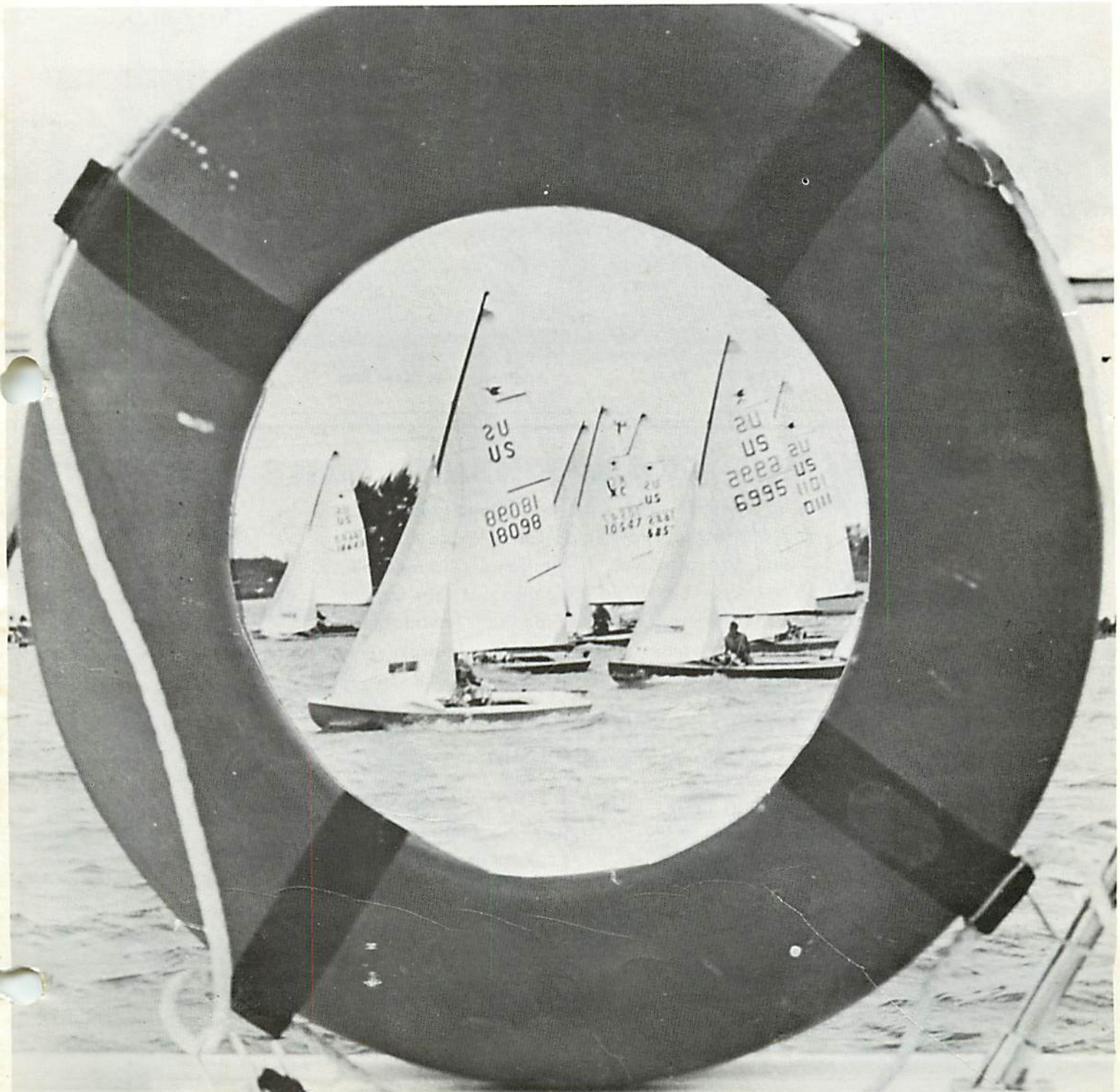




# SNIPER BULLETIN

APRIL 1970



# Cobra Masts

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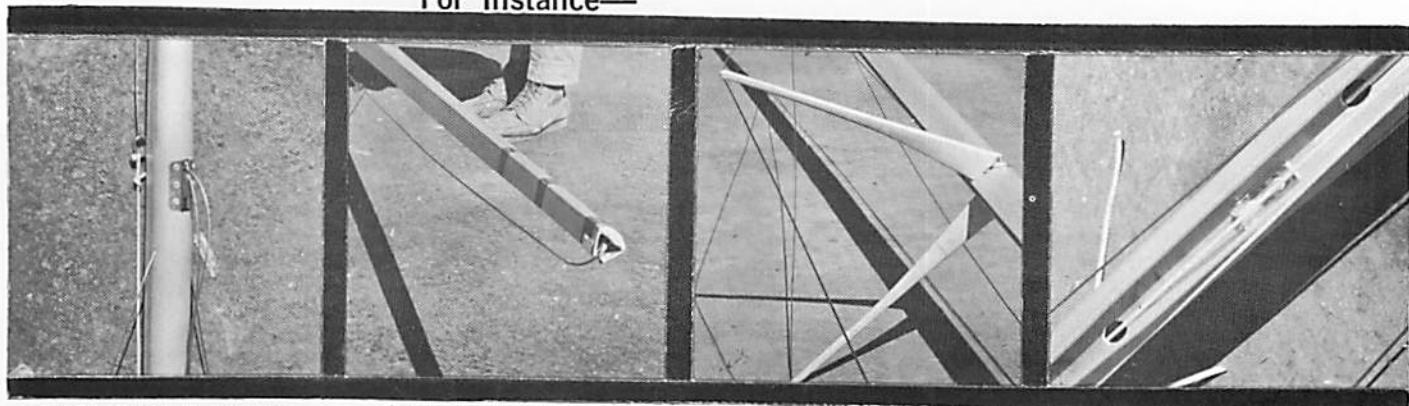
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# Voice Of The People

## APPRECIATED PICTURE OF HISTORIC SNIPE 4000

"It was a thrill to see the photo of Snipe 4000 on the cover of the February BULLETIN. I know Bill would appreciate what you and Harry Lund did in making it possible to publish the photo.

It was especially appropriate at this time, for it is surprising the over-all picture of Snipe has not changed a great deal in spite of the many changes made in the design (see the Levinson Sails ad).

I hope all your races are a success this year. Of especial interest is the Midwinter Championship Regatta, which Bill and I often attended."

— Mrs. William F. (Edna) Crosby  
Larchmont, NY

"I was extremely pleased to see the photo of 4000 on the cover, for now the entire membership will know our designer-founder was a sailor in his own right.

I had to be kidding when I said let's make the minimum weight 350 lbs. since that would probably render all present boats non-competitive. The requested reduction to 381 lbs. is nearly as bad, and I don't see how any group interested in maintaining the popularity and integrity of the Snipe Class could have the gall to request another reduction of 44 lbs. in two years. Are they trying to turn the most successful racing class in the world into a development class?

