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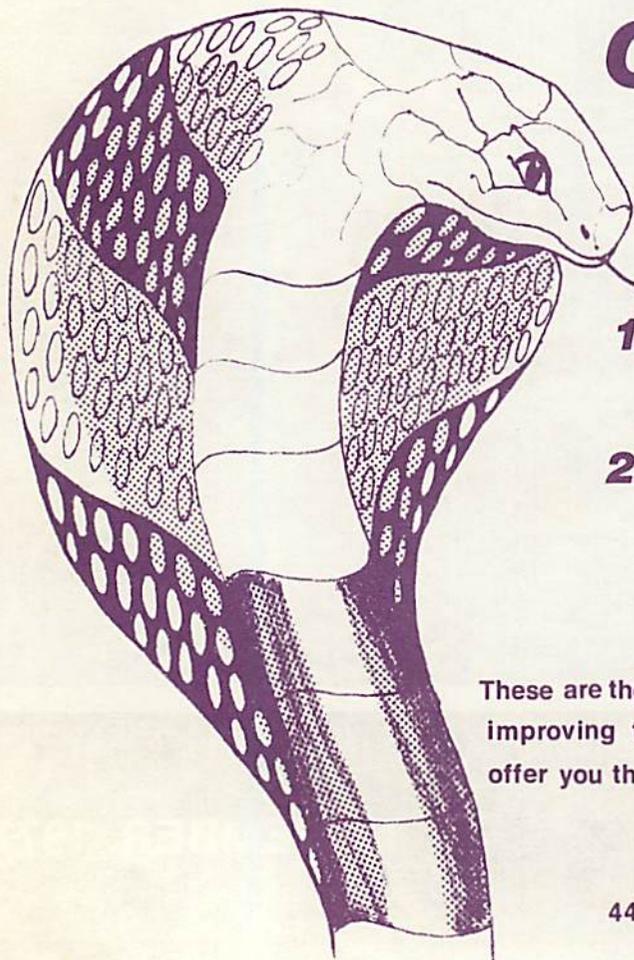
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## Letter to the Editor

No. 21506 no longer exists as a racing Snipe. Parked in a rest area off I 84 about 150 miles from home, a car rammed into the rear of the lower boat. Smashed up the last two feet of the hull, ruined the trailer. Bow of the boat banged into the rear gate — glass ended up in the front seat. Upper boat and trailer not touched. My stuff was on the bottom. Nobody hurt. Mucho feelings hurt.

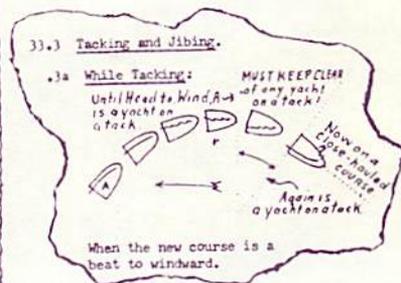
Editorial: After eleven years of traveling with boat and trailer probably I was due. There were round trips to OK twice, Jax twice, Miami to pick up the boats, Wisconsin and others. To have it happen in a rest area with no possibility of car going out of control and all the resulting

possibilities is probably the best way to have it happen. Still one has to wonder "Why me." Never realized what a pain it is to get estimates, accident reports, replacement costs, etc. Probably will not be back this season.

Further Comment: Whoever said that Cyclone built egg shells for bows was not talking about this boat. Bow was knocked up onto wind deflector, broke it. Dented the roof and ended up on the right side of the car. Bow was only scratched. Moment of Inertia of 222 might have indicated what would happen . . .

Best Regards,  
Chuck Loomis

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INTERNATIONAL RACING  
ASSOCIATION

NOVEMBER 1977  
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## THE COMMODORE SEZ

I'm still on the subject of the 28th. Snipe World Championship in Skovshoved, Denmark, and, specifically, the race committee.

Several times during the one race when our course was close to the heavily traveled sea lane between Denmark and Sweden, the race committee was able to divert large freighters and car ferries from our area. This is a tribute both to their radio communications and to the high esteem in which sailing is held in Scandinavia.

The race committee vessel was equipped with a good radar, which helped in checking on distances from obstructions. It could also be set to show either light or heavy rain showers. This feature was used during one race to determine how long a hard rain was going to last.

Finally, on the last day, we were trying to get in the seventh race. The wind was flukey and the current began to flow quite strongly. We started one race, and almost immediately, the lead boats were holding above the windward mark. Abandoned that race.

We started another race, or rather, the starting signal was hoisted. But it was three and a half minutes before the first boat, Tom Nute, crossed the starting line. Five minutes later, everyone was back across the starting line. Too much current and not enough wind. Abandoned that race.

Throughout all this long day, the mark set boat was running around like an over-active water bug; putting out marks; picking up marks; moving marks. Bengt Johannessen and Ib Kolster covered over 80 miles that day, just trying to get in one race.

Finally, after several more almost-starts, we got them away on the course. The wind held true and Brazil's Boris Ostergren won the race right on the finish line from Denmark's Peter Rasmussen. It was a fitting finish to Boris' campaign for his World Championship title.

It is impossible to name all of the many committees on shore that did their respective jobs so well, but I do want to

mention a few.

The measuring committee, under Niels Johannsen, had a very capable crew to measure and weigh boats. We also ran moment of inertia checks on all of the post-Jan. 1, 1976 hulls. When they were through, I don't think anyone could say that there weren't 37 legal Snipes ready to contest the Championship.

The press and information office, headed by Christian Eugen-Olsen, was very effective at getting needed information out to the competitors and visitors. Usually they had the unofficial race results printed up by the time we returned from the race course in the evening. They were also very successful in getting articles and pictures in the local and national papers daily. One of the pictures was picked up by a wire service and sent world-wide. It appeared in the Chattanooga paper.

