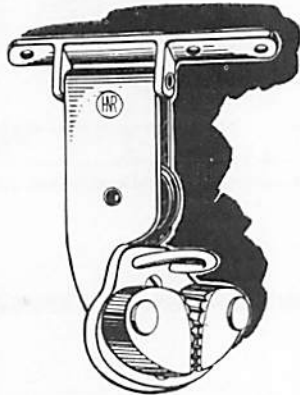




# SNIPER BULLETIN



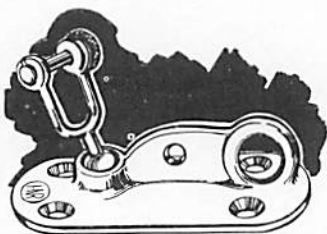
APRIL 1969



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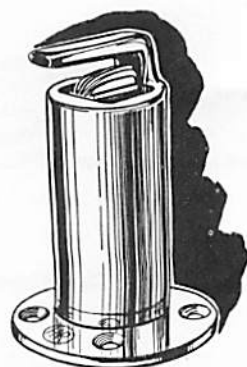
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This quality line of ingenious hardware is designed and manufactured by a Snipe sailor for those who want something better than the ordinary run-of-the-mill fittings. The proven efficiency of these products has received world-wide recognition in the Snipe class as well as many other classes. Take the Jiffy Jib Jam, for example. It has been adopted as standard equipment by most builders of the Snipe class, including the world's largest. The Snipe Class Championship of the World was won by boats equipped with it in the years 1963 and 1965 and the runner-up in 1967. It was adopted as standard equipment on all Snipes used in the 1964 Western Hemisphere Championship and all Snipes in the 1967 V Pan-American Games. The National Championship of countries too numerous to mention, have been won by Snipes equipped with it. In short, it is doubtful if there is an important Snipe regatta anywhere in the world that has not been won by a boat equipped with it. A convincing record such as this, should leave no doubt that when better Snipe hardware is made, Richards will make it.

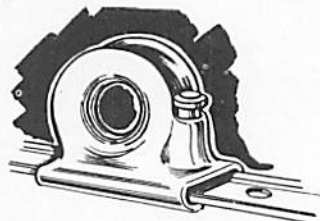


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Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



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## Voice Of The People

### A SNIPE IS ALWAYS A GOOD BOAT

"In a recent BULLETIN article, Buzz Levinson said, 'I'm sure no one would want a planked hull, wooden track mast, steel daggerboard, cotton sail version of Snipe today.'"

I would like to say for the record that there is nothing wrong with that version of the Snipe! I should know — I have Snipe #19. An original! It has a double-planked hull that is in perfect condition. (I know this because I took all the paint off of it last winter). The wooden track mast works perfectly and it also has a track on the boom, and I can get both sails up faster than any of the Blue Jays that race in the Bay.

I have no problems whatsoever with the steel daggerboard, and my cotton sails have only one thing wrong with them — mildew and rust from years of use.

As for the age of the boat itself, I would say it was one of the older Snipes. (An opinion with which no one would dare to disagree, to express it mildly — Ed.) It was built in 1932 and that makes it around 37 years old. It can still keep up with the other 2 Snipes in the Bay (600 and 610) and it can outsail the Blue Jays, also. It is a very good sea boat (I sail to Fisher's Island every day) and the boat does not leak!

You may print this letter in the BULLETIN; in fact, I wish you would, and if there are any comments. I would be very happy to hear them."

Susan Peckham

5 Division St.

Groton, Connecticut 06340

### COULD SCIRA SELL HOLIDAY GREETING CARDS?

"This past holiday season I received from my sailmaker an attractive greeting card showing an ocean going yacht under full sail. I appreciated it and enjoyed it very much.

Has SCIRA ever considered making available to members and other interested individuals a supply of appropriate holiday cards showing a Snipe or Snipe sailing picture? I personally would be interested in several dozen for personal and business use next year.

This possibly could prove the source of a little extra income for the Association, as this is (in the U. S. A. at least) a rather necessary expense and I would just as soon see SCIRA make a little profit as someone else. Give it some thought."

— William Samp

El Dorado, Kansas

If, as suggested, everyone who reads this gives it a little thought, perhaps a good proposition might develop out of this suggestion. Especially do we like the idea of a profit, so let's hear about it. Any Snipe in the card business?

### REACTION FROM BOAT SHOW EXPERIENCE

"Enclosed is the promotional folder we passed out (500 copies) at the local Boat Show. Frankly, I've become fed up — I'm sick (unto death) at all these "new" and usually "bad" boats that people are getting into. Our little ol' White Rock Lake is flooded with boats that aren't much improvement on sailing 10 feet of our pier around on the water.

Well, most people who get into Sailing go into it blind as a bat. All they know is "They want one." So the Snipe Class and other proven, well-established classes need to get out of their easy chairs and talk it up."

Ed Haynes

Dallas, Texas

### CAN'T GET SNIPING OUT OF HIS BLOOD

"My son, David, and I recently purchased Snipe 14761. I previously owned 8388 and 11670, and with each boat, won the Nova Scotia and Maritime Championships of Canada.

Since 1964, I have owned the "Lady Anne", a 35 auxiliary sloop which we purchased from Dr. Melville Bell Grosvenor, Editor-in-Chief of the National Geographic Magazine. We have raced her very successfully, but have always missed the keen and rewarding competition of Sniping. We intend to sail as members of the Bras d'Or YC at Baddeck, NS."

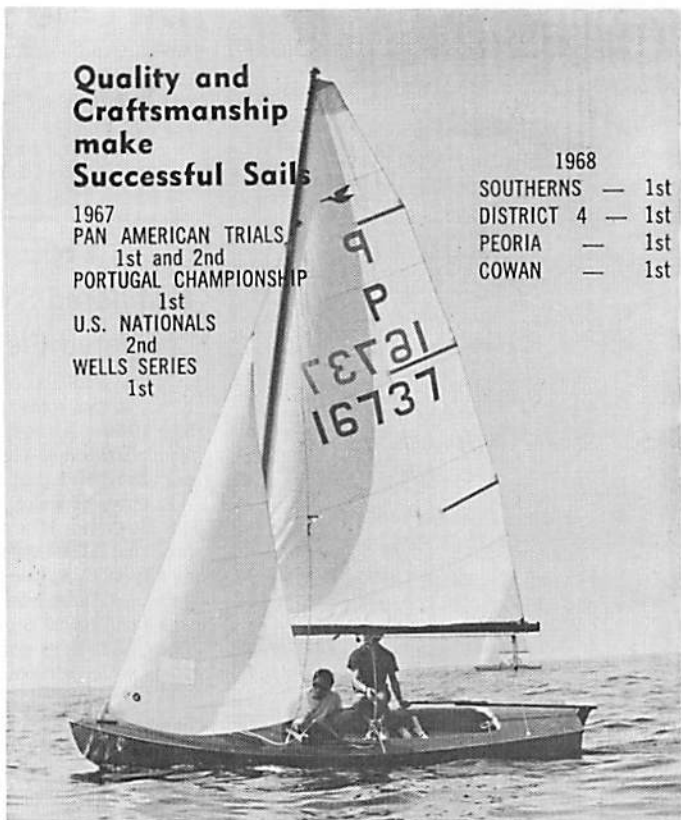
— Dr. Raymond W. Kennedy  
Sydney, Nova Scotia.

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COWAN — 1st

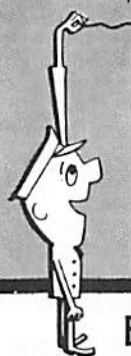


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# SNIPER BULLETIN

THE INTERNATIONAL SNIPER CLASS

APRIL 1969

Vol. XXIII No. 10

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### SUBSCRIPTION

\$2.00 per year. \$2.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPER BULLETIN.

### CHANGE OF ADDRESS

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

## The Cover

Brisk winds made for close and exciting competition as Tom Nute mans the tiller on his "Half Breed" as it scurries to first place a wave ripple ahead of Francis Seavy in 6995 in one of the 5 races of the Don Q Rum Series in Miami, Florida, last March.

— Photo by Miami-Metro Publicity Bureau.

## THE SCORE

Numbered SNIPES — 18125

Chartered Fleets — 663

The addition of 35 new Snipes last month brought our total to 137 since the 1st of October 1968. Although this is 10 less than the same time last year, it is still more than 1 per day, and that is very satisfactory for this time of year.

However, the record was helped by the fact that 20 of these boats, especially built by the U.S.A. for use in the Western Hemisphere Championship Regatta last November, were officially registered for the first time. They have been dormant over the winter, but now, whenever you see the series 18101-18120, you'll be looking at a WH Snipe. Of the remaining 15, Portugal took 4 and the rest went to the U.S.A. No new fleets were established.

## Change in Dates for WC Regatta

In a letter dated Mar. 19th, E. Guedes de Queiroz, the Portuguese National Secretary, states, "I am now able to confirm that free transportation Lisbon/Luanda/Lisbon will be furnished as originally planned and guaranteed for SCIRA officials, all National Secretaries, and crews from each country."

However, the dates will have to be slightly changed. The International Open Regatta will be on October 24-25-26, together with all measurements and other preliminaries. The World Championship will begin October 27 and end on November 1st. This amounts to 10 days earlier than previously announced.

I am finishing the translation of the program and racing instructions and expect to be able to mail it shortly for official SCIRA approval.

National Secretaries will, of course, get direct notification of all details in due course from Portugal. All future information will also be printed in the BULLETIN as received.

## Snipe Regatta Recognized

Late Thursday PM, Jan. 30th, after a symposium conducted by the Lightning Class at the NY Boat Show, Knowles Pittman, Editor of OD-OY, awarded the St. Petersburg Yacht Club Trophy to the Alamitos Bay YC, Long Beach, California, for organizing and conducting the best sailing regatta in the year 1968.

The committee was unanimous in recognizing the excellence of the Snipe Class National Championship regatta held there last August, and picked it from other formidable entries in the competition, including other national championships, world championships, NAYRU championships, and Olympic trials regattas.

Jerry Thompson, long time Sniper and General Chairman of the regatta, who organized and conducted the regatta, was there to receive the trophy on behalf of the Alamitos Bay YC; Steve Taylor, the perennial Race Committee Chairman of the Snipe Class, who (SNIPER REGATTA Page 8 bottom 2nd column)

## New North Europe Secretary —

At a general meeting of the European National Secretaries in Izmir last September, Mr. Brynjulf Romslo of Norway was elected to a 2-year term of office as Secretary for North Europe, succeeding Mr. Aarno Walli of Finland.



Brynjulf has sent the following letter to all the Secretaries under his jurisdiction:

Oslo, March 12, 1969.

I am quite pleased to have the honor of this high SCIRA office, and I want to thank you for your confidence. At the same time, I will use this opportunity to thank Aarno Walli for his work with the Snipe Class in Finland and in Scandinavia.

For your guidance, I want to give you some information about my background:

Active Snipe sailor since 1949.

Taken active part in the administration of the Oslo Snipe Club since 1953.

Participated in the Kongelig Norsk Seilforening's administration of dinghies since 1960.

Norwegian National Secretary the last 9 years.

My wish as Secretary for Northern Europe is to make for better co-operation between the member countries, for I think this is the basic fundamental for increasing Snipe interest nationally and internationally. Snipers ought to travel a lot more abroad to get new impulses. This will raise the standard on the national level.

I think it is of great importance that the National Secretaries take their time to exchange regatta lists and distribute them to Snipe sailors who might be interested. Thus they all will know where the different regattas will take place and at what time, etc.

Another matter of great importance is that all European Secretaries (as well as the North European Secretaries) try to write something for the Snipe BULLETIN about European sailing. Mr. Mills has expressed his desire for European material in a letter to me. The magazine needs articles about the expansion of the class and information about Snipe regattas along with photos.

In a few weeks, the Scandinavian countries will forward their regatta lists, and all of us will be very pleased to have international participation.

I hope that co-operation will be improved during 1969 and hope to see you at the North European regattas.

*Brynjulf Romslo*

Over the last 8 years, SCIRA/Scandinavia has proceeded into maturity, and one of the able men directing that growth has been capable and efficient Aarno Walli. SCIRA owes a great deal to his devotion to Snipe, and we are sorry to see him step aside. But again, as always in the Snipe Class, there seems to be a good man to take over the tiller, and Mr. Romslo certainly is qualified. We can expect continual advancement in his area.

The SCIRA thanks Aarno again for his many contributions of time and materials to the organization, and hopes he will never lose interest. And we wish Brynjulf well in his future endeavors.



## PLANNING

# A SANCTIONED REGATTA

By Stuart Griffing

Snipe regattas are the best means at your disposal to promote Snipe racing, develop fleet leadership, and insure the growth of your fleet. While developing the fellowship of Snipe racing, a regatta provides opportunity to publicize the Snipe Class and boat, and to trade ideas concerning sails, hardware, and tactics. Every fleet emerges stronger following the effort of working together on such an event.



There are many factors in planning a regatta which are not new ideas individually, but which in summary can contribute to the success of a regatta you may plan. With apologies to the experienced, this summary follows.

**DATE.** Contact your District Governor to agree on a date and obtain sanction forms. (See By-Laws, Section 14). The first fleet with forms completed will have the best date, after Nationals commitments, Districts, and regattas of long standing are allowed for. District 3 settles its schedule in January and gets the forms to Akron quickly, giving time for several listings (free) in Snipe BULLETIN.

District 3 is proceeding to approve two regattas on certain weekends at the discretion of the District Governor, but only after review with both fleets and if the sites are at least 200 miles apart. The need has developed at this time because distant Nationals plus travel time eliminates 3 weekends.

**SIZE.** If over 40 boats are likely, a decision must be made early whether to seed into 4 fleets with a 3 race round robin (requiring colored tape for the booms and 1 set of trophies) or whether 2 divisions are preferred. Where 50-60 or more entries are assured, there can be a top division with one set of trophies and a second division for the less experienced with another set of trophies; a skipper volunteers for the division of his choice. Then, if one of the two divisions has over 40 boats, it can round-robin.

**TYPE.** As the need for two regattas per weekend has developed, there may be interest in TOPLESS REGATTAS wherein the top sailors are invited only as crews for the less experienced and dress is optional. The No Account Regatta was of this type.

Snipe BULLETIN ads and invitations should make clear any restrictions of eligibility, such as for the Michigan Championship, or for the Illinois Championship (best Illinois boat at a regatta which is otherwise completely open with open trophies.)

**ORGANIZATION.** After selection of a Regatta Chairman, comparable in experience to a past fleet captain, his organization should probably include these committee chairmen whose roles are largely obvious:

1. Invitations, including map if needed.

2. Road signs in the lake area.
3. Motel Reservations
4. Food arrangements
5. Registration and finance
6. Race and protest committees
7. Scoring, including score card forms
8. Liquid refreshments
9. Trophies
10. Launch and haulout

The best Race Committees and Protest Committees are made up of active racing one-design class sailors from your own club. The opposite is true of the long-time permanent Race Committee no longer racing or attending regattas (especially in Protest work). If you are not confident in the abilities of non-Snipers available, then it is recommended that one or two top local Snipe sailors conduct the races.

Uniform use of NAYRU start sequences, flags, and gun signals are a must. NAYRU code flags AP, N, S, and 1st repeater are needed, together with the NAYRU rulebook for number of guns. While your club may not be an NAYRU member, buy a supply of printed Standard Protest Forms from N. A. Y. R. U., 37 West 44th Street, New York 10036, at \$1 per set of 25.

The Sailing Instruction should state that it can be modified at the skippers meeting.

Lead boats are recommended on all but the smallest lakes.

A standard rule is recommended that children under age 10 wear life jackets when in boats regardless of weather conditions; adults when R. C. so signals (hoist a life jacket). Your procedure should be announced, as should the rules of any local or state authority.

A new NAYRU Rule 51 now says that "Unless otherwise prescribed in the sailing instruction," if a yacht after a general recall finds itself over the line within the last minute before the start, she may continue in the race only if she rounds around the outside of the marks at one or other end of the line and restarts.

**JUNIOR TROPHY.** It is recommended that there be a Junior trophy at each regatta. There are several possible bases: best Junior skipper regardless of crew age, or best Junior skipper with Junior crew; best regardless of winning a regular trophy, or best finish not winning a regular trophy; preferably a keeper trophy.

**GENERAL FACILITIES.** Do not be reluctant to organize a regatta because of modest facilities:

1. If a lake is large enough for a fleet to have been formed, it is large enough for an enjoyable regatta.
2. A single narrow ramp can be made ample for haulout if the host fleet members stand in the water to guide boats onto the trailers, direct traffic effectively to coordinate the right boat for the right trailer, and leave their own boats for last.
3. La Crosse has proven that a club-

(CONTINUED top Page 6 Column 3)

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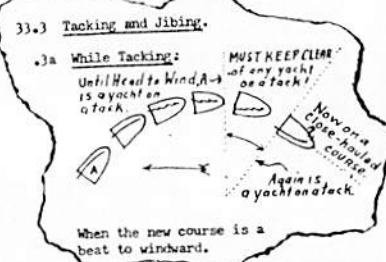
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(A SANCTIONED REGATTA from Page 5)

house is not needed; a very fine regatta was run in 1968, using tents.

4. Wichita proved that indoor plumbing is not needed (but watch out for the updraft in a 30 knot June breeze).

5. In any case it is most helpful to permit camping at the club grounds.

**FINANCES.** While it is difficult to advise in this area, we observe a range from (1) large 90 boat 2 division regattas offering 2 outstanding sets of trophies, with a \$6 entry fee, meals under circumstances conducive to reasonable cost, on a break even basis, (2) smaller, 45 boat regattas with 2 modest set of trophies, a \$2 entry fee, meals needing to be catered, at a \$100 cost to the host fleet.

If financial support is limited, or attendance already at the desired level, keep meals simple and aim to break even. If you would like to increase attendance by keeping the entry fee low, or giving favors, or meals are inherently more expensive, then some deficit is normal (approximately the cost of the trophies). Try a steak cook-out if a conventional dinner is approaching \$5 per person.

**PUBLICITY.** Each fleet holding a sanctioned regatta has an opportunity and a responsibility to SCIRA (By-Laws Section 33) to publicize the regatta effectively in newspapers, and local television. Both require advance contact and the planning of camera work.

**CONDUCT OF THE RACES.** A separate article can be written on how a Race Committee should function (with precision and professionalism). Several references which would assist are:

Rules for Conducting Sanctioned Regattas (Yearbook pages 118-121).

NA YRU Rulebook Part II, Management of Races.

Rules for Conducting District 3 Championship Regattas (as a guide for regattas between the local and national level - write D - 3 Governor).

**RACE SCHEDULE.** Regatta invitations should state the time zone.

In a typical 3 race regatta, first race start of 12:30 PM or 1:00 PM is most normal, to permit people to leave home early Saturday. Saturday morning starts will reduce attendance.

It is wise to state in the Sailing Instructions the timing of an early race Sunday if a Saturday race should be abandoned or otherwise not count. This is vastly superior to an announcement at the evening entertainment, which may not inform everyone and can result in the makeup race being thrown out.

If there is insufficient air for a Sunday morning start, cancellation by 11:30 is recommended rather than waiting any longer to permit prompt departure.

Trophies can be awarded prior to completion of those protest meetings which affect only lower rankings, again to let the haulout-packing-lunch-awards-departure move promptly.

Sunday lunch size, timing, and presentation speeches (if any) should be geared for the guest who has 3 to 10 hours driving time ahead, rather than for the host club member.

**SAILING INSTRUCTION AND RACES.** All sanctioned regattas must be conducted in accordance with SCIRA rules (Yearbook pages 118-121).

# Californians Excel in Bahamas Races

EARL ELMS 1ST IN BACARDI CUP SERIES

TOM NUTE TAKES GAMBLIN MEMORIAL TROPHY FOR 3RD TIME

WITH PERFECT SCORE OF 1-1-1-1-1 AND 0 POINTS



TOP WINNING TEAM of the Bahamas Winter Snipe Championship Series. Tom Nute and crewman Jon Wegand man the controls of their craft on picturesque Montagu Bay. Bahamas News Bureau photo by Roland Rose

The results of the annual Bahamas Winter Snipe Class Championships completed here Monday indicate at least that the men who make the sails also make the best time with their sails.

Four San Diego sailors, all of them engaged in the business of fitting dacron to masts and booms swept the eight race winter championships here in commanding fashion.

Twenty-five year old Tom Nute and his crewman Jon Wegand blew to five straight victories in the five-race Dudley Gamblin Memorial Trophy series to breeze home for top honors. Nute has now won the Gamblin Trophy three years in a row.

In the initial three-race Bacardi Cup series Earl Elms and crewman Dan Goodwin placed first, second and third to take that silverware. They nosed out Nute who had a first, second and a fifth place finish.

Veteran Bahamian skipper Basil Kelly broke the American clutch on top honors when he and his crewman, Pedro Wassitch, guided their craft to three seconds, a third and a 10th place finish to wind up the Gamblin series in second place, between Nute and Elms.

Fourth position in the prestigious Gamblin races was engineered by Ron Strange and Paul McCann, also of the host Royal Nassau Sailing Club. But for a disqualification in the first race of the series they might have placed higher. Their fourth spot was earned through two third place finishes, a fourth and a fifth. They also earned fourth place in the Bacardi Cup Friday and Saturday.

Godfrey and David Kelly sailed to fifth place in the Gamblin series. They nosed out club-mates Peter Christio and David Donald by .7 percentage points in the complicated Olympic scoring system.

The Bahamas championship races represent the first event in the Snipe winter circuit. The Don Q Regatta is slated for Miami Saturday and Sunday, and the Clearwater Regatta is booked for March 11 to 14. Top points winner in all three events is awarded the Carl Zimmerman Trophy.

Tom Nute has also won the Zimmerman Trophy for the past two years.

Following are the complete results of the Bahamas Winter Snipe Class Championships, including the Bacardi Cup (three races) and the Dudley Gamblin Memorial Trophy (five races).

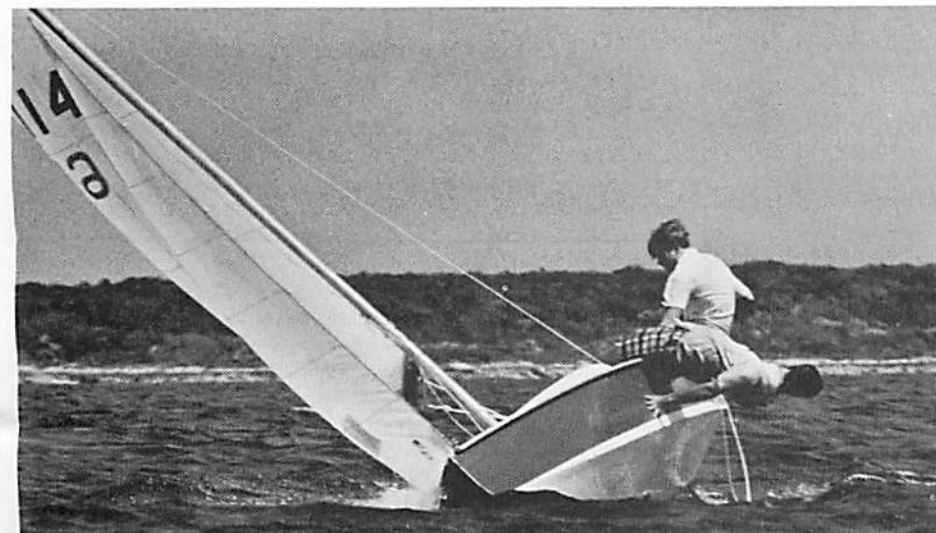
## FINAL STANDINGS - BAHAMAS RACES

### Bacardi Cup

- 1 Earl Elms, San Diego, CA
- 2 Tom Nute, San Diego, CA
- 3 Basil Kelly, Nassau
- 4 Ron Strange, Nassau
- 5 P. Siegenthaler, Nassau
- 6 Don Hite, Detroit, MI
- 7 Peter Christio, Nassau
- 8 Ken Albury, Nassau
- 9 Robert Eardley, Nassau
- 10 Godfrey Kelly, Nassau
- 11 B. Bingham, Cincinnati, OH
- 12 Peter Sweeting, Nassau
- 13 Percy Knowles, Nassau
- 14 R. Farrington, Nassau

### Gamblin Trophy

- 1 Tom Nute, San Diego
- 2 Basil Kelly, Nassau
- 3 Earl Elms, San Diego
- 4 Ron Strange, Nassau
- 5 Godfrey Kelly, Nassau
- 6 Peter Christio, Nassau
- 7 Peter Sweeting, Nassau
- 8 P. Siegenthaler, Nassau
- 9 Ken Albury, Nassau
- 10 Percy Knowles, Nassau
- 11 Don Hite, Detroit, MI
- 12 Jim Bingham, Miami
- 13 R. Eardley, Nassau
- 14 R. Farrington, Nassau



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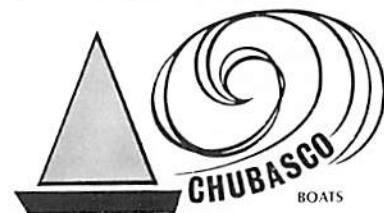
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## RACING TACTICS

### ADJUSTMENTS FOR PROPER SETTING OF THE MAINSAIL

by Francis Seavy

First, I might mention: I have seen so many skippers pulling their mains out to the limit on the hoist and foot as soon as the sail is hoisted. THIS IS A MISTAKE - don't do it!

I think the main should be set loosely (at first) until the boat is on the way to the race course, then adjust for weather conditions. The main should be set for maximum draft for light airs. This means no tension on luff or foot. Now most mains are made maximum on the luff, so the luff will probably be out to the bands with no tension to speak of. A tight leech is very desirable in light air. This is done by letting off the outhaul and trimming the main in the center of the traveler - never trimming too tight. In medium and heavy air, the main should be trimmed with more tension. The more wind - the more tension. This is done by pulling down on the Cunningham and tightening the outhaul. This flattens the main for medium and heavy air.



The outhaul controls the tightness of the leech. With the outhaul at maximum position this tends to soften the leech; by letting the outhaul off, this tightens the leech. So in heavy air we tighten the outhaul to the maximum on the windward beat, and let it off on the reaches and runs where a tight leech is desired. In light air the outhaul should not be pulled out to maximum. It should be left about half way out on the wind and all the way slack on the reaches and runs for maximum drive.

Now the Cunningham adjustment is for moving the draft forward; with the bending mast you have a flat main. On reaches and runs, you should let the Cunningham adjustment off, letting the draft move back in the middle of the sail. I have my Cunningham adjustment on my center board well, and I adjust as the wind increases or decreases. This should be done quite frequently.

The boom vang should always be used on the reaches and runs. This, plus the outhaul, keeps the leech tight, which is very important off the wind. With the leech tight, you are presenting the maximum sail area to the wind. Without the boom vang the boom hikes up and the leech falls off. You lose sail area plus speed, so always use your boom vang on off wind legs.

Now the traveler is very important. It is important to windward and off the wind legs, in heavy and light air. In light air, the traveler should always be centered, keeping the leech hooking to weather and giving the desired weather helm. Now in all winds the traveler should be let off on reaches and runs. This is if an adjustable traveler is used. By letting off, I mean the main sheet block should go out to the sheer as far as possible. This helps down-haul the aft end of the boom. If a conventional traveler is used with block running on rope, the main block will automatically go out to the sheer on the off wind legs. The advantage of an adjustable traveler is to be able to pull the main to the center in light air. In heavy air, if the adjustable is used, it should be let out about half way. This lets the leech point straight aft. This reduces weather helm which is desired in heavy air.

Sheet trim is also important, especially in heavy going. The sheet should be played in and out with the heavy puffs. Letting off in the big puffs and sheeting in when the wind drops off. This keeps the boat on its feet.

In summing up, all of these adjustments working together makes for more boat speed. A big full main can be used in almost all wind conditions. Remember, don't just set it and leave it. Adjust it.



## SORC "LITTLE REGATTA"

### SNIPERS STAGE NOVEL RACES AT FREEPORT, BAHAMAS

By Peter W. Potter



On Saturday, Feb. 22nd, the usually active Hawksbill Yacht Club was turned into a proverbial beehive of activity. Over two hundred visiting Southern Ocean Racing Circuit (SORC) skippers and crews, participants in the Miami-Lucaya 1969 SORC Race held on Feb. 20-21, descended upon the club for the "SORC Little Regatta."

Located on picturesque Hawksbill Creek with a newly renovated clubhouse, the Hawksbill YC played host to the visiting sailors for a day of Snipe races and luncheon. The traditional Bahamian dish of conch chowder along with assorted sandwiches and refreshments were enjoyed by the guests throughout the day.

The novel idea of having the skippers of the large ocean racing yachts, varying from 30 to 70 odd feet in length, take their hand at helming in Snipes was a great success. As many of the skippers mentioned, "I haven't been in a Snipe in 20 years."

In the short time between 11 o'clock and 4:30 PM, five exciting and highly spirited races and a final run-off were held on a modified triangular Olympic course on Hawksbill Creek. Every available boat was pressed into service for this occasion as each skipper tried to prove his superiority over the others. Winners of the first 5 heats were as follows: Races: (1) Jerry and Carol Drew; (2) Russell Hoyt and H. Scott; (3) Charles and Judy Ingram; (4) A. Lecomte and P. Kalis; (5) Bob Held and D. V. Spiva.

Victorious in the 5th and final race was young Bob Held, one of the key crew members aboard the Class B entry, "Touche", overall winner of the Miami-Lucaya SORC race. Held piloted his fiberglass Snipe in back-to-back victories, much to the amazement of the many veteran and older skippers present (who considered each other as "good").

Presentation of the silver tray with Bahama's crest thereon was made to Bob Held by the Commodore of the Hawksbill YC, Peter W. Potter, at the SORC Trophy presentation held at Bob Johnson's charthouse Saturday afternoon. The booby prize of a wooden spoon went to the former Commodore of the SORC sponsoring Coral Reef Yacht Club of Miami, Florida, Commodore Gardner.

(SNIPE REGATTA continued from Page 4)

ran the races (for the 6th time in a row), also stood up with Jerry and received congratulations from those present.

This award was, at the same time, a recognition and silent tribute to the high quality and standards maintained by the Snipe Class, for the entire regatta was conducted in accordance with class rules and regulations required for all regattas which have been approved officially by the class, and which have evolved from many years of experience. Birney Mills looked on with pride, as all Snipe sailors would have done.

SCIRA extends hearty congratulations again to the Alamitos Bay Yacht Club for the honor received.





## NAYRU RULE INTERPRETATIONS

### THE IMPORTANCE OF AVOIDING TROUBLE

By Dick Tillman

Dick Tillman grew up in Snipes. Exposed to the Levinson Sailing Family Fleet during summers at Lake Wawasee in Indiana, he got into his first Snipe (3303) in 1947 at the tender age of 11, and his love for sailing and racing was born. He participated in both intercollegiate and ocean racing at the U.S. Naval Academy. Snipe National Champion 1959; taking on Finns as a side-line, won both U.S. National and North American Championship titles in that class in 1965; awarded Martini & Rossi Yachtsman of the Year as a result. Has been active in Finn organization and on Board of Directors there; on SCIRA Board (1961-1969); Chr. SCIRA Olympic Committee 1963-64; Chr. Pan-American Trials Committee 1965-66. His experienced advice always highly prized.

Now a Major in the USAF; located in Europe as Chief of the Production Division.

He will bring his wife, Linda (also a long-time Snipe) and three daughters back to the U.S.A. on a new assignment in Charleston, South Carolina, in May. You'll be seeing him around again this summer!



The three basic elements involved in winning a regatta the easy way are: get good starts, sail fast, and stay clear of trouble. Note the word "easy". If you cross the starting line first and sail fast you will have little trouble in steering clear of trouble. Everyone will be behind you! However, not all of us are able to get perfect starts every race and not all of us have the fastest boat.

The result is from the start to the finish you are in close proximity to the majority of the fleet and the number of chances of fouling rapidly increase. Those sailors who are able to steer clear of trouble and avoid disqualification will be in the best position to finish high in the regatta.

The purpose of this article and the one to be run next month is to focus attention on the two rules which cause the majority of disqualifications. These are the fundamental "opposite tack rule" and the first fundamental "same tack rule." From my experience, a thorough knowledge of these two rules and their applications will help you most to win regattas by steering clear of trouble and resulting fouls.

The fundamental opposite tack rule (no. 36) states: A port-tack yacht shall keep clear of a starboard-tack yacht. The three time periods that concern you in the application of this rule are the start, post start and finish of the race. If you make a habit of always starting on the starboard tack you are well on your way to staying out of trouble. You need only be concerned with rule 37. However, if you see an advantage to crossing the line on the port tack it must be worth the risk and you must be completely familiar with rule 36, 37.3, 41.1, and 41.2. More power to you, but if you foul, drop out of the race immediately.

After the start, your tactics should be carried out cautiously. It is seldom worth the risk, if in doubt, to cross a starboard tacker. This is especially true at the windward mark. It is never a good idea to put yourself in the position of coming in on the port tack layline trying to find a hole among a string of right-away boats. Too many have tried and failed. Notwithstanding this, it is all right and sometimes good strategy to approach the buoy in relatively clear air on the port tack, but make sure you have an out, if your anticipated hole does not materialize.

You have finally reached the finish without running afoul of rule 36. Now is no time to relax. More races (and regattas) are lost at the finish because a burdened yacht, knowing it is his last chance, tries to cross the finish between the favored buoy and a privileged yacht. The same caution should be given to rule 41.2.

This article is intended to help people win regattas, not races. Many regattas are won without a first place finish.

(Continued bottom of adjoining column)



## FLEET BUILDING

### PUBLICITY FOR THE FLEET

By Alan Levinson

For the last three articles we've talked about fleet training, getting boats for new members, and holding winter meetings. Perhaps we have had the cart before the horse. Before you can train new Snipers, you have to get some new Snipers.

To do this, every fleet should have some one in charge of fleet and Snipe publicity. If no one has the specific job, it just doesn't get done. And when picking that leader, be sure it is someone who likes that kind of work; who likes to write, talk, and explain things; is (or wants to be) in the PR field.

Very few newspapers know much about sailing, so the sailor must be specific about invitations to cover special regattas and information about the local fleet. Newspapers particularly like to get good sailing photographs.

TV stations are usually eager to send photographers to cover special events and if it happens to be on windy days, the coverage can be very exciting to viewers.

Whenever a newspaper or TV photographer is on hand to cover a sailing event, it is important to give him VIP treatment, and if possible, assign him a special power boat with a driver who can get in close for good action shots.

Also, it never hurts to ask the press or TV to stay and enjoy any after-racing activities, such as awards banquet, cocktail hour, etc.

Putting Snipe in the local boat show is another worthwhile activity, although it takes considerable time and effort of the nearby fleet or fleets. Usually boat show sponsors have a surplus of power boat displays and are eager for sailboats. Thus the cost may be less than you would imagine. The Snipe Class has some very good handout material, but it is too expensive to leave for just anyone to take. Those who stop and show some interest should receive the literature and be asked to sign a register for future contacts.

The Chicago area is one that has had a terrific rebirth in Snipe activity, which generated initially from the Chicago Boat Show a few years back.

Finally, the best way to get new members is to take them for a sail or have them crew in a race. Then they can see first hand why you spend so much time (and money!) at the sport of sailboat racing - and they may want to join in the fun!

Remember the Class Slogan: GET YOUR FRIENDS IN SNIPE!



### DRAWING FOR A FULL HOUSE

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THIRD ANNUAL REGATTA  
RICHMOND, INDIANA  
MAY 4, 1969

George Howell, 430 SW 2nd St., Richmond, Indiana 47374

(AVOIDING TROUBLE from column 1)

but certainly none are won with a disqualification. As the majority of fouls involve the fundamental opposite tack rule, you should plan your tactics with this in mind. Thus, if you fail to get good starts or if you lack boat speed, the surest way to place well in or even win a regatta is to stay clear of trouble. That is the name of the game.



# More About the Xth European Snipe Championship

OBSERVATIONS AND INTERESTING COMMENTS MADE BY PETER HARRIS OF ENGLAND

This event every two years was held for the 10th time over the period 17-25th September at the Karsiyaka Sporting Club, Izmir, Turkey, with full co-operation from the Turkish Yachting Federation. There was preliminary checking and measuring and then on 18/19 there were four tune up races in which Turkish Snipes joined.

September 20th was a rest day with the opening ceremony and flag raising of the National Flags of the 14 competing countries. A welcome new entry was Dorel Popovici from Electrica Bucuresti, Rumania, with Snipe 17994. So that by now another milestone in the growth of Snipe will have been passed, number 18000.

Jugoslavia, as well as their defending champions, had their National champions Jugoslavia II. Lebanon was expected, but did not arrive, neither did Poland, Monaco, or Switzerland. Likely entrants in the future are Bulgaria, Germany, and Russia, and possibly Israel and Hungary. In the evening there was a dinner hosted by the Mayor of Izmir which was held out of doors. On September 24th there was another dinner hosted by the Governor of Izmir. On the 24th there was the final dinner where many prizes and souvenirs were presented and entertainment provided by a typical local band and male dancers dressed in traditional costume which was excellent, but, naturally, greeted even more enthusiastically were the three belly dancers. On the final day a visit was arranged to the ruins of Ephesus and the last home of the Virgin Mary.

## RACING

Olympic courses were laid in the wide clear expanse of tideless Izmir Bay. The buoys used were cylindrical in shape 3' high covered with orange canvas and topped with large orange flags and so were very easy to see. With the co-operation of the Turkish Navy there were ample committee and spectator boats. The competitors and National Secretaries were housed in excellent modern hotels in the City of Izmir and a valuable facility was the provision of members and cars to take everyone to the club, a 20 minute drive to the other side of the bay.

## BOATS AND EQUIPMENT

Nearly all competitors brought their own boats with them. The exceptions being England and Austria, who borrowed new Turkish plywood Snipes, and Portugal who borrowed a glass fibre Snipe from a Danish entry in the open regatta. Of the other boats, 5 were glass fibre and 7 wood construction. Again there was a very strong emphasis on dagger boards with only Sweden having a pivot board, which was of stainless steel. The preponderance of metal masts over wood continued with 2/3 metal, caused by the trend of leading Snipe sails to use metal and the difficulty of obtaining suitable spruce. Finland was using a Holt-Allen mast of the same section as used by 505, as he found the round Snipe section too flexible in very strong winds. The other metal masts were Proctor E with limiting swinging spreaders, and almost as many Proctor B. This is an interesting change because, although originally designed specially for American Snipe requirements, it has never been very popular. All the masts were keel-stepped (except for boats which had self draining cockpits where it was on the double bottom) and the Swedish boat, where it was deck stepped. Sweden and Spain had external winches for the Proctor masts. The Portuguese and Danish boats had rubber-covered chocks fixed in the mast hole in the deck to restrict sideways bend. France was using chocks in the front of their wood mast, and Belgium had a sliding adjustable mast gate at deck level. Most boats had wood booms, but Finland had a Proctor boom and Belgium, Denmark, and Portugal flat Holt-Allen booms. Denmark used one of the Holt-Allen aluminum tiller extensions.