We all went through the spinnaker deal some years ago. Bill Crosby settled it then by having two good crews race the spinnaker against the wung-out genoa jib. By the time the spinnaker was up and drawing, the boat with the wung-out jib was long-gone downwind. It was also found that on the rather short legs Snipes usually sail in a typical regatta, the "Jenny" was superior, and the expense of a spinnaker was avoided.

LET'S KEEP SNIPE GROWING AS IS!"

— Harry Lund  
1937 SCIRA Commodore

## SIX CENTS WORTH

"To add my 6¢ worth to the weight controversy, I should like to bring to the attention of those expecting great things from weight reduction the fact that the Snipe hull is a "displacement" boat, and not a planing boat. The Snipe will never plane like a "14" or 505 because there is too much V to the bottom.

My other comment is that the Jet 14 has a Snipe rig with a "14" hull, but cannot beat a Snipe in all conditions.

I also have a question: Since manufacturers can now make any aluminum shape mast within some very loose restrictions, I wonder if I can make a wooden mast to the same restrictions.

I don't like being discriminated against."

— Ed Younie  
Keene, New Hampshire

The restrictions on wood masts remain the same as they have always been: 1 1/2" minimum athwartship dimension at the top band or any lower point except at the deck must be 2" athwartship x 3" fore-and-aft minimum. No spreaders are required, but any length desired may be used. Appears to be plenty of leeway.

## WHY WORRY SO MUCH?

"I have enjoyed your magazine over the years and feel I almost know some of the sailors mentioned. I note you are in a great weight controversy now. As a racing skipper in another class (NOD) and the owner of an older boat. I sympathize with those feeling this will make their boat obsolete.

However, why doesn't the class arrange some interfleet racing with some light and some heavy boats? The difference may not be so great after all (one Sniper said only 150 yards in a 10-mile race). In the NOD class, many overweight boats do well in competition, especially out on the coast where the difference may be 100 lbs. (Our minimum weight is 400 lbs.)."

— Dr. Arch Meserole  
Lancaster, PA.

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- 1st—CROSBY NATIONALS
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APRIL 1970

Vol. XXIV No. 9

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#### 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

VIEW THROUGH THE RING - SUN newspaper photographer Howard Balm took this unusual picture through a life ring aboard the Coast Guard Auxiliary vessel, The Playpen, at the start of the second race of the 33rd annual Midwinter Regatta at Clearwater, Florida, in March. Of course, it shows the local favorite, Francis Seavy, (6995) in fine position, and his victory made the shot more exciting. Another way to watch a boat race - but every man to his own choice!

## THE SCORE

### Numbered SNIPES — 18888 Chartered Fleets — 684

The addition of 44 new Snipes last month brought our total up to 283 issued since Oct. 1, 1969. Impressive enough in itself, but even more so is the fact that we surpassed our comparative score of a year ago (137) by 146 boats. This certainly proves something — at least, that the Snipe Class is virile and active in spite of some inner disagreements.

Also, for the numerist (if any) it is rather intriguing to note the overwhelming occurrence of the digits 4 and 8 in this time. We showed a total of 18844 last month, added 44, came up with 18888 — pokerwise, from two pairs to four-of-a-kind. Hard to beat a winning hand like that! Maybe it portends a favorable future - who would guess?

Spain continues to lead in building new Snipes, for 20 of the 44 went there. The balance was pretty well spread out with 13 to the United States, 4 to Canada, 2 each to England and Colombia, 1 each to Bermuda, Portugal, and Uruguay. A nice spread over a large area.

Three new fleets were chartered.

And again we have to turn to Spain and bow to National Secretary Arturo Delgado. How he accomplishes his record is a dark secret, but he did establish 3 new groups in his country:

Charter 682 went to the Club Nautico de la Manga in the province of Murcia.

Charter 683 to the Club Nautico Dos Mares at La Manga del Mar Menor, also in the province of Murcia.

Charter 684 to the fleet at Club Nautico de Alava at Vitoria in the province of Alava.

Well, we don't know what is happening in Spain, but one can hope the "fever" spreads, for the young men there seem to prefer Snipe, but that is contrary to some claims being made in neighboring countries. Could be they really appreciate Snipe as the fine little boat it is - or could be they are anxious to get official charters signed by the new Spanish SCIRA Commodore. Whatever the answer, we're for it!

### Quotable Quotes

JACK KNIGHTS, Yachts and Yachting of London, on the IYRU AND Olympics: "A Swedish sailing club, up in arms like the

(Middle of adjoining column)

## IN MEMORIAM

Snipe sailors were saddened to learn of the death of Mimi Norwood, wife of 1962 SCIRA Commodore Dr. Sam Norwood of Atlanta, GA. While Mimi had been under going treatment for phlebitis recently, her unexpected death at home February 27 was a great shock to her family and many friends.

She was an active crew for Sam, and her sailing family was her pride and joy. At one time, they owned so many Snipes she seriously proposed the formation of an official "Norwood Fleet". The high point was when her daughter Beth was the U. S. National Championship Crew for Dick Tillman in 1959.

Mimi will always be remembered as the main "spark plug" for the annual Halloween Regatta which she helped initiate in the early fifties. She worked the hardest to make the events so memorable, and took great pleasure in sending out publicity, especially delighted when each regatta, year after year, became bigger and better. The many sailors who attended these affairs over the years will never forget gracious Mimi. A fitting memorial to a great Sniper!

To Dr. Sam and family of one son and three daughters, SCIRA expresses sympathy and regrets.

#### (QUOTABLE QUOTES from 1st column)

rest of us about the Union's choice for the Sixth Olympic Class, wrote in protest to Avery Brundage who is, of course, Chairman of the Olympic Committee. In their letter, they hinted that the Union delegates were somehow gaining a financial advantage from choosing as they did. Now this, of course, is absolute rot and only weakens the case. Whatever else one may say about the Union delegates and officers, they are, I am sure, completely honest and sincere . . . . wrongheaded, yes; out of touch, yes - yes!; unwise, yes - but not the other. For one thing, they tend to be rich beyond the dreams of this sort of small scale avarice."

STANLEY OLGIVY, Editor of STARLIGHTS, commenting on Snipe reduction, "The Snipe Class has just gone through a change in the minimum hull weight that caused considerable turmoil. Because the Star Class is currently in a period of comparative calm, we consider it an opportune moment to reproduce part of a letter from the Snipe BULLETIN written by Basil Kelly, current holder of the Knowles Memorial Trophy and a past Bacardi Cup Winner, and long an enthusiastic sailor of both Snipes and Stars. . . . (paragraphs 1 and 4 of Kelly's letter printed - page 9 Feb. BULLETIN). . .

Whatever the issue, only the highest praise can go to the sportsman who sets aside selfish interests to support an improvement that benefits the majority. We trust the Star members will file these thoughts (of Kelly's) away for future reference when once again, as is bound to happen from time to time in any progressive class, tensions and tempers rise over some seemingly drastic crisis."



## On the Lighter Side

### WHAT KIND OF PEOPLE ARE SAILORS?

by Ruth Bockelman, Fleet 309

Any group of sailors contains representatives of a wide variety of skills and abilities in the world of work. But what traits do they have in common?

Sailors are, first of all, individualist. They have to be to show the interest that they do in a sport that not "every-one" enjoys, or even has knowledge about. They prefer to compete on an almost individual basis rather than spectate at team sports.

And they are people who are ardent sailors, but who also have a wide variety of other interests. Some of our sailors are also photographers, artists in oil or pastels, masterful with a billiard cue, actors in community drama, musicians, skiers, expert drivers in sports car rallies, or even writers.

I have wondered often what is the special appeal of sailing that attracts these interesting and talented people and makes of them a group.

Perhaps it is the fact that no one sails without a period of learning a new skill - and it can be a lifelong period of learning. No one masters the handling of a boat in competition in a short time and then becomes bored with it.

Or perhaps it is the wonderful feeling of being outdoors, on blue water under a wide blue sky - in tune with nature so to speak.

It may be the challenge of welding two people into a team of skipper and crew who can handle their boat to advantage in almost any situation.

Or it could be the thrill of harnessing natural forces by the use of a learned skill, to race the course and hopefully place well.

But I think part of it is that sailors are such interesting people!

### Point Scores are Due

Point score sheets are due from each fleet for last season as required under Section 13 of the Constitution. This is the last call so they can be included in the final ratings now being compiled. If your fleet captain has not done so yet, be sure and have him forward them at once, if you want to see your name in print. Also, it must be done to keep your fleet in good SCIRA standing. Special forms are furnished by this office to get uniformity plus ease in sorting each individual score in numerical order. If not sent in properly on these forms as prescribed, they will be sent back, so please do them properly the first time.



## Miscellaneous Items

### A FREE BOAT RIDE TO PORTUGAL

All Snipers have been invited to the 2nd international regatta for the Vasco da Gama Cup near Oporto as advertised in recent BULLETINS. The sponsors are most anxious to establish it on a firm foundation. Now an offer arrives to provide round-trip free maritime transportation for 1 Snipe from New York, Baltimore, Philadelphia, Boston, New Orleans, Galveston or Houston to anyone interested. Imagine the thrill of sailing your own boat in Porto (wine country) while taking a vacation trip in picturesque Portugal. It would be a wonderful venture and memorable experience and those who have been there can vouch for the capability and hospitality of the host club. If you are interested, get in touch with João Meneres, Sport Club do Porto, Mohle Norte, Leixões, Portugal, at once.

### PROPER SCIRA IDENTIFICATION

In spite of the fact the Post Office Dept. has publicized the advantages of zip codes for 3 years, it is surprising how many Snipers (who presumably can read), absolutely ignore that important part of their address. It means we have to look it up - and following practice in the post office, that mail is shunted aside until we have time to do it. Also, another delay comes when the boat number and fleet are not supplied by an individual writing direct. Mail from plain John Smith of Applecreek, California, means nothing to the office help. And there is no way to refer to previous fleet correspondence. So, furnish zip, boat number, and fleet (if any) for prompt reply.

### THAT 2nd COPY of the BULLETIN

When you pay your annual dues, you are entitled to receive 2 copies of the BULLETIN each month. The extra one is supposed to go to your regular crew, but can be directed to anyone the skipper chooses. The practice has been successful, for our circulation has increased legitimately, and since most copies go to prospective sailors, they are passed around to the ultimate advantage of the class. It was never intended that 2 copies would automatically be sent to each paid-up member; it is a fact that one copy of any magazine is enough for one household, so increase the reader potential with a new address, as a library, school, etc, unless you have a "hot crew" in the family who insists on his own private copy.

But you must furnish names with complete addresses each time you pay your dues, for this list is, of its nature, rather unstable, and so we have a general house-cleaning once a year. So be sure to renew your request-keep the BULLETIN coming!

The BULLETIN has the specialized function of distributing SNIPE NEWS TO SNIPERS. You can be a salesman for SCIRA without doing any talking - send the BULLETIN where it will do the most good!

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With draw rope in the bottom edge.
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Covers deck and sides with mast up or down. Has mast collar which closes opening when trailing.
- 10-A WINTER COVER** \$60.00  
Covers deck and sides but with no openings.
- 10-C BOTTOM COVER** \$35.00  
Covers bottom and sides, overlaps top of deck with draw rope.
- 11 TRAILING COVER** \$95.00  
Choice of styles, similar to No. 10 or 10-A with separate 10-C bottom cover.
- 11-B ENVELOPE COVER** \$85.00  
Completely covers the hull, with heavy duty zippers to close the rear opening preventing dust, dirt, and rain from entering.
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For protection when trailing.
- 11-I BATTEN BAG** \$3.50
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# BAHAMAS WINTER SNIPE CHAMPIONSHIPS

## Bacardi Cup and Dudley Gamblin Memorial Series

PERENNIAL WINNING TEAM OF KELLY AND WASSITCH TAKE BOTH PRIZES

by Peter Christie, National Secretary for Bahamas



HAPPY CREW accompanies his skipper, Basil Kelly, as the 1966-67 SCIRA Commodore receives the highly prized Gamblin Trophy- Photo by Don Hite.

This first leg of the Caribbean Snipe Winter Circuit (Nassau, Miami, Clearwater) was scheduled for Feb. 27-Mar. 3, 1970 in Nassau on Montagu Bay.

The "M. V. Betty K IV" delivered the 13 Snipes to the Kelly's lumberyard Dock in downtown Nassau at 9:00 a. m. on the morning of the 27th of February, in very good order, and the Snipes were quickly trailed by RNSC members to the Royal Nassau Sailing Club where their owners soon had them unpacked and ready at the new class minimum weight of 381 lbs. for the first race of the Bacardi Cup Series, which got underway at 3:00 p. m. in the afternoon. This was a beautiful

afternoon with a 15 m. p. h. breeze and a fleet of 23 boats got off to a perfect start. There were 9 Nassau entries and Carlos Bosch represented Bermuda.

At the first windward mark of this race, it looked as if the regatta would be a repeat of the two previous Regattas, with Tom Nute leading a sweep by California of the races; as Doug DeSouza in "Captain America" turned the mark first with Tom Nute second and Basil Kelly with his favorite crew, Pedro Wassitch, following closely behind. In fact, everyone was surprised to see Basil Kelly staying with the Californians on the reaches and take the lead from them in the

### FINAL RESULTS - THE BACARDI CUP RACES

BOAT	SKIPPER - CREW	TOWN	Races	1	2	3	Pts.	Fin.
16488	Basil Kelly - P. Wassitch	Nassau	1	1	1	0		1
18019	Godfrey Kelly-D. Kelly	Nassau	4	2	2	14		2
16583	Pete Duvoisin-J. Duvoisin	Chattanooga, TN	9	3	3	26.4		3
18316	Pierre Siegenthaler-Callender	Nassau	5	6	4	29.7		4
18321	Doug De Sousa-T. McLaughlin	San Diego, CA	2	9	9	33		5
18111	August Diaz-Mark Albury	Miami, FL	7	4	7	34		6
18643	Tom Nute-John Wegand	San Diego, CA	3	11	6	34.4		7
16582	Tom Legere-B. Swanson	Winchester, MA	8	8	11	45		8
17401	Ron Strange-John Morley	Nassau	15	12	5	49		9
18017	Robert Eardley-John Bethel	Nassau	14	10	10	52		10
17396	Jerry Jenkins-S. Jenkins	Warren, MI	10	5	dnf	56		11
11826	Ken Albury-Drew Albury	Nassau	dnf	7	8	57		12
12999	Ralph Swanson-J. Swanson	Wilmington, MA	13	14	14	59		13
17556	Don Hite-R. Moore	Detroit, MI	18	17	12	65		14
17400	R. MacMahon - G. MacMahon	Nassau	11	13	dnf	66		15
18016	Rudy Hornung-P. Donahue	San Francisco	6	dnf	dnf	68.7		16
18112	Carlos Bosch-G. Hill	Bermuda	dnf	16	13	71		17
16878	J. Hall-E. Teasdale	Nassau	12	19	dnf	73		18
13204	Jackson Cummings-E. Lauton	Marcellus, NY	17	dnf	15	74		19
14789	Randy Knowles-G. Damianos	Nassau	19	15	dnf	76		20
16114	Jim Bingham-T. Lightbourne	Cincinnati, OH	dnf	18	16	76		21
16948	Harold Horn-R. Jones	Lincoln, NE	16	21	dnf	79		22
18503	Bob Bingham-P. Bigham	Cincinnati, OH	20	dnf	dnf	86		23

second beat to weather, and hold it to the end with DeSouza remaining second and Tom Nute third. Godfrey Kelly, with his brother David as crew, was fourth, and Pierre Siegenthaler, with crew Colin Callender, was fifth, showing the strength of the Nassau fleet.

That night the Bacardi Company hosted their traditional daiquiri party at the Club, followed by a buffet dinner.

On Saturday, the Bacardi Series was completed with races getting away on time in the morning and afternoon in freshening winds of 15 to 18 m. p. h. In both these races, Basil Kelly got away early and was never headed for a clean sweep of the series and a perfect zero score. He was followed over the line in both these races by his brother Godfrey Kelly, who took two fine second places and in the third race gave Basil a good run for his money. The California teams fell on their "faces" in these races, with Tom Nute getting an 11th and a 6th, and Doug DeSouza getting two 9th's. Dr. Pete Duvoisin and his wife Janet were the hero and heroine of the day by leading the foreign entries with two fine places for the third place trophy.

### THE DUDLEY GAMBLIN SERIES

Bad weather from Florida made Montagu Bay unsailable on Sunday when the first three races of the Dudley Gamblin Memorial Series was to have taken place. Winds were in excess of 25 m. p. h.

On Monday, the winds were still 20 m. p. h. and over in the morning and there was again no racing. On Monday afternoon the wind was at a steady 20 m. p. h. and it was decided to sail two short races. A much reduced fleet of expert sailors ventured forth under full planing conditions. In the first race, the two Kelly boats got away from the fleet and finished in the usual order of Brasil first and Godfrey second. Tom Nute was third. Doug DeSouza had a very close third place when he flipped on the final run just 300 yards from the finish. The Duvoisins again made an excellent showing with fourth place. In the second race of the afternoon, Basil and Godfrey again showed their mastery of Montagu Bay in a blow by finishing first and second. Augie Diaz, with Mark Albury as crew (The Miami whiz kids) came planing into third place after Doug DeSouza and Rudy Hornung, also from California, had flipped on the screaming reaches as did Tom Nute after his rudder literally exploded from the pressure. In this race Jerry Jenkins was in a good position when his chain plate pulled up through his deck and he was put out of action for the rest of the Series.

By Tuesday morning, the wind was a still fresh 18 m. p. h., but beautifully sailable under bright, sunny conditions, but as the boats had to be aboard the "Betty K" for the return to Miami by lunchtime only one race was sailed, and the Series consisted of three races instead of the usual five. In this morning race, the lead changed several times

between Basil Kelly, Tom Nute and Augie Diaz, but Augie demonstrated his tremendous speed on the reaches and came through to win the race and second place in the Series. In this race, Tom Nute was second and Basil Kelly third. Bruce Colyer from Fort Lauderdale, with his wife Gwen as crew, showed up well in this race and finished fourth to be followed by the Duvoisins. The Dudley Gamblin Memorial Trophy therefore, also returned home this year, and the Californians were ached. Basil Kelly did some fine sailing in his now vintage Lippincott Snipe with North sails. Godfrey Kelly, the Californians, the Duvoisins and Diaz all had Chubasco Snipes and Godfrey Kelly and many of the others used Elms Sails.

On Monday evening, the Snipers licked their wounds over cocktails at the

home of the Bahamