15-28-nf-sq-20	157.0	21
US21704	Terry Timm	12-29-16-20-nf-ns-16	158.0	22
US20685	Fred Abels	23-32-33-18-nf-13-18	169.0	23
US20822	Bill Snowden	24-24-31-23-19-20-ns	177.0	24
US21800	David Belford	10-14-24-22-ns-ns-ns	180.0	25
KC19417	Fred Hutter	28-36-29-29-22-nf-21	191.0	26
US21120	Bob Hill	35-28-36-32-16-11-ns	194.0	27
US19450	Graham Hoffman	21-25-14-27-ns-ns-ns	197.0	28
US18640	Stanley Watkins	30-34-35-35-20-nf-22	203.0	29
US20999	Ralph Swanson	18-19-27-ns-nf-ns-ns	208.0	30
US18917	Hugh Donald	27-33-21-21-nf-ns-ns	209.0	31
US19918	Noel Reed	37-27-28-nf-21-nf-ns	211.0	32
US21555	Leo Murphy	36-22-22-26-ns-ns-ns	216.0	33
US20197	Stu Griffing	34-31-32-34-18-ns-ns	222.0	34
US21465	Wm. Doherty	26-ns-37-31-ns-ns-23	227.0	35
US21460	S. Beimfohr	29-30-30-30-ns-ns-ns	229.0	36
US20689	David Schafer	32-35-34-33-ns-ns-ns	248.0	37

Cobra Masts

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Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

The 1972 Cobras will also have some new equipment —

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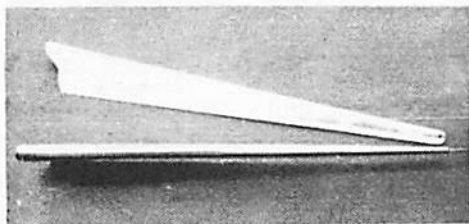
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Brazil Dominates Punta del Este

Punta del Este, site of the 1975 World Championship, held its international Championship in March with 26 boats from Argentina, Brazil and Uruguay participating. Brazil took the top five places with Altmayer, Marco Paradedada, Bier, Grussner, and Piccolo finishing in that order. Uruguay's Garra and Garcia Pastori took 6th and 7th and Brazil the next two places with Paulo Paradedada in 8th and Silva Dantes in 9th. Argentina's Brauer was tenth.

Bier, Grussner, and Piccolo finishing in that order. Uruguay's Garra and Garcia Pastori took 6th and 7th and Brazil the next two places with Paulo Paradedada in 8th and Silva Dantes in 9th. Argentina's Brauer was tenth.

PUNTA DEL ESTE INTERNATIONAL CHAMPIONSHIP

Boat	Skipper/Crew	Places	Total	Finish
BL 12116	Altmayer/Brandau	8-0-5-7-0	13.7	1
BL 12115	Paradedada/Heydriga	0-5-7-11.7-8	25.4	2
BL 12109	Bier/Cauduru	3-8-5-7-13	29.7	3
BL 19000	Grussner/Correa	15-8-0-8	31	4
BL 19320	Piccolo/Piccolo	14-14-3-3-	34	5
U 21454	Garra/Arjona	3-16-10-5.7	34.7	6
U 20335	Garcia/Leborgne	5.7-10-11.7-11.7	39.1	7
BL 21597	Paradedada/Johnstone	10-15-21-0	46	8
BL 19115	Silva/Peunozic	11.7-10-13-15	49.7	9
A 21	Brauer/Mac Cann	11.7-13-29-15	58.7	10
U 20338	Rana/Munoz	13-18-13-16	60	11
U 16067	Murgufa/LLambia	21-16-14-21	72	12
BL 13041	Ribeiro/Chaves	22-19-17-14	72	13
U 20336	Sienra/Boa	28-19-23-3	73	14
A 2	Pereira/Borgstron	27-30-17-18	82	15

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Don Hite Scores Slauson Regatta Win

After five consecutive years of high water, it looked like visiting Snipe sailors would actually be able to see the seawall of the IVY Club. Unfortunately one of the regatta co-chairman didn't knock on his wood boat enough; one week before the regatta the water went 2½ feet over the seawall.