The glass fibre boats all had double bottoms which will satisfy the requirements due to come into force on January 1, 1969 for European, Western Hemisphere, and World Ch-



President of the Turkish Yachting Federation Demirdoken congratulating the committee for a job well accomplished.

ampionships at least, and all new boats for self-rescue. If the plywood boats at Izmir happened to win representation as National Champions again, they will have to be modified. The Swedish, French and Belgium boats were the older style, Teurlay-built at Bordeaux, draining by means of a tube behind the centerboard case through the bottom of the hull. The latest version of the Skipper Snipe built in Espergarde, Denmark, is rather similar and was used by Portugal and Denmark. It is a most attractive workmanlike boat. A recess was provided the fore deck for the jib luff downhaul gear. A raised pyramid was fixed over the drain tube to take the mainsheet cleat. They have a small raised portion of the deck behind the mast to take the 3 pairs of cleats on either side which provided for easy adjustment of outboard. Cunningham hole and kicking strap by the crew while he is in his normal position from either side of the boat. Apart from this the skipper is very similar to the Teurlay, and in this they can hardly be faulted as the Teurlay model has proved popular, and indeed their new model has only minor alterations. The Italian boat was by a new builder at Monfalcone, the skipper Morin. The double bottom was below water level so that draining had to be through an Elvstrom bailer at the bottom of a well. The floor level is below that of the normal self drainers. Other boats had Elvstrom or Elvstrom-type bailers, and Jugoslavia II had two tubular Barton bailers.

Finland had a central mainsheet working on a metal track forced just above the floor in the cockpit. All boats had adjustable jib fairleads on slides with cleats on the centerboard trunk on top of the dagger board itself. Only Finland and England had cleats for the main on the boom. Other boats had cleats in the middle of the boat, either on the center board trunk or floor, or a pulley there and cleats on the cockpit sides. Denmark and Italy were using the Elvstrom ratchet blocks.

Denmark and Finland had their shroud attachments near the deck edge instead of the normal 3" - 4" inboard.

## SAILS

There were more Elms sails in evidence this year than North. Denmark used Danish Green sails; Austria Elvstroms; the Finnish representative, Niinigrant, used his own sails, as did the Italian Morin. The Rumanian had made his own sails from Star sails. England used an "Olympic" main and Rockall jib. Norway used sails lent by the Snipe World Champion Nelson Picollo of Brazil, as did France, who also had Elms sails, as did all the other representatives already mentioned. Portugal sometimes used Levinsons sails, and Spain sometimes North in addition. Jugoslavia sometimes used a North jib. The only boats not having windows in their jibs were Rumania and England.



# Tom Nute Won Tough Miami Regatta

WINDS UP TO 25 MPH IN LAST 2 RACES

Hardy Snipe skippers from across the nation found Miami's March winds to their liking as a veteran seaman and virtual newcomer battled for top honors in the annual Don Q Rum Keg Regatta.

The event, March 8-9, was all the sailors could hope for as brisk breezes, mostly out of the south-southeast, filled their yawning sheets and sent a field of 38 speedy Snipes skimming across Biscayne Bay.

When it was all over at the Coconut Grove Sailing Club and the friendly competitors were munching on steak sandwiches, regatta officials and spectators agreed the neck-and-neck battle between Tom Nute and Augie Diaz had made the regatta sparkle as one of the most exciting ever witnessed.

Winner of the Don Q Rum Keg Regatta was Nute, a 27-year-old sailmaker from Mission Bay, Calif. Nailing down second was Diaz, 14-year-old Miami youth. In third was Godfrey Kelly, of Nassau.

The Miami race was particularly important since it comprises part of the Southern Winter Snipe Circuit. Skippers annually sail in Nassau, Miami and Clearwater to pile up points for eligibility in the national championships in August.

Nute, fresh from victory in the Nassau races, and the youthful Diaz—who had learned much of his sailing from pram classes at the Grove Sailing Club—battled tooth-and-nail during the two day event, with three heats raced the first and two heats the second day.

With all the aplomb of hardy youth, Diaz nailed down the lead at the end of the first day with sparkling finishes of 3-1-6.

A couple of rudders distance back in second was Nute, who tacked his "Half Breed" to finishes of 2-2-8. Kelly brought his "Yellow Submarine" across 7-13-1.

"My boat speed," said Diaz, commenting on his first day efforts, "was pretty good. I was pointing high to the wind and was able to stay ahead at every mark in the second heat."

Diaz said he adapted to any slight changes in the direction of the wind, as did the other skippers, and could not point to this as helping him to win.

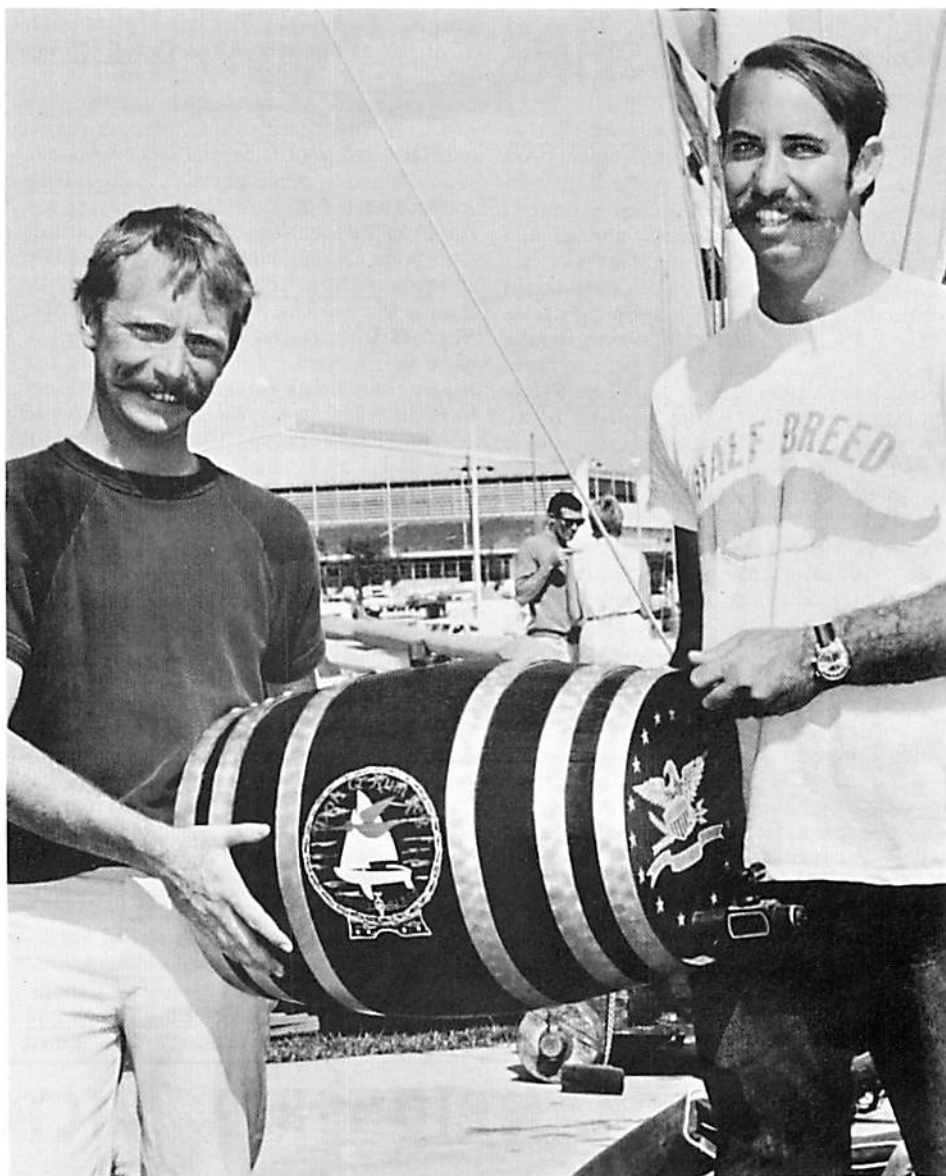
"But on the last downward leg going around the last mark," he said, "most of the boats were coming up wide, but I stayed down low, got a pretty good wind and went on around first."

But the second day proved that experience would win over youth as Nute reversed the tables on Diaz.

Nute, donning six water-soaked sweat-shirts—weighing some 60 pounds—to keep his light boat steady in the tough winds, swept across with finishes of 7-2 the second day to win the Don Q Rum Keg Regatta.

Diaz, a ninth grader at Miami's Christopher Columbus High crossed 8-6 for second place, amid speculation from officials that the youth is a natural for the junior national Snipe championships in Jacksonville in August.

In third overall standing was Kelly with his finishes of 3-4 in the last two races.



MIAMI WINNERS - Tom Nute, right, and crew Jon Wegand, of San Diego, California hoist a decorative rum keg they won, along with two smaller versions (at bottom) for taking first place in the annual Don Q Rum Keg Regatta. Skippers from as far away as Massachusetts, Kansas, and California competed. - Photo by Miami-Metro Dept. Publicity.

For Nute, this was a bitter-sweet win, for among those who fell in his wake was the man he works for, Earl Elms, who also happens to be the American National Snipe Champion.

Elms had a disappointing 6-DNF-4 the 1st day and a 2-DNF the 2nd. Leading in the second race on the 2nd day, Elms had to drop out when his tiller broke.

"Consistent sailing," said the victorious Nute, "is what it takes to win."

"You can't get out there and hope for a streak of luck. You have to keep hanging in there," Nute said. "So long as you can stay in there near the top, you'll do alright when the final scores are figured."

These are words of wisdom! Over the last 4 years, Tom has won his fair share of regattas, and seldom is he ever ranked lower than 5th in the standings.—Ray Lang

Final Results - DON Q RUM REGATTA - (Top 26)									
SKIPPER	CITY	Races	1	2	3	4	5	Pos.	
Tom Nute	Mission Bay, CA	2	2	8	7	3	1		
Augustin Diaz	Miami, FL	3	1	6	8	6	2		
Godfrey Kelly	Nassau, Bahamas	7	13	1	3	8	3		
Francis Seavy	Clearwater, FL	13	10	10	1	1	4		
Peter Duvoisin	Chattanooga, TN	1	6	20	4	5	5		
Gonzales Diaz	Miami, FL	4	4	15	11	3	6		
Bill Aicardi	Miami, FL	12	12	2	10	dnf	7		
Jerry Guardiola	Miami, FL	5	5	19	14	9	8		
Gene Lemke	Indianapolis, IN	21	9	5	13	13	9		
Charles Fowler	Miami, FL	24	21	9	9	10	10		
Bob Brown	Miami, FL	16	15	16	15	11	11		
Howie Richards	Parkville, Can.	10	8	3	18	dnf	12		
Peter Christie	Nassau, Bahamas	dnf	11	18	5	8	13		
Jerry Jenkins	Detroit, MI	9	3	7	6	dnf	14		
Earl Elms	San Diego, CA	6	dnf	4	2	dnf	15		
Bruce Colyer	W. Palm Beach, FL	19	32	13	12	7	16		
Ted Wells	Wichita, KS	18	25	23	17	12	17		
Frank Levinson	Clearwater, FL	22	7	17	16	dns	18		
Bob Bigham	Cincinnati, OH	15	14	12	dns	dns	19		
Don Hite	Pontiac, MI	8	27	14	dns	dns	20		
George Griffin	Clearwater, FL	27	26	30	dnf	dns	21		
Paul Justus	Clearwater, FL	31	29	28	dnf	dns	22		
Jim Garroza	Clearwater, FL	32	16	dnf	28	dns	23		
Dick Edwards	Cuba, New York	28	28	27	21	14	24		
John Cleve	Clearwater, FL	20	19	25	23	dns	25		
George Croasdale	Parkville, MO	25	20	21	19	dnf	26		



## Snipe News in Brief

Like all new fleets, the Whitewater Valley Fleet 653 at Richmond, Indiana (sponsored by the Indianapolis Fleet 409), wants to grow both in membership and activity. They instigated a "one day" annual regatta as a means to get local people interested, believing a short exposure would eliminate many objections adjoining along affair. Their 3rd one will be next month, and it will be interesting to get the facts on this innovation. . . . Acton Fleet 515 is steadily improving. They have 17 boats this spring, nearly all active competitors. They have upgraded themselves, too, with 7 of them getting new (er) boats. They boast that they have completed fabrication of the "fanciest measuring equipment ever built" with tolerances to 0.25% on some parts. Now checking boats and will send measurement data sheets resulting. And we hope that they will send details and pictures of this device for BULLETIN publication. The fact that they sail on the lake where Ohio State's fancy Hueston Woods Lodge is located is turning out to be a big factor in their success. . . . R. S. Gozzaldi, who sailed 3741 some 30 years ago in National Regattas, is still getting around on committee boats down in Dallas. And he crews every chance he gets - he is only 85! . . . Wichita Fleet 93 has a small lake, but a big time from May 1 to the last of October. Last year, they had 52 official races, and Dr. Clifford Reush, a 2nd-year man, participated in 43 of them. All but 5 were committee started; the other rabbit

jumps. Remember Ted has always said, "Get out and practice". . . . Grand Rapids (Michigan) Fleet 137 had 29 active boats last year with an interesting and exciting season. They greatly miss the competition and leadership of Dexter Thede, who was transferred to other parts. . . . District 3 has scheduled 15 sanctioned regattas for the coming season. . . . The Canadian Dominion Championship will be hosted by the Royal Hamilton Fleet 622 probably during the week of August 10th. . . . Capt. M. Y. Miller writes from Singapore, "I have just assumed the responsibility for the various boats owned by my Regiment here in Singapore. We own 4 registered Snipes (15193-15195, 15294). We would like all the information and class literature available so we can consider organizing an official SCIRA fleet." Perhaps some day there might be an international regatta in that area - Japan, Singapore, Hawaii, U.S. and who knows? . . . Robert Wahlberg, 6023 London Rd., Duluth, MN 55804 desires to get in touch with anyone in the Whitefish chain of lakes 30 miles north of Brainerd who would be interested in Snipe sailing. Says there are 4 now, but a few more are desirable so they can have their own races instead of racing with X-boats and a general conglomerate. . . . Groups in Cartagena, Cali, and Bogata are now shaping up into Snipe fleets in Colombia, SA. . . . At the Ohio State Open Championship last fall, 21 of the 51 boats were Lofland; 12 Lemke; 9 home-made; 3 each from Irish and Varal-yay, and 13 from 13 different builders. . . . Paul Holbrook, 504 Bergen Dr., Cinnaminson, NJ 08077, FC of Pine Beach 256 reports that they are making a determined

effort to replace many of the younger members who have finished college and gone off on new careers. A special welcome will be given to new sailors. If you are in that area, get in touch with him now. . . . The 23rd annual Coconut Grove SC Regatta at Miami, FL last Fall saw 242 craft entered. Gonzalo Diaz captured all 3 heats to win Snipe honors; his son, Angie, was 2nd; Bruce Colyer of W. Palm Beach, 3rd. . . . Charles Dills reports that he is trying to get another fleet started in the Washington, DC area. . . . Steve Taylor got a nice letter from Hartley Comfort, an official of the National Class E Scow Association, saying, "I have been reading with so much interest about the Snipe Regatta which you put on. I would appreciate it so much if I could get information, procedures, circulars, printed matter, or anything at all which would help us run some of our various regattas. I think we could learn a lot from the old-timers such as you folks, and so I will appreciate anything you can send." He got the works. . . . Herb Shear's Chubasco Boats received an appointment to build the new single-handed "Contender" from Australia. There will be only 3 or 4 builders in the U.S. . . . Douglas Drake, 3055 N. Gordon Pl., Milwaukee, WI 53212 thinks a group there is interested in starting a Snipe fleet. All area sailors are invited to get in touch. . . . Likewise, Phil Tomlison, Box 265A Rt 2, Boyne City, MI says the Walloon YC is interested in forming a Snipe fleet. Already have 6. The lake is in Northern Michigan near Petoskey and Little Traverse Bay, a great racing lake for boats such as Snipe. The fleet shows prospects of growing. Join up!

## CHAMPIONSHIP VICTORIES

68 EUROPEAN CHAMPIONSHIPS (Izmir, Turkey) 1st-2nd-3rd  
68 MIDWINTER CHAMPIONSHIPS (Clearwater) 1st-2nd-4th  
68 UNITED STATES NATIONALS 1st-2nd-5th  
67 WORLD CHAMPIONSHIPS 3 OF TOP 5

### NATIONAL CHAMPIONSHIPS

68 PUERTO RICO  
68 YUGOSLAVIA  
68 BELGIUM  
68 BAHAMA  
68 CANADA  
68 SWEDEN  
68 FRANCE  
68 SPAIN



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Telephone (714) 295-8887



# Wells Wanderings



by Ted Wells

## CHOP CHAMPIONSHIP

APRIL 1969

Biscayne Bay can produce the most vicious combination of light wind and heavy chop that I've seen anywhere. This (plus rain) was the story of Saturday's races in the Coconut Grove Sailing Club regatta. Sack lunches (passed out after the first race) become kind of soggy when eaten in a down-pour. At least it was warm.

The secret of success in sailing in chop is to get just the right amount of bearing off when going to windward. It isn't easy, and it takes lots of experience. Trying to point high is fatal, just as it is in waves which higher winds produce on this type of water.

## SAIL AWAY ABILITY

Having a boat which can be capsized, swamped (to the maximum degree possible with the particular design), then righted and sailed away in a short period of time is being considered a must in many classes of boats just now.

The criteria to be used in deciding whether or not a particular design has this ability or not are a bit difficult to define, and suggestions are solicited. I think we are sneaking up on some answers. The Lightning class has come up with a system using flotation bags. While this system may have some disad-

vantages, it has the virtue of simplicity and might be the best solution for the home builder.

## TRIMMING THE MAIN

Jim Richter has asked me to add my comments on this subject. Most people don't bother to even set the main anywhere except at the top stripe. I think this is an error. When to drop to the second stripe depends on how bendy the mast is, and how heavy the skipper and crew are. Dropping to the second stripe will reduce distortion of the mainsail resulting from too much mast bending, and will help the skipper and crew hold the boat down. It doesn't hinder the performance of the boat. In the first race in the Crosby Series at Long Beach last year, I anticipated an increase in wind velocity, so went out with the main at the second stripe. The wind did not come up, but we won the race anyway. A good start and going in the right places was much more important than where the sail was.

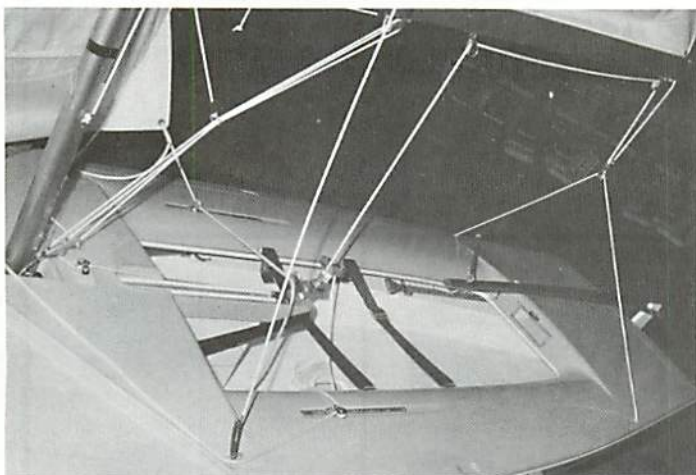
Pulling down on the Cunningham Hole is effective in reducing sail distortion also. It should be pulled enough to eliminate wrinkles when going to windward in a breeze. It should be slacked off, as should the tension on the foot, when on a reach.

In very light winds, some skippers rig their bridles so they can pull the boom well inboard without pulling down and tightening the leech. Sometimes I have thought this was a good idea, and sometimes I have not. I'm sure, however, that with a wind of over 7 or 8 mph it isn't a good idea. The higher the wind velocity is, the flatter the traveller should be so as to pull down on the boom without pulling it in.

**THE CHAMPION RECORD OF A CHAMPION SNIPER** - Ted has not missed a National Championship Regatta since first joining SCIRA in 1939 except for 1939 - 1940 when he did not qualify in the local fleet (only 1 could go then). All of the 25 regattas in which he sailed were consecutive, except for 1943-44 when there weren't any because of war. **SOME RECORD - WHATTA MAN!**



10817 WEST HIGHWAY 54 WICHITA, KANSAS 67209



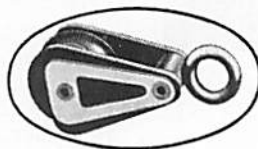
## STANDARD EQUIPMENT

- Choice of Wood Mast — Proctor "E" or "B" — Deck or Keel Stepped
- Aluminum Boom — Fiberglass Rudder
- Richards Jiffy Jam Cleat
- Swivel Action Mainsheet Cleat
- Adjustable 1/8" Side Stays
- Adjustable Traveler — Whisker Pole

- Boom Vang
- Lever Outhaul Adjusting Device
- Hiking Stick — Cunningham Hole Rig
- Anchor and Holder
- Paddle — Fiberglass Spray Rail
- Recessed Sail Track with Adjustable Jib Fairleaders
- Aluminum Centerboard
- Skipper and Crew Hiking Straps







# GENERAL FITTINGS AND EQUIPMENTS FOR YOUR SNIPE

## PRICES FOB OPORTO (PER PIECE)

Ref. 174 - \$ 1.10	
187 - 1.50	
194 - 2.00	
200 - 8.00	—Boomed-mounted Mainsheet jam
202 - 8.50	—Double piece
206/224 - 10.00	—Outhaul
195 - 1.30	
204 - 6.00	
209 - 4.50	—Adjustable jib luff
252 - 3.50	
197 - 1.50	—Center board cleat
198 - 1.50	
199 - 2.00	

Manufactured with stainless steel 18/8

## WINNING FITTINGS

You may question yourself about this slogan but those are the principal fittings for the best snipe. The results have been grateful to us and to those who chose them. In fact the most part of the Portuguese and Spanish sailors have their Snipes mainly equipped with our fittings,

Paulo Santos - European and Portuguese  
Championship 1967/1968

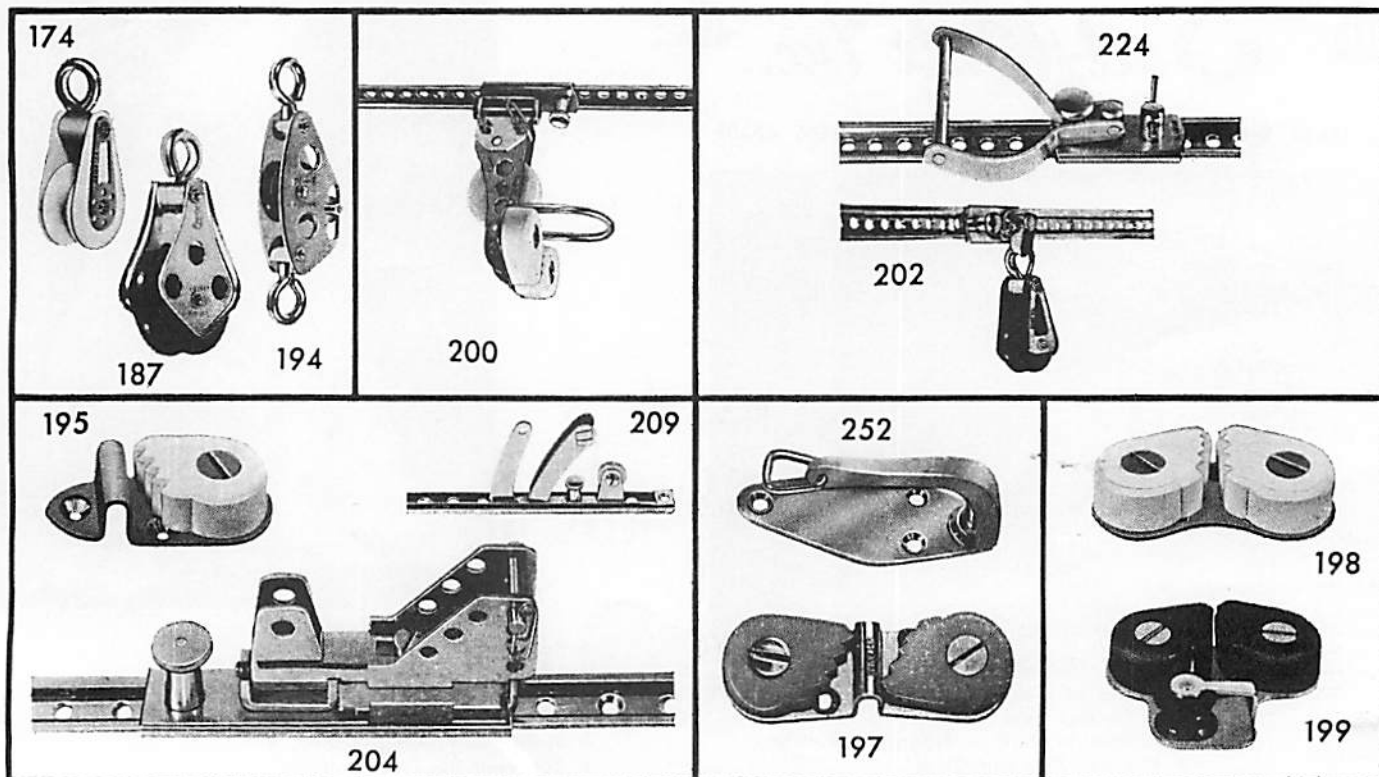
Angel Armada - Spanish Championship  
and

Nelson P. Piccolo - World' Snipe Championship

By the way Mr. Nelson Piccolo is our sales representative  
in South America and his address is:

R. Caldas Junior, 20 - Conjunto 12  
PORTO ALEGRE - BRASIL

These are the successful fittings for a winning Snipe.





## Sanctioned Snipe Regattas

- APRIL 12-13** MAGNOLIA Regatta, Barnett Reservoir, Jackson, MS. Charles Fletcher, 127 Pimlico Pl., Jackson, MS 39211  
**NOTE:** Date of this regatta has been changed from April 5-6 to avoid conflict with Easter.
- APRIL 25-26-27** Holiday-in-Dixie Regatta, Cross Lake, Shreveport, LA. Fred C. M. Ziegler, 3745 N. Market St., Shreveport.
- MAY 3-4** DISTRICT II Championship, Lake Fort Gibson, Oklahoma (Western Hills). John McKee, Box 1235, Shreveport, LA. **NOTE:** This regatta has been switched from Shreveport as previously announced.
- MAY 4** MIDDLEFORK Opener, Richmond SC, Middlefork Reservoir, Richmond, IN. George Howell, 430 SW 2nd St., Richmond, IN 47374
- MAY 17-18** KICK-OFF Regatta, Lansing SC, Lake Lansing, Lansing, MI. Steven E. Smith, 9290 Riverside Dr. Rt. 3, Grand Ledge, MI 48837
- MAY 24-25** SOUTHWESTERN CHAMPIONSHIP, White Rock SC, White Rock Lake, Dallas, TX. Charles Freeman, 5747 Greenbrier, Dallas, TX 75209.
- JUNE 7-8** ILLINOIS STATE Championship, Commodore Decatur YC, Lake Decatur, Decatur, IL. Gene Keltner, 1824 Richmond Ct., Decatur, IL.
- JUNE 14-15** RIFF-RAFF Regatta, Cowan Lake SC, Cowan Lake, Cincinnati, OH. Arnold Lundmark, 4316 Wallington, Kettering, OH 45440
- JULY 4-5-6** MICHIGAN STATE Championship, Crescent Sail YC, Lake St. Clair, MI. Dr. Richard Galpin, 525 Southfield Rd., Birmingham, MI
- JULY 12-13** DISTRICT III JUNIOR Championship Regatta, Illinois River, IVY Club, Peoria, IL. Jim Butler, 3829 N. Harmon, Peoria, IL.
- JULY 18-19-20** DISTRICT III Championship, Island Bay YC, Lake Springfield, Springfield, IL. Donald Fowler, 53 Horseshoe Dr., Springfield, IL 62702.
- JULY 26-27** DIAMOND Lake Open Regatta, Diamond Lake YC, Diamond Lake, Cassopolis, MI. J. K. Gore, Spring Beach Rt. 3, Cassopolis, MI 49031.
- JULY 30-AUGUST 1** JUNIOR U.S. NATIONAL CHAMPIONSHIP at Jacksonville, Florida.
- AUGUST 2-8** 1969 U.S. NATIONAL CHAMPIONSHIP St. Johns River Fleet 630, Florida Yacht Club, Jacksonville, Florida. Information will be published when received.
- AUG. 23-24** HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Al Clark, 2903 N. Tillotson, Muncie, IN 47304.
- SEPT. 6-7** INDIANA OPEN STATE Snipe Championship Regatta, Indianapolis SC, Geist Reservoir, Indianapolis, IN. Berkley W. Duck, III, 433 W. 83rd Pl., Indianapolis, IN 46260.
- SEPTEMBER 13-14** LAKE LOTAWANA Snipe Regatta, Missouri YC, Lake Lotawana, Lee's Summit, MO. Bob Ruppert, 6325 W. 101 Terr., Overland Park, KS 66212.
- SEPT. 20-21** OHIO OPEN Championship Regatta, Chippewa YC, Chippewa Lake, Medina, Ohio. Art Kenat, 17819 Naragansett Ave., Lakewood, OH 44107.
- OCT. 4-5** OXFORD INCIDENT, Hueston S. A., Acton Lake, Oxford, OH. E. L. Griffith, 1224 Laurence Rd., Cincinnati, OH 45215
- NOV. 4-10** WORLD CHAMPIONSHIP Regatta, Luanda, Angola, Portuguese West Africa.

### NORTHERN WARM-UPS

Open Snipe Regatta June 7-8, 1969

WOLF LAKE YACHT CLUB

Write: Howard Harshbarger, Rt. 2, Grass Lake, Michigan.  
 Phone: (517) 522-8066

### Riff-Raff Regatta

Cowan Lake, Ohio — June 14-15, 1969

Write: Rex E. Ely  
 66 North 5th St.  
 Batavia, OH 45103.



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#### FOR SALE: JIB SHEET AND MAINSHEET ROPE

Having trouble with your sheets not holding in your jam cleats? Marlow Pure Anchor Braid is made especially for the racing sailor. FUZZY FINISH (not the slick-finish braid). It will not slip in jam cleats. Will outwear all other types - easy on the hands. 1/4" @ 14¢ ft; 5/16" @ 21¢ ft; 7/16" @ 32¢ ft. It's imported from England and exclusive with LEVINSON SAILS, 900 N. Osceola, Florida 33515.

**NOTICE TO DAY SAILORS!** We have a few new and used masts, structurally sound, but not perfect. Will sell at 50% off. Deck-stepped spruce masts \$100.00 each. 2" deflection; average weight 15½ lbs; Holt-Allen shive cages; adjustable stay tangs. Post Woodworking Shop, 2020 E. 1st St., Tempe, Arizona 82251.

**FOR SALE: SNIPE TIE-TACS.** Exact replica of a Snipe 13/16" high showing every detail. It is made of polished sterling silver and has a stickpin clutch fastener. An excellent quality product of a nationally known jeweler. Can also be worn as a scatter pin for the ladies. ONLY \$5.50 each. Make check payable to: Snipe Fleet 409, 5617 Winston Dr., Indianapolis, IN 46220

**FOR SALE: GERBER SNIPE 12003.** Minimum weight; cedar hull; 40 lbs. aluminum board; keel-stepped mast; measurement cert.; all go-fast fittings; cover; trailer; all in mint condition and always dry-sailed. 5 suits of sails - 1965 Hard; 1964 & 1966 North, and 2 suits Elms 1968 (1 full cut and 1 medium) - all in excellent shape. The boat needs nothing done to it and it has an excellent race record. Price \$1500.00. Will sell sails separately. Donald Ploetner, 87 Slope Dr., Short Hills, NJ 07078. Tel: (201) 379-3702.

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**FOR SALE: (2) TOP QUALITY SNIPE SPARS** - deck-mounted. Bend 2 1/4" with 50lb. weight at stay intersection. (1) 8 pc. laminated \$80.00 with deck mounting plate and trim. (2) 2 piece \$65.00. Both spars complete with sheaves and jib stay fitting. Varished and ready to ship. Packing and shipping extra. G. H. Fletcher, Box 153, Olcott, NY 14126

**FOR SALE: LOFLAND FIBERGLASS SNIPE 15589** North sails, 1 set used 1 season, extra main. Blue with white deck. Proctor aluminum spar, deck-stepped. Main outhaul; adjustable traveler Lemke style. \$1200.00 or \$1000.00 without trailer. Leigh Melvin, 3812 Heights Dr., Hickory Corners, MI Tel: (616) 671-5452

**FOR SALE: LOFLAND SNIPE 14204.** 2 suits North sails; trailer; always dry-sailed. Excellent condition \$995.00. Harry Walliser, Box 272, Libertyville, IL Tel: (312) 363-1476 (days).

**FOR SALE: VARALYAY SNIPE 8677.** Minimum weight. Bilge Rat self-bailer. 80 lb. bronze and 40 lb. aluminum boards. Fully equipped with Duffy, Richards, and Race-Lite fittings. Standard and full sails by Morgan. Many other extras. Excellent racing record - \$800.00. Gator large wheeled trailer \$150.00 extra. Robert E. Longnecker, 226 Fountain St., New Haven, CT 06515. Tel: (203) 389-5233.

**WANTED: USED PROCTOR E** or other keel-stepped aluminum mast for Snipe. For sale: Lofland spruce laminated wood mast in good condition. Write: Brian Cochran, 2736 Via Anita, Palos Verdes Estates, CA 90274

**FOR SALE: EICHENLAUB SNIPE 15505.** Minimum weight. Proctor E mast stepped on keel, jib luff adjustment; adjustable traveler; aluminum daggerboard; 10 to 1 boom vang; lifting rig; Elvstrom bailer. Varished mahogany deck; white topsides. This is one of the finest racing Snipes in the midwest - is so fast it helps compensate for slow skippers. Only \$1175.00. Daniel Wesselhoff, 7232 Miramar Dr., Peoria, IL 61614.

**FOR SALE: SNIPE 15307 LOFLAND** - very good condition. Boston sails; includes trailer and extra mast. Ready to race. \$1150.00. Harold Huseman, 2881 S. Oakland Ct., Denver, CO 80232. Call: 755-1794.

**FOR SALE: LOFLAND FIBERGLASS SNIPE 13434.** with Lofland trailer. Proctor mast. Levinson sails. \$850.00 to settle estate. Mrs. Laurence Dietter, 103 Jefferson Ave., Allegany, NY 14706. Call: (716) 272-8417

**FOR SALE: LOFLAND SNIPE 15155** - Fully race-equipped with aluminum daggerboard and Proctor E deck step; Cunningham hole hardware. Has enviable racing record. Included are: anchor and line; life jackets; cover and trailer. \$1200.00. Will live, 8104 Rush St., Ft. Worth, TX 76116. A. B. (817) 244-0001.

**FOR SALE: PINS, Snipe, collar size. TIETACKS and LAPEL PINS.** A cut-out Snipe emblem in beautifully polished brass. Order one now for only \$2.00 each. Send order to: Rex Gilliland, 64 E. Dixon Ave., Dayton, Ohio 45419.

**FOR SALE: SCHOCK SNIPE 14154** - minimum weight. Fiberglass blue hull with white bottom; North sails; all hardware; tiller and rudder brand-new and never used; Sterling trailer less than 1 year old. This boat is in immaculate condition. Price \$1200.00. Harold Jump, 1625 Massula Rd., Towson, MD 21204. (301) 821-5947.

**FOR SALE: LOFLAND SNIPE 17599.** 1968 self-rescuing hull; Proctor E mast; aluminum board; compass; Cunningham rig; all other advertised features. Dry-sailed for 1/2 season last summer. Elms sails and Lofland trailer also. \$1450.00. Dr. Gibson W. Higgins, 3441 Barclay #8, Memphis, TN 38111. Tel: (901) 321-1631 or 743-2104.

**FOR SALE: LOFLAND SNIPE 12208.** All white fiber-glass; 450 lbs. Completely new rigging; bronze centerboard, bailer, Cunningham rigged; 2 suits Johnson sails 1 suit North; Lofland trailer; cover. Also: complete lake-side haul-pull with raft specially tailored to Snipe. Thomas Rose, 585 N. Main St., Meadville, PA 16335. (814) 336-2095.

**FOR SALE: DANISH-built fiberglass Snipe 10524.** One set dacron sails. Cockpit cover. Always dry-sailed. Excellent condition. Home-made trailer. \$800.00 complete. Charles Lewis, 55 N. Country Club Dr., Rochester, NY 14618. Call: (716) 385-1310.

**BASIC SNIPE SAILING MANUAL** - Just right for the beginner or first-time Snipe owner. 12 pages of most important facts. 75¢ each - 10/\$6.00 from SCIRA.



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## BUILDING A PLYWOOD SNIPE

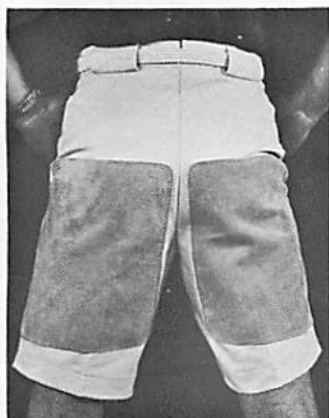
A 99 page DO-IT-YOURSELF book with 98 pictures, diagrams, and sketches with complete plans to build a champion boat along with details for outfitting and rigging—\$7.95 postpaid. Get Snipe blueprints (\$5.00) for an additional \$2.05.

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## Sail By The Seat Of Your Pants!



M120LS This leather seated short of 10 oz. water repellent boat shrunk 100% cotton vivatex will go many a sailing season (non skid deck included). Rugged, comfortable and good looking!!!!

Completely washable available in natural color only with sailmakers suede leather seat.

Sizes: Men's 30, 32, 34, 36, 38 \$17.50

M120LSP Same version as above padded (with light polyfoam). \$19.50

Same sizes \$19.50

RB121 Rope Belt Sizes same as shorts \$2.50

W221 Sailing shorts also available for ladies in colorful 8 oz. 100% cotton duck in sailing blue, red, tan, white, light blue, and black. \$13.95

Sizes 10, 12, 14, 16, 18

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