The jury (protest committee), headed by Bent Aarre, spent many long hours hearing testimony and debating its merits. It was not unusual for the rest of us to have finished our evening meals and gotten well into the serious partying before the jury finished its day's deliberations.

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## THE COVER

Spain's Pablo Zendera prepares to jibe in some of the heaviest weather of the series at the world championship regatta in Denmark. Japan will be next, but will England round before Argentina? (They did -- cameras may not lie, but telephotos do distort.) Photo by Buzz Lamb.

## THE SCORE

Twenty-five numbers were issued last month. Spain got twenty, the U.S. took four and one went to Chile. No new fleets were chartered.

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**Numbered SNIPES** — 23060  
**Chartered Fleets** — 753

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Finally, I think we would all agree that the entertainment committee was truly of World Championship stature. From the opening ceremony cocktail party to the prizegiving dinner, we had parties. We had a Gentofte municipality cocktail party; a sailors' beer bash; a Tivoli Gardens trip; a Nova Scotia cocktail party; a Glenfiddich Scotch cocktail party; (250 sailors consumed 100 bottles of scotch. That is normally enough scotch for 500 people. It must have been the fresh air and salt spray that increased the thirst.) A Tuborg Beer party and dinner; parties at the American, Chilean and Spanish embassies; and the final trophy banquet rounded out the social events. It was a truly great job by the entertainment committee.

Race committee chairman Nils Toftgaard, Commodore Povl Andreassen and all of the very hard working members of

the Skoshoved Sejlklub should be very proud of the excellent job that they did on the 28th. Snipe World Championship. DNW

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CHAMPIONSHIP  
skovshoved sejklub  
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# Boris Ostergren Scores Impressive Win Of World Title

*Brazilian and United States teams win top three places.*

Boris Ostergren won the twenty-eighth World Championship with an impressive score of 25.7 points. He and crew, Ernesto Neuberger of Brazil sailed a good series to overcome a last-place-finish in the second race, the result of a capsized. Tom Nute and crew Randy Smith of the U.S.A. finished second, and Marco Aurelio Paradedda with crew Luiz Pejnovic of Brazil took the third place.

Per Brosted, Denmark, Ralf Casen, Finland, Peter Rasmussen, Denmark, and Jeff Lenhart, U.S.A., rounded out the top seven. The remarkable thing was that there was only 2.7 points separating these four crews.

The defending champion, Felix Gancedo, always a threat in any competition, ran into bad luck. He sustained an injury in the third race and was not able to continue racing. His eighth and first, plus his commanding lead in the race where he was injured, led to much speculation as to his eventual position had he been able to continue. It would have been a duel, no doubt, but the championship was still exciting.

The event was held August 21-28 at Skovshoved Sailing Club, near Copenhagen, Denmark. The sailing was on the narrow sound that separates Denmark and Sweden and the location of one of the most active sailing centers in the world. The wind is generally considered on the heavy side, but the Danes provided a variety of winds for the championship — everything from a drifter to very strong winds.

North European Secretary Nils Toft-

gaard-Hansen was the regatta chairman, as well as the race committee chairman. Nils is a tall, blond, soft-spoken Viking who has a number of years of sailing experience. His performance as head of both of these committees was superb, and SCIRA is indeed indebted to him for a fine championship.

The entire week was filled with parties of one sort or another. In fact, it is amazing that the contestants were able to attend the social functions and also sail. There were many cocktail parties with tables loaded with Danish delicacies; a visit and dinner at the Tuborg Brewery; and a wonderful prizegiving dinner to top it all off. All who attended will remember this as an outstanding championship.

The wind was light and shifty at the scheduled time of the first race, and the postponement flag flew for nearly two hours. When the wind had apparently settled down, blowing about 4 knots from a westerly direction, the first start was made. Most of the fleet held to the starboard side of the course. One of those holding to the port side, Boris Ostergren and crew Ernesto Neuberger from Brazil, rounded the windward mark in first place, and held the lead for the rest of the race. Marco Aurelio Paradedda and Luiz Pejnovic, also from Brazil, rounded second followed by the Spaniards Pablo Zandrera and Panxo Pi-Suner. These two fought throughout the race but finished in the order they rounded the first mark.

The wind dropped to next to nothing at times and the race was within a few minutes of being called on account of

time when the first boat finished. The wind also became very shifty, forcing the race committee to shift marks. On the third leg, the wind shifted 180° requiring a new windward mark. The race committee worked very efficiently, stationing an auxiliary boat flying the "Charlie" flag (course change) and "M" flag, which means "round me." This provided a "gate" and eliminating looping the mark as well as confusion. This procedure was included in the sailing instructions, and the race committee handled it as if it were an every day occurrence.

The second day was just what the heavy-weather types were looking for. The race was started on time in 16-18 knots of wind, which continued to build. The defending champion, Felix Gancedo and crew, Manuel Bernal from Spain, got off to a good start, and powered around the course in their usual style, never threatened. Weighing in at about 350 pounds certainly helped, but they had real class in this type winds, with very close and heavy seas. Bobbi Casen and crew Bengt Holmqvist from Finland, also very good heavy-weather sailors, finished second followed by Marco Aurelio Paradedda.

It was in this race that Boris Ostergren did his death roll and capsized. Although he righted his boat, it took time, and he had to settle for a last boat to finish thirty-fourth place. Asked how it happened, Boris said it was very simple, "Whoops, whoops, whoooooops!" A perfect description for a very simple maneuver.



On top of the world! Happy winners are: Center, World Champion Boris Ostergren and Ernesto Neugebauer; Left, runner-up, Tom Nute and Randy Smith, and Right, third place Marco Aurelio Paradedada and Luiz Pejnovic. Far right is regatta chairman Nils Toftgaard Hansen. Skippers insisted on sharing the Olympic style stand with their crews. (Photo by Buzz Lamb)

Marco Aurelio Paradedada was sailing his "Twelve Thousand" boat and proved in this race that the boat is still fast, in spite of its being 18 years old. He did feel that it is not as good on a plane as some boats.

Between the two races of the day, the race committee had their only problem. The anchor on the starting line mark would not hold. After a grueling delay that must have seemed an eternity to the sailors, the race committee had to use 2 anchors on the mark. Incidentally, the marks were extremely large inflatables and very visible.

When the third race was finally started, the wind had built to 22 knots with 6 to 8 foot seas. Gancedo and Casen got off to another good start. Gancedo had a good lead when he had the accident that put him out of the championship. As he was about to round the downwind mark, he reached back to adjust his traveler. In the process of doing so, he pulled his shoulder out of joint. His excruciating pain is evident in the photograph that was taken shortly after the accident. After a speedy trip to the doctor, Gancedo was feeling sufficiently well to attend the

(Continued on page 8)

#### SNIPER WORLD CHAMPIONSHIP - 1977

Boat	Skipper/Crew	Country	Places	Points	Finish
22309	Boris Ostergren/Ernesto Neugebauer	Brazil	1-32-4-2-2-6-1	25.7	1
18327	Tom Nute/Randy Smith	USA	4-8-5-1-6-3-19	49.4	2
12115	Marco A. Paradedada/Luiz Pejnovic	Brazil	2-3-6-dq-3-17-6	60.8	3
21382	Per Brostedt/Allan Purup	Denmark	18-4-2-15-1-31-8	70	4
20679	Ralf Casen/Bengt Holmqvist	Finland	24-2-1-6-5-12-23	71.7	5
21448	Peter F. Rasmussen/Bjorn Prah	Denmark	11-dq-3-17-7-5-2	71.7	6
20560	Jeff Lenhart/Eric Krebs	USA	7-10-11-13-4-7-3	72.7	7
19976	Pablo Zendreras/Panxo Pi-Suner	Spain	3-7-13-11-9-11-7	80.7	8
21871	Torkel Borgstrom/Diego Brauer	Argentina	13-11-12-7-18-1-dq	91	9
21450	Wilson Pereira/Alejandro Bertomeu	Argentina	5-15-dq-3-12-2-31	94.7	10
22370	Bill Holmstrom/Pentti Nippala	Finland	14-17-7-4-11-28-16	103	11
8229	Gustav Krafft/Peter Krafft	Sweden	19-dq-9-20-8-4-9	103	12
19000	Michael Weinschenck/Paulo Oliveira	Austria	23-6-16-10-14-19-5	104.7	13
20543	Domingos Oliveira/J.M.A. Goncalves	Portugal	22-9-15-14-16-9-12	111	14
19153	Sergia Morin/Eleno Baruffaldi	Italy	20-12-dq-5-10-24-14	120	15
21943	Giorgio Brezich/Piero Napp	Italy	10-18-nf-16-17-10-20	127	16
21521	Humberto Costas T/Joan Cisa Bergos	Spain	17-5-nf-8-nf-20-11	131	17
16868	Claes Gilborne/Bengt Larsson	Sweden	7-13-22-9-21-23-28	133	18
23002	Gary Lewis/Ian McGregor	England	25-nf-8-12-19-21-17	138	19
22441	Luc VanKeirsbilck/Michele Vincke	Belgium	6-26-18-25-25-8-21	138.7	20
20997	Wayne Soares/Andrew Mullin	Bermuda	15-16-ns-22-28-15-18	150	21
21671	Fernando Thode/Eduardo Thode	Uruguay	29-19-17-27-13-25-13	150	22
23001	Neil Martin/Richard Stanley	England	30-dq-10-23-15-14-22	150	23
19428	Victor S-Larsen/Liv Hanssen	Norway	16-14-20-31-23-13-29	151	24
19629	Kenichiro Nomoto/Hidetoshi Sakita	Japan	31-22-27-19-20-18-10	152	25
18966	Vasco de Talone/Rodrigo J.H.B. Dias	Portugal	35-29-21-18-24-32-4	162	26
21688	Finn Hanssen/Iver Hanssen	Norway	12-nf-14-28-22-16-nf	163	27
18774	Hironichi Yamada/Minoru Okita	Japan	dq-23-19-29-27-35-15	184	28
18600	Gilles Durand/Martine Durand	France	21-20-23-32-31-27-26	184	29
19981	Felix Gancedo/Manuel Bernal	Spain	8-1-nf-nf-nf-nf-nf	184	30
21651	Andres Elgueta/Fernando Elgueta	Chile	26-21-24-30-29-34-24	190	31
20563	Jean-Marie Brossard/Gerard Brossard	France	36-27-25-21-32-26-dq	203	32
20399	Alfredo Gonzalez/Rodolfo Tirado	Chile	32-28-26-24-30-29-30	203	33
22549	Miachel Astephen/Denis Astephen	Canada	34-40-nf-26-26-33-25	204	34
21536	Jules Wagemans/Frieda Wagemans	Belgium	27-25-nf-33-nf-22-27	205	35
22568	C.S. Reddy/Finn Carlsen	India	28-31-nf-34-33-30-32	224	36
21480	Alex Winstanley/Glenn Macleod	Canada	33-30-ns-nf-ns-ns-ns	246	37

## 28th World Championship

*(Continued from page 7)*

evening party. Although the accident was not serious enough to cause prolonged or permanent damage, Gancedo was not able to continue sailing. As someone remarked, it was too bad he didn't break his leg instead — he won the championship four years ago sailing with his broken leg in a cast.

The wind continued to build to a little over 25 knots, with a strong current accompanying the big waves. A number of boats hit the windward mark while rounding, in spite of giving what appeared to be plenty of room. In rounding, a big wave caught Michael Weinschenck and Paulo Oliveria, Austria, picking them up and depositing them almost on top of the mark. During the ensuing capsize, the crew was blown away from the boat, but the skipper was able to pick him up and continue racing. They lost a number of boats, but still finished sixteenth. It was a real display of seamanship.

At the finish, Bobbi Casen arrived first, followed by Per Brosted and Allan Purup of Denmark. Peter Rasmussen and Bjorn Prahl, also Denmark, rounded out the top three, making it a North European sweep. Ostergren used this race to

prove he could sail in the heavy weather by finishing fourth. He was followed by Tom Nute and Randy Smith of the U.S.A.

The next day conditions had moderated, and both races were held in 14 to 16 knots of wind, and much smoother seas. On the first race of the day, Tom Nute detected that the leeward end of the line was favored. He started there and immediately jumped out to a three boat length lead, tacked and crossed the fleet, and lead the entire race, finishing first. Wilson Pereira and Alejandro Bertomeu from Argentina established an early second place and held it most of the way. Boris Ostergren was not among the early leaders, but showed his great speed by catching Pereira before the finish. Bill Holmstrom and Pentti Nippala of Finland and Sergio Morin with Eleno Baruffaldi of Italy rounded out the top five.

After a quick lunch on the water, the fifth race got under way. Per Brosted took the lead on the first leg and held off the onslaught of the two Brazilians, who finished right behind, with Ostergren second and Paradeda third. Jeff Lenhart and Eric Krebs of the U.S.A. finished fourth, followed by Casen and Nute.

At this point, Tom Nute was leading with 43.7 points against Boris Ostergren's 52 points, assuming no throw-out. However, if at least one more race was held, Boris could throw out a 32nd and the worst Tom had was an 8th. Tom still could have won if the wind turned fickle

and no more races could be held, or if Boris had another bad race. It was a long shot, but stranger things have happened.

The forecast for the next day was light wind and rain. After a shoreside delay, the race committee decided to give it a try. The wind was about 3 to 5 knots, so the race committee set a short 5 mile course. The committee boat end was slightly favored until just before the start, at which time it became heavily favored. This held until shortly after the start. It produced such an unusual situation that two of the boats which were over early and had to re-start, arrived at the windward mark in second and fourth positions. The wind clocking back about half way up the first leg contributed to this situation, dumping all those that held to the port side of the course.

It was a great day for the boats from down Argentine way. Torkel Borgstrom and crew Diego Brauer, followed by Pereira arrived at the first mark with a good lead. They held their positions throughout the race finishing first and second. Incidentally, Bergstrom is the reigning World Junior Champion, and certainly showed his abilities in this championship.

It rained hard for about half of the race, and then the wind lightened to drifting conditions shortly after the leaders finished. Tom Nute, one of those who had to re-start, finished third followed by the Krafft brothers from Sweden and Peter Rasmussen. One of the remarkable

*Felix Gancedo and crew withdraw from WC Regatta. (Permission for foto: Erik Petersen, Copenhagen, DK)*





Commodore Dan Williams and Chairman Nils Toftgaard-Hansen making sure races are run right. (Photo by Buzz Lamb)

shows of sailing during the championship was demonstrated by Ostergren. Caught on the wrong side of the course on the first leg, and rounding the mark in eighteenth place, he proceeded to work his way up the fleet to finish sixth; remarkable, considering the caliber of sailors in this championship.

After the rain set in again, the wind did not return, and the race committee decided to call it quits for the day.

The championship thus went into the final day, which was reserved for make-up races. It was warm and sunny, but there was very little wind, and the current was running very strong. After nearly 4 hours, and many aborted attempts to set a line, the race committee finally got a start. However, the wind shifted so badly right after the start, the race committee had to call the fleet back.

The committee re-set the line and started another race. By then the wind had dropped considerably and the current was against the line. The first boat

crossed the line 3 minutes and 20 seconds after the start. At 5 minutes after the start, no boat was across the line, so the committee abandoned the race.

The decision had been made that 3PM was the deadline for a race start. The wind shifted again and picked up to 8 knots and a starting gun was fired 5 minutes before the deadline. Peter Rasmussen got the start and was in the lead at the windward mark. Ostergren did not have a good start and held to the unfavored port side of the course. However, showing his phenomenal speed, he took over the lead on the second leg. On the second windward leg, Boris again held to the port side and lost three places. He was able to catch all but Rasmussen before he got almost to the finish line. Going into the finish Ostergren, to leeward of Rasmussen, tacked to go behind. A slight windshift favoring Ostergren put him over the line a split second ahead of Rasmussen.

Exactly the same thing happened to the third and fourth boats. Vasco de Talone with crew Rodrigo Dias from Portugal, sailing their best race of the series, were in third with Lenhart to leeward. Lenhart tacked and went behind. Talone covered, but Lenhart crossed just ahead. The maneuver was almost like an instant replay. Tom Nute tried for a long shot that didn't work out and had his worst race.

And so the championship ended with the winners taking the Hub Isaac trophy back to Brazil — the first time in 10 years that the excellent sailors from that country were able to take the top spot.



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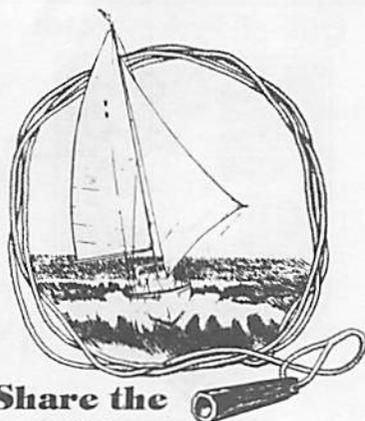
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### MARITIME CHAMPIONSHIP (Mackenzie Trophy) (Best 3 of 4 races - top 5 of 15)

Boat	Skipper/Crew	Club	Places	Points	Finish
22549	Mike Astephen/Dennis Astephen	Northern	2-5-1-1	3	1
21716	Dirk Kneulman/Rob Muru	Oakville	1-1-2-ns	3	2
22554	John Astephen/Peter Astephen	Northern	3-8-6-2	20.4	3
22544	John Anderson/Allan Jennix	Northern	ns-2-5-4	21.0	4
21480	Alex Winstanley/Glen McLeod	Northern	6-3-4-ns	25.4	5

### CANADIAN NATIONALS (Leckie Trophy) (Best 6 of 7 races - top 5 of 15)

Boat	Skipper/Crew	Club	Places	Points	Finish
21716	Dirk Kneulman/Rob Muru	Oakville	5-1-2-2-2-1	9	1
22549	Mike Astephen/Dennis Astephen	Northern	7-2-2-1-3-3-3	23.1	2
19830	Ian Brown/Chris Hains	Oakville	2-6-8-3-1-5-2	33.9	3
21480	Alex Winstanley/Allan Jennix	Northern	1-4-4-4-4-4-6	40.0	4
22554	John Astephen/Peter Astephen	Northern	6-7-3-nf-10-1-4	54.4	5

## Kneulman, Astephen, Dominate Canadian Championships

The Northern Yacht Club of N. Sydney, Nova Scotia, again hosted the Canadian National and the Maritime Snipe Championships, July 24th to 29th, 1977.

The Maritime Championship was to have been the warm-up series but high winds caused several retirements and numerous non-starters in the first race. Racing was postponed for a full day due to high winds. The result of the very strong winds was the need to sail three races per day with the Nationals morning and afternoon and the Maritimes in the evening.

A variety of conditions were encountered during the week, ranging from real gear busters with unreal planning reaches to near vacuums. The winds tended to lessen in the evening and even die completely. In general, strong to moderate winds prevailed and these were much to the liking of the winners of the Nationals, Dirk Kneulman and Rob Muro of Oakville, and the Maritimes, Mike and Dennis Astephen of Northern Y.C. Both teams did well in the stronger winds.

Dirk and Rob sailed a very consistent series in the Nationals winning it by a wide margin and giving Dirk the Championship a second time in succession. Dirk had good boat speed in heavy air using a Chubasco boat, Cobra II Mast and Ullman Sails. Mike tied Dirk in the Maritimes and sailed a strong second in the Nationals using a new Mueller-Eichenlaub boat, and Ullman Sails. Third place Ian Brown and Chris Hains of Oakville used a Chubasco boat, Cobra I Mast and Ullman Sails, doing well in lighter winds. Alex Winstanley, National Secretary, was fourth and John and Peter Astephen were fifth in the Nationals and third in the Maritimes. Both fourth and fifth place boats were Eichenlaubs with Murphy-Nye and Ull-

man Sails respectively. The final standings in the two series are outlined below.

Although the turnout was slightly less than anticipated, it was very good to see the number of junior crews (5) participating. Of particular note were John Anderson and Allan Jennix also crewed for Alex Winstanley in the Nationals gaining another fourth.

The host club again went all out in hospitality, the ladies generously giving of their time and food to put on free lunches and suppers for the sailors. A warm commendation was given to the ladies by all competitors. The race committee was chaired by Steve Astephen assisted by Art Rooney. The courses were well set and few difficulties encountered.

The National Champion decided not to go to Denmark for the Worlds and his place was taken by Alex Winstanley who, along with Mike and Dennis Astephen represented Canada at Copenhagen. While at the Worlds, Alex, with the aid of his fleet and club and the Nova Scotia Government made a successful bid for the 1979 World Championship.

Chris Hains  
Oakville Fleet 321



### Snipe Building Plans

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A Fleet winners (1st, 2nd, 4th, 5th places)



B Fleet winners (1st through 5th place)

## Acton Duo Cop Riff Raff Regatta at Cowan Lake

Cowan Lake, Ohio, had plenty of water this year but not much wind for the first of the first three races of Fleet 433's Riff-Raff on June 4th and 5th. The home fleet showed its hospitality by letting the visitors carry off most of Judy Barnett's beautiful handpainted trophies, and Steve and David Sherman of Muncie, Indiana made a bid for one by gathering all the wind unto themselves and running away from everybody in the first race drifter.

The wind went to 5-10 for the second race, however, and a brisk 15-20 for the third race on Sunday morning. This was increasingly more than Steve could keep to himself and a 7th and a 13th just kept him in for a 5th overall. The wind fitted Ray Schmit and Robbie Coughlin in just opposite fashion and 9, 6, 1 gave them a 4th place trophy to take back to Chicago. Lou and Tim Dixon proved that Illinois consistency and perseverance pay off by finishing the last leg of the 3rd race on mainsail alone for 5, 3, 6 and a third overall. The other representatives of Springfield, Illinois, Dave Chapin and Wayne Dipple, weren't so lucky with their forestay problem and had to let a DNF take their promising 3, 4 finishes down to 8th overall and out of the prizes.

Bob and Sandy Rowland upheld the host club's honor with 4, 1, 5 for second ranking, but the brother-sister team of Lee and Sara Griffith representing Acton Lake really showed that a flukey wind upbringing pays off by handling it all with 2, 2, 3 for first ranking and their name on the big silver bowl.

The Juniors dominated the B fleet, taking 6 of the 8 finishes, and it might

have been 8/10 had not a broken rudder at the start of the third race forced a DNS on Cheryl Purtee and Peter Schmit, and if James Hill and Mike Dustrude had not chosen to sail A Fleet for a very respectable 10th overall.

Daughter-Father team Anne and Don Meredith from Richmond, Indiana used light air talent to lay claim to their 5th place trophy. Kathy and Peggy Menzies of Cowan rode their combined skills to a 4th ranking, and Neil and Judy Barnett made sure one of Judy's trophies stayed home by taking a third place. John Irvine proved that he can sail his father's boat as well as crew it as he and Randy Lorimer handily took second place. But John McAllister and Tom White from Grosse

Pointe Park, Michigan left no doubts about who had it all together by taking a best-of-all set of 2, 1, 1 finishes to First Place B Fleet, and Best Junior Trophies.

The weather, food, and camping were good and we had 21 visiting boats to fill out a total of 49 registered, even without the normal sized contingent from Indianapolis and Michigan.

The most determined visitor was Chris Hains of Oakville, Ontario who fought trailer tire trouble, monetary exchange problems and lack of sleep to get here. With Martha Dobson as crew ex tempore he steadily improved his standing as the winds stiffened, and I hope the fair winds held for his trip home.

Bob Dodson, Fleet 433

### 1977 RIFF-RAFF A FLEET (Top 12 of 25 Entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
20004	Lee Griffith/Sara Griffith	Acton Lake, O.	2-2-3	11.7	1
22355	Bob Rowland/Sandy Rowland	Cowan Lake, O.	4-1-5	18	2
18926	Lou Dixon/Tim Dixon	Springfield, Ill.	5-3-6	26.4	3
20659	Ray Schmit/Robbie Coughlin	Downers Grove, Ill.	9-6-1	26.7	4
18502	Steve Sherman/David Sherman	Muncie, Ind.	1-7-13	32	5
21777	Jim Menzies/Pat Menzies	Cowan Lake	7-5-8	37	6
19062	Mike Zalzal/Cheryl Thielen	Acton Lake	8-15-2	38	7
19432	Dave Chapin/Wayne Dipple	Springfield	3-4-dnf	44.7	8
18921	Mark Schoenberger/Phyllis S.	Cowan Lake	6-16-10	49.7	9
21120	James Hill/Mike Dustrude	Acton Lake	10-8-15	51	10
16400	John Eilers/Bunny Eilers	Cowan Lake	17-9-12	56	11
22732	Tim Prince/David Black	Cowan Lake	12-20-7	57	12

### B FLEET (Top 12 of 24 Entries)

21116	John McAllister/Tom White	Grosse Pt. Park	2-1-1	3	1
21461	John Irvine/Randy Lorimer	Cowan Lake	3-2-2	11.7	2
22354	Neil Barnett/Judy Barnett	Cowan Lake	4-3-5	23.7	3
19339	Kathy Menzies/Peggy Menzies	Cowan Lake	6-5-9	36.7	4
18913	Anne Meredith/Don Meredith	Richmond, Ind.	1-17-13	42	5
19395	Ev Kitchen/Haynes	Cowan Lake	12-8-6	43.7	6
20197	Lane Griffing/James Schroeder	Cowan Lake	18-9-3	44.7	7
19425	Jennifer O'Flaherty/Tom O'F.	Cowan Lake	7-10-11	46	8
22584	Bruce Wiland/John Meredith	Richmond, Ind.	8-14-8	48	9
18104	Ray Dustrude/Bob Hill	Acton Lake	9-6-16	49	10
20302	Tom Gougeon/Sarah Gougeon	Cowan Lake	11-7-14	50	11
18391	Dick Richter/Jim Richter	Cowan Lake	14-16-4	50	12

## Girls Set Record on Chautauqua Lake

A first for Chautauqua Lake! Marsha Fox and Paula Webster, a couple of attractive high school girls from Rochester, N.Y. believe in following trends, especially the latest in setting records for women. On July 8th, Marsha and Paula sailed "Tally-Ho" to first place in the District V Junior Championship. This was the first time an all girl crew had ever won a major regatta at Chautauqua Lake Yacht Club since the club opened in 1894.

"Whether it was an all time first or not doesn't matter so much as the great thrill we got from winning," skipper Marsha said.

Both girls come from sailing families. Marsha's parents, Mr. and Mrs. Charles Fox sail together, and Paula crews for her father, Charles Webster.

D.J. Schott of Keuka Lake Yacht Club finished second, and Skip Wilday, Cuba Lake Yacht Club, third.

The winning girls won the first two races, and finished third in the third.

Winds were brisk and shifting from the



*Skipper Marsha Fox and crew Paula Webster, winners of the District V Junior Snipe Championship.*

west 12-15 mph and the lake was choppy. The boats were routed over a six leg, six mile triangular course. According to one sailor, "It was a beautiful day for sailing."

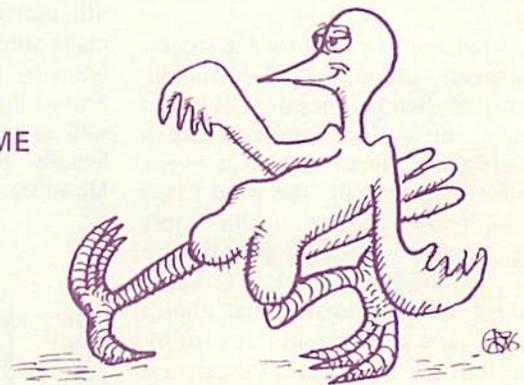
The juniors were treated to a coke and pizza party by the Chautauqua Lake snipe fleet. This was followed by the trophy presentation.

### DISTRICT V JUNIOR CHAMPIONSHIP

Skipper	Club	Places	Points	Finish
Marsha Fox	Newport YC	1-1-3	5.7	1
D.J. Schott	Keuka YC	4-3-1	13.7	2
Skip Wilday	Cuba Lake YC	2-2-5	16	3
Guy Lovejoy	Keuka YC	5-4-2	21	4
Todd Phillips	Cuba Lake YC	3-5-4	23.7	5
Charles Whitmeyer	CLYC	6-6-dnf	37.4	6
Kevin Mitchell	CLYC	7-7-6	37.7	7
Tom Whitmeyer	CLYC	8-dnf-7	41	8

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# Wells Wanderings



by Ted Wells

NOVEMBER 1977

## SEASON SUMMARY

I would really prefer to forget the Nationals as far as my performance there but there is one thing concerning the regatta that should be mentioned, so I'll admit I was there. I never picked the right side of the course, and in spite of a very good local crew, Austin Young, Jr., I didn't really do anything right — except to bail out of the last race in the Wells series before the squall hit.

In the last 40 years, I have sailed in enough thunder storms or squalls to have my curiosity completely satisfied. The problem is that there is no way of knowing how severe they will be. In the plains states, there is no excuse for being caught in one — any even half bright skipper can see one coming. The problem is that even the brightest can't tell how severe it will be. In Wichita, it is best to assume that the wind will peak at 75 mph or more. I have tried to sail through two of these unsuccessfully when I was much younger and foolisher. In one, I dropped the main and tried to finish on the jib, losing a mast in the process.

In Texas, I have sailed through several with the maximum damage being a bent aluminum mast and a large hole in the deck made by the mast when it jumped out of the deck step in a gust which turned the main inside out as I was broad reaching when the peak gust hit. In Clearwater, Florida I have sailed through several successfully, and sat out several when I was glad I did so.

In Jacksonville, FL, I bailed out of one race in the Nationals a few years back and got to the dock before the thing got really bad. The RC who had told us earlier that he and the Navy always knew what was going to happen, showed up later and with a puzzled look on his face said that several gusts must have hit 75 mph to bang the committee boat around the way it was banged around. Tough on Snipes.

So much for fun and games. Nobody has been drowned yet, or seriously hurt by lightning in a Snipe regatta as far as I know — but why try? In the aforementioned race in the Nationals — it was obvious that a storm was coming. There were NO rescue boats capable of staying out in a storm (NOT ONE!!)— and about fifty Snipes. They had been sailing in a drifter, so the life jackets were stowed out of the way. There were quite a few gal crews who were exhausted when they finally capsized, and became rapidly more exhausted when they had to hang onto upside down Snipes with those life jackets still stowed out of the way inside the boat.

If Steve Taylor had not come out with the Heinzerling Committee boat and fished people out, there might well have

been some who just would not have made it. It hasn't happened yet but it could — and almost did. The wind was not especially high — Steve said 35 mph and I would guess this is correct. We had no problems sailing in — we just sailed up on a mud flat and watched. My crew was a good swimmer, but we put on life jackets as we sailed in. We were only trying to stay right side up, which wasn't really difficult which would indicate that the 35 mph estimate was correct.

The RC told me afterward that the highest they read was 26 (mph I assume). Once before in Dallas, this same wind indicator was showing 15 when we were planing the entire reaching leg. I thought then it was where they were taking the reading, but maybe their gadget is just plugged up.

At the recent world championship in Denmark, the meeting of all the National Secretaries voted on a proposal by Flavio to require a race to be stopped if the wind exceeded 25 knots. They voted against this proposal, on the theory that the RC should have good enough judgment to call a race when it should be called. In this world championship, the wind in one race hit 27 knots and the race was not called off — but these were all top skippers. I presume they were wearing life preservers, since the wind was 22 kts at the start, there were adequate rescue boats for the number of Snipes, and while there were some capsizes, there were no real problems. This race should not have been called off.

## APPEAL DECISION NO. 191

I think the USYRU appeals committee generally makes pretty good decisions, even though they are all big boat sailors and don't really know the facts of life when it comes to small boats (anything under 20 feet). Their latest goof in this regard, and I consider it a real goof, is decision 191.

According to this decision, if the outside, leeward boat approaching a mark off the wind, claims no overlap no matter when (one or six lengths from the mark) and the inside windward boat actually has an overlap, there is nothing that the inside boat can do but luff up and wait until the outside boat gets clear ahead, or call for a helicopter. Any skipper of anything less than a six meter has always thought that if he bore off and tried to get outside and hit the outside boat which claimed no overlap, that established the fact that there had been an overlap and he was home free. Not so says the USYRU. Appeal 191 says this proves there was an overlap, but the inside boat trying to get out of the way gets a Dsq because he hit the leeward boat, and should not have been trying to claim he had an overlap, even though well outside the two lengths circle when the altercation occurred, and he obviously had an overlap.

## SEASON SUMMARY — FINALLY

I just realized that I got so worked up about things I was annoyed about that I ignored the heading. Actually — what we really needed this season every place I went away from home was a wind averager — we had our choice of too little or too much. On Saturday at Topeka, the RC called for a vote on whether or not to race (it was on ragged edge as far as the limits in the Sanctioned Regatta Rules). Generally this is fatal — there are always some eager guys who call everybody else chicken if they vote no. In this case — nobody voted yes. So we had two drifters Sunday.

As I said in an earlier WW — the best sailing of the year was at Wichita at the Midwestern Championship — Temperature 80°, wind 10-15 mph, and it even blew in the right direction for one race. (This happens about as often as drifters in our regatta — once every 12 years. Next drifter, Sunday in 1982. Next beat the full length of the lake, 1989.)



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## Briody and Retzhaupt Trophies Awarded to Timm, Gram

It was a long trip for Terry Timm, but he went home to the Barton Boat Club in Michigan with the Briody Trophy after a long weekend of sailing on Chautauqua Lake.

It might have been a long trip for the champion, but if there was an award for long distance travel, it would go to Dan Blodgett. Dan made the side trip to Chautauqua Lake in the process of moving from Seattle, Washington to Michigan.

The first race didn't begin until after lunch on Saturday due to the lack of wind. Once a moderate wind came up from the west, the race was started promptly. Fritz Gram took the lead on the Olympic course, and never gave it up. The winds got stronger for the second race, hitting 10-12 mph at the end. Jerry Thompson took a quick first, which was some consolation for not making the first race because of equipment problems. Timm, off to a slow start with a ninth, had a second in the second race.

It was a beautiful night for a dinner of barbecued chicken to be served outside. And judging by the way the hors d'oeuvres and punch disappeared, there were many hungry sailors around.

The third race, sailed on Sunday Morning at 10, started with a light breeze of 3-4 mph, and then dwindled to nothing. Russ Cook started in the right place, and stayed there, with Terry Timm close behind in the second spot. It was a long race with many cigarettes being lit to find what little wind there was.

Don Hite made it a one-two sweep for the Michigan boats when he finished second in the regatta with a third, fourth, and fifth finish.

Fritz Gram finished fourth to clinch the Retzhaupt Trophy and the man he had to beat out for this particular award, Les Larson of Chautauqua Lake, came in sixth.

This was the third and final race for the Retzhaupt. Thus Gram finished first, Larson second, and Chuck Fox of Newport Yacht Club, Rochester, third. Fox was tenth in the Briody tabulation. The New York State Open and the District V Regatta were the two other races in the Retzhaupt competition.

Both the Briody and the Retzhaupt trophies were presented on the CLYC lawn by its commodore, Dick Turner, before the return to home clubs.

Les Larson  
Chautauqua Fleet 124



Terry Timm and Lisa Sostecke pose with Briody Trophy presented by Commodore Dick Turner, CLYC.



Commodore Turner presents Retzhaupt Trophy for best combined finishes in Briody, New York State, and District V Championship to Fritz Gram and crew Chris Vidal.

**BRIODY TROPHY**  
(Top 20 of 34 Entries)

Boat	Skipper	Club	Places	Points	Finish
20707	Terry Timm	Barton Boat Club	9-2-2	21	1
19267	Don Hite	Lake Angelus	3-4-5	23.7	2
19491	Russ Cook	Keuka YC	4-10-1	24	3
16699	Fritz Gram	Cuba Lake	1-14-4	28	4
20006	John Johns	Barton BC	5-3-7	28.7	5
19721	Les Larson	Chautauqua Lake	8-6-6	37.4	6
21640	Randy Nord	Pine Beach YC	7-11-8	44	7
20562	Dick Hand	Portage Lakes	19-8-3	44.7	8
18317	Dan Blodgett	Seattle	12-5-11	45	9
20311	Chuck Fox	Newport YC	2-12-21	48	10
19450	Graham Hoffman	Keuka YC	6-16-9	48.7	11
21412	Bob Borer	Barton BC	10-20-10	58	12
22479	George Drake	Lake Angelus	16-9-15	58	13
19793	Tersh Bugbee	Cuba Lake	15-7-19	59	14
17387	Jerry Thompson	ABYC	dns-1-13	60	15
21458	George Hock	Onondoga YC	13-15-14	60	16
22284	Jack Pierotti	Cuba Lake	11-13-26	68	17
22850	Anne Crook	Oakville YC	20-19-12	69	18
21463	Michael Hays	Cuba Lake YC	14-18-dns	80	19
19697	Marsha Fox	Newport YC	18-24-20	80	20

## Alamitos Fleet Has Successful Junior Day

Twenty-four Junior Skippers entered Alamitos Bay Snipe Fleet's 6th Annual Junior Day Regatta. Twelve boats were rigged and launched. Ron Fox held a skipper's meeting prior to the races. He held his audience spellbound while he probed such mysteries as "How a Red Snapper works." "How to right a boat" and "Why leave the daggerboard safety line attached!" Meantime Karen Fox worked out a rotation system which allowed each skipper to sail 4 races. Other fleet members, beside loaning their boats, manned the various duties necessary to run the regatta.

Using 3 minute starting sequences and sailing inside the bay the teams were able to complete 8 races. Four races were run back to back, 30 minutes for lunch and then four more races. The winds were

perfect, enough to give everyone a chance to have a good workout and sail a Snipe at its full performance potential.

Regatta chairman and organizer, Grant Hill, awarded trophies to the top five teams.

Top 5 Teams — 1. Keith Dobson and Mike Bartell; 2. Steve Bloemeke and Bobby Nash; 3. Jon Shadden and Mike Sagerbloom; 4. Mike Pickney and Jon Pickney; 5. Dave Doyle and Gordie Palmer.

The day was enjoyable for all. The juniors expressed their thanks by helping rig and unrig all the boats, asking a million questions and obeying Ron Fox's final skipper's meeting command "DON'T CRASH."

Eric Conn  
Alamitos Bay Fleet No. 218

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