However, on June 21, the wind was blowing 6-8 mph, out of the SSE and holding steady. Race Committee chairman Hunt Bettinghaus set two beautiful Olympic courses which proved to be exactly what Don Hite of Detroit ordered, cause he won both races. So what else is new?

But it wasn't as easy as it sounds for Don. The competition was extremely tough as the HB's (Wesselhoft, Troeger, Salzenstein, Leonard, Thompson) could count only on one hand (that's why they're HB's) the top skippers that were absent who are usually present in District III championship competition.

After Saturday's races, vast amounts of beer were consumed due to Peoria's sunny 90°, 90% humidity, typical of the

end of June. But no one was complaining.

Sunday proved to be almost a carbon copy of Saturday. The wind was still SSE but was up to 8-12. Also, Hite didn't win the final race; he was all the way back in 2nd. Lou Dixon of Springfield was out in front all the time, I think — I was too far back to see. But anyway, by virtue of his finishes of 1-1-2, Don Hite won the 1975 Cleve Slauson Memorial regatta. Lou Dixon was the highest placing Illinois boat (second overall) thus winning the Illinois State Championship trophy. The junior award was won by Dave "dumb-kid" Wesselhoft of Peoria, who placed 8th overall with finishes of 24-4-7 (the 24th is why he's called "dumb-kid").

Good times were had by all, not to mention good sailing. If this is an indication of things to come, Slauson for '76 should be "dy-no-mite!"

Paul Dovey
Peoria Fleet No. 131



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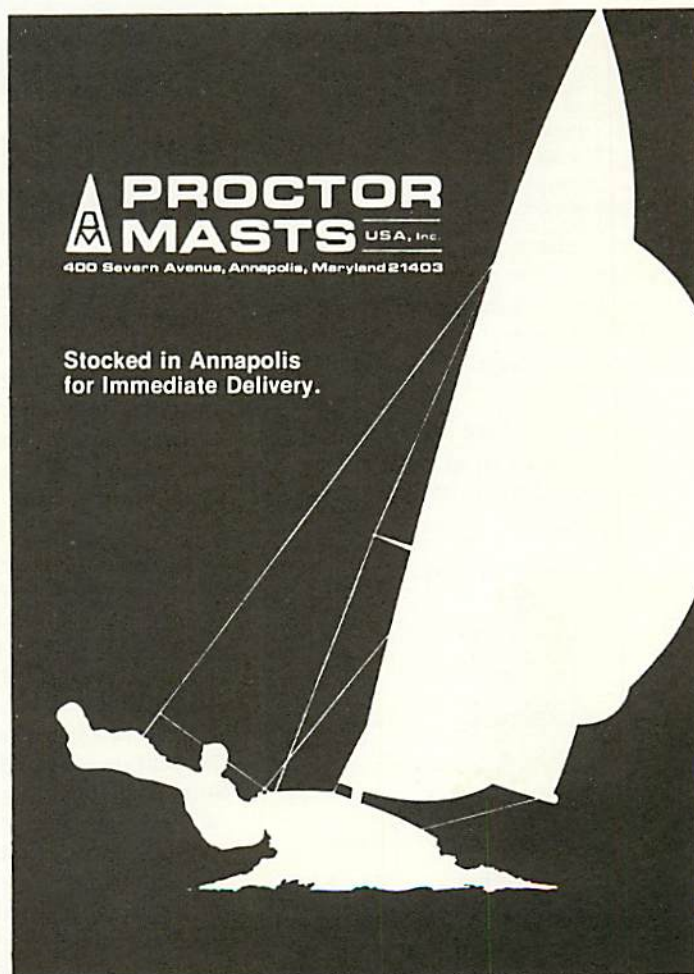
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SLAUSON MEMORIAL REGATTA

Skipper	Club	Places	Points	Finish
Don Hite	Lk. Angeles	1-1-2	3	1
Lou Dixon	IBYC	7-2-1	16	2
Jerry Thompson	ABYC	3-3-4	19.4	3
Terry Timm	Barton Pond	2-5-5	23	4
Dan Wesselhoft	IVY	9-6-3	32.4	5
Frank Levinson	ISC	4-12-8	40	6
Greg Gust	MSC	12-9-6	44.7	7
Dave Wesselhoft	IVY	24-4-7	48.7	8
Dan Blodgett	ISC	8-7-20	53	9
Steve Holdeman	MSC	10-17-9	54	10
Bill Coberly	CDYC	13-14-11	55	11
Rod Goldstein	Annapolis	6-21-16	60.7	12
Dick Crookston	Kazoo	16-16-12	62	13
Jim Richter	ISC	14-10-21	63	14
Gunnar Sticklet	LaCrosse	19-13-13	63	15
Jim Pyott	BPYC	5-22-22	66	16
Dave Chapin	IBYC	17-23-10	68	17
Jeff Troeger	DLYC	10-26-17	71	18
Paul Dovey	ISC	11-19-25	73	19
Tom Townsend	ISC	35-8-14	75	20
Sterling Beinfohr	BPYC	20-11-28	77	21
Dave Bettinghaus	IVY	27-15-18	78	22
Marv Lee	MSC	21-25-15	79	23
Bill Reid	IVY	15-28-23	84	24
Stan Salzenstein	DLYC	18-20-29	85	25
Brian Sherry	BPYC	26-18-24	86	26
Bud Leonard	DLYC	23-29-19	89	27
Jim Alexander	CDYC	22-30-30	100	28
Dick Brackett	BPYC	30-24-32	104	29
Pete Bristow	CSA	25-27-34	104	30
Dave Congdon	CDYC	29-33-27	107	31
Felicia Bamer	CSA	28-31-31	108	32
Ray Schmit	BPYC	32-34-26	110	33
Larry Colter	Lk. Evrgrn.	33-32-33	114	34
Bill Jackson	Lk. Evrgrn.	34-35-35	122	35



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Winds Stymie District II Sailors

The Fort Gibson Follies are staged at irregular intervals — almost every time Snipe sailors decide to hold a major race at Ft. Gibson. Three years ago, it was the national championship. This year, the district championship.

By 3 p.m. on Saturday, the sailors had been waiting four hours to race. They had their fill of volleyball, ping pong, swimming, pool and cards. When a hint of wind finally arrived, the race committee was quick to call for a start and the sailors were equally quick to respond.

The rules say that the first leg must be run directly into the wind. You guessed it. For more than two hours, 33 Snipes, a committee boat and boats loaded with Coast Guard Auxiliary volunteers and spectators circled around the lake like

boats waiting to evacuate Dunkirk.

By 4 the wind was up to 10 mph, but the sky was turning gray as a storm front started to roll in. Within 15 minutes thunder was beginning and 10 minutes later it began to rain. Almost as quickly as it started, the rain stopped. But so did the wind.

Half an hour later the Coast Guard received word of a tornado and the race committee decided to cancel the races for the day.

Sunday was only better by comparison. With only one day left, the sailors were grateful for any races — even in light air with temperatures and humidity hovering at 85.

Actually, calling them races is an exaggeration. In the first event, the winner finished the 6½ mile course in 2 hours 20 minutes. The second and final race of 4½ miles took 1 hour and 40 minutes and more than half the boats never bothered to finish.

John Scot
Tulsa Tribune

DISTRICT II CHAMPIONSHIP (top 10)

1. Bill and Tracy Culp, Ft. Smith
2. Lief and Pat Zars, San Antonio
3. Keith Zars/ Brian Weston, San Antonio
4. Jack and Betty Zink, Tulsa
5. Bob Williams/ Dwight Rix, Wichita
6. Gene and Beth Soltero, Dallas
7. Judy and George Corliss, Lincoln, Neb.
8. Brownie Horner, San Antonio and Susan Fleener, Tulsa
9. George and Terry Croasdale, Parksville, Mo.
10. Mike Choquette and Barbara Reynolds, Tulsa

District III Title Decided

Sixty Snipes were registered for the 1975 District III regatta at Lake Springfield. Moderate July temperatures in the 70's and light to moderate winds, 7 to 14 mph provided pleasant conditions for the three day, six race event.

The first race on Friday was sailed in light rain and good winds of 10 to 14 mph. The second race was cancelled after forty-five minutes when thunder storms threatened. Two races Saturday morning provided qualifying positions for the Chalmers-Burns and the Dunphy Series.

Jerry Thompson with 1-2-2; Don Hite, 3-1-2; and Bob Rowland, 2-4-1 held top positions after qualifying races. J. Thompson went on to win the Chalmers-Burns Championship Trophy. Bud Leonard took the Dunphy Series Trophy, while Lee Griffith was the top junior sailor.

Bob Donath
Island Bay Fleet No. 91

DISTRICT III REGATTA

CHALMERS-BURNS CHAMPIONSHIP (top ten)

Boat	Skipper	Races
17387	Jerry Thompson	1-2-2-1-7
21777	Bob Rowland	2-4-1-5-2
19267	Don Hite	3-1-2-2-9
12192	Harry Levinson	1-3-5-7-3
21008	Jim Richter	7-8-4-1-3
20004	Lee Griffith	6-3-5-6-6
20006	John Johns	2-1-17-3-14
20707	Terry Timm	7-4-1-9-16
19062	Mike Zalzal	3-11-14-1-8
21702	Steve Holdeman	4-5-8-14-4

DUNPHY SERIES (top five)

Boat	Skipper	Races
19299	Bud Leonard	14-13-7-1-3
21120	Robert Hill	13-15-10-4-1
20932	Paul Zent	16-13-1-9-4
13062	Phil Peterson	11-7-8-8-8
18502	Steve Sherman	16-12-3-6-15



Winners of District 7 Championship

Baffico Edges Brown In District VII Championship

Tom Baffico, University of California sailing team member and rising star in Snipe class competition, squeaked out Jorge Brown by .7 of a point to take the 1975 District VII Championships held at Clearlake, California on June 14 and 15.

The winds at Clearlake usually fit into one of two extremes, either incredibly good or incredibly bad. This year the ghosts of Mount Konocti must have performed a secret wind dance on Friday night because the weekend winds were superb. Except for a notable shift that occurred in one of the races, the winds were relatively steady and blew between 10 and 15 knots.

Regatta Chairman Jerry Weber, using the time honored KISS (Keep It Simple, Stupid) method adopted by Steve Taylor of National fame put on an excellent regatta. Jerry recruited a long time Thistle sailor as race committee who set up a triangle and called all five races on an Olympic course.

Competition was close throughout the

regatta. Nobody won more than one race and before the last race started four or five skippers had a shot at the Championship. Tom Baffico did what he had to do. He kept Jorge Brown behind him and came in at least second in the last race. As if on cue, five minutes after the last race was completed on Sunday the wind quit, ending what had to be one of the best regatta's ever held at Clearlake.

Jerry Zanzinger
Lake Merced Fleet No. 157

DISTRICT VII CHAMPIONSHIPS (10 of 24)

Skipper	Races	Total
T. Baffico	5-3-1-11-2	18.7
J. Brown	1-4-3-12-3	19.4
E. Hornung	3-8-16-3-1	25.4
J. Pletcher	2-13-6-1-8	28.7
J. Zanzinger	8-6-2-2-11	31.7
B. Miller	4-5-4-Dsq-4	34.0
J. Burton	20-1-5-7-7	36.0
J. Weber	11-2-8-15-15	55.0
M. Jenkins	10-7-9-8-13	58.0
B. Hunt	7-11-15-4-16	59.0

Juniors

If your District hasn't tried a separate Junior Championship, you might consider it - it offers advantages to both Juniors and their parents.

From the junior's point of view, it's great because this is their regatta, - everyone racing is under 19 and there is an atmosphere of fun. The kids make mistakes but they're not alone and it doesn't seem so serious.

From the parent's view point, it's also great. I don't think I've watched a Snipe race in 10 years. The racing was exciting and I was amazed at how well the boats were handled, especially by the top four or five. (They also win in adult competition.)

Many of the teams that enter this Junior regatta would not normally enter a sanctioned regatta for several reasons:

1. They lack the experience and the confidence to race against adults.
2. They can't get to a regatta on their own, much less corner a boat.

3. Some juniors participate in other classes.

A separate regatta frees the family Snipe and the parent to get the kids to the regatta. This also frees other Snipes for juniors without boats.

The Junior Championship in District III has been run separately for many years. Each year there are 20-25 boats. The format is the same with emphasis on low cost, racing, and fun. There is no entry fee and District III contributes money for the trophies. Free housing is provided for the juniors, either in homes or at a campground, and meals are provided at nominal cost. Saturday night activities run from volleyball, football and water skiing, to junior dances - all designed for fun and low cost.

For the Junior regatta, we encourage all kids to find a Snipe and get involved. A separate junior regatta benefits not only the Snipe Class - it helps juniors in all classes.

Frank Pontius
Fleet Captain, Diamond Lake

Fair Winds, Fun, Highlight District III Junior Championship

Lee and Sara Griffith of Acton Lake won the 1975 District III Snipe Junior Championship by less than 1 point over Harry Levinson of Indianapolis. Paul Levinson of Indianapolis and Tom Troeger of the host Diamond Lake Fleet followed in 3rd and 4th.

Twenty-four Snipes representing 8 fleets sailed 5 races with near perfect winds. Winds on Saturday were 5 - 10 with occasional light rain, while Sunday turned up bright and sunny with winds increasing to 8 - 12. One throw-out was allowed.

The races were highlighted by exciting finishes and excellent boat handling. More than 1 race had the top 3 or 4 boats finishing in less than 1 minute.

In order for Lee to win the regatta he needed to beat Harry by at least 2 places - if he won the race Harry could still win the regatta by finishing 2nd.

The lead changed hands a number of times between Lee and Harry with Paul right behind. Finally, Lee broke free on the last leg to win by 2 boat lengths. While Harry and Lee were fighting, Paul and Scott Maddux tacked to windward and rode a lift to the finish line. Paul edged Harry by 2 feet with Scott 5 feet back. That gave the championship to Lee by .7 pts.

1	Lee Griffith/Sara Griffith	Acton	4-6-1-2-1	11.0
2	Harry Levinson/Casey Call	Indianapolis	1-2-2-6-3	11.7
3	Paul Levinson/Carey Call	Indianapolis	8-1-3-9-2	22.7
4	Tom Troeger/Reid Francis	Diamond Lake	2-3-11-3-17	31.4
5	Bill Woodworth/Steve Ticknor	Gull Lake	3-9-8-4-9	42.7
6	Barry Felton/Duane Felton	Diamond Lake	5-21-5-11-8	51
7	John Meredith/Gayla Thomas	Richmond	7-4-10-10-19	53
8	James Hill/Terry Kushniroff	Acton	17-17-16-1-5	55
9	Tick Ticknor/Jim Hunt	Gull Lake	6-8-7-17-12	56.7
10	Scott Maddox/Doug Simmons	Diamond Lake	10-10-13-15-4	59
11	John McAllister/Dave McAllister	Detroit	14-12-6-8-10	59.7
12	Dave Troeger/Kurt Wurster	Diamond Lake	19-5-9-16-11	64
13	Susan Hayden/Sarah Hayden	Diamond Lake	13-13-15-5-13	67
14	Mark Wilson/Peter Laine	Richmond	11-7-17-19-14	73
15	Mike McKinney/Doug Diltz	Diamond Lake	24-22-4-12-16	76
16	Ken Woodworth/Dennis Still	Corey Lake	20-15-19-13-6	76.7
17	Buddy Leonard/Rick Felton	Diamond Lake	12-14-14-14-15	78
18	Lane Griffing/Scott Whitemyer	Cowan	18-19-12-18-7	79
19	Doug Hayden/Chris Salzenstein	Diamond Lake	21-11-20-7-18	80
20	Todd Tash/Jud Siebert	Richmond	9-20-18-22-23	93
21	Dave Pontius/Andy Pontius	Diamond Lake	16-23-21-20-24	104
22	Sue Wurster/Helen Borough	Diamond Lake	23-18-22-21-20	105
23	Bobby Leonard/Tom Wurster	Diamond Lake	15-24-23-23-22	107
24	Bruce Wiland/Cheryl Purtee	Richmond	22-16-24-24-21	107

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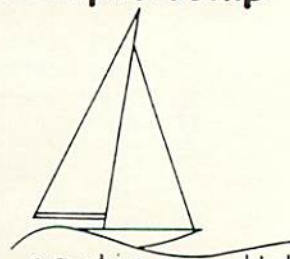
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Computerized Scoring

The computer made life easy for Sonja Joline, Past Secretary of Fleet 49, Lake Lotawana, Missouri. Every week during the '73-'74 season, her scores were prepared by pressing the "start" button on Dick Goppert's NCR Century 200 Computer. The program was written originally by Lou Joline to run on IBM equipment and then adapted to the NCR equipment by the Data Processing Manager, Dave Brown, who also used the program to figure his C Scow Scores. Some of the tricky factors that have to be taken into consideration when writing a program of this sort are scores for ties, DNF, DNS, DSQ, the bonus, the 5 boat and 5 race minimums, the Olympic system, round robins, percentage penalties and throwouts. The program also handles Lightning, Scow and user loaded scores. The report which shows the last nine races is designed to fit a window envelope, or the sheet can be stapled and mailed without an envelope. For "sensitive" environments, a special option causes the score sheet to resemble an office personnel report.

Persons interested in the program may write Lou Joline, Rt. 2, Box 187, Blue Springs, MO. 64015.



Sanctioned Snipe Regattas

SEPTEMBER 6-7, LONG ISLAND SOUND OPEN, Sea Cliff Fleet 4, Dana F. Schnipper, 59 Park Way, Sea Cliff, NY 11579.

SEPTEMBER 6-7, INDIANA OPEN, Indianapolis Fleet 409, Dr. Lewis Lappas, 5331, Hawthorne Dr., Indianapolis, IN 46226.

SEPTEMBER 13-14, LAST CHANCE, Crystal Lake Fleet 123, Bill Laskey, 330 Dolle Lane, Crystal Lake, IL 60014.

SEPTEMBER 13-14, WEATHERBY LAKE HOSPITALITY REGATTA, Weatherby Lake Fleet 698, Hans Hagen, 9909 NW 74th, Parkville, MO 64152.

SEPTEMBER 13-14, MASS BAY OPEN/CALL-OF-FALL, Mass Bay Fleet No. 224, Mike Goll, 16 Johnson Ave., Winthrop, MA 02152.

SEPTEMBER 20-21, JOE RAMEL MEMORIAL, Lake Lotawana Fleet 49, Guthrie Carroll, 647 Romany Road, Kansas City, MO 64113.

SEPTEMBER 20-21, OHIO (OPEN) STATE CHAMPIONSHIP, Portage Lakes Fleet 110, Dick Hand, Zpt B-4, 727 Hancock Ave., Akron, OH 44314.

SEPTEMBER 27-28, CALL OF FALL, Bantam Lake, Fleet 301, Roderick M. Cross, Beach St., Litchfield, CT 06759.

SEPTEMBER 27-28, CRACKER BARREL (District IV Team Championship), Chattahoochee Fleet No. 452, Mickey Richardson, 1121 Second Avenue, Columbus, GA 31901

SEPTEMBER 27-28, HOOSIER HARVEST, Muncie Fleet 557, Steve Sherman, 1712 Winthrop Dr., Muncie, IN 47304.

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

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

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

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

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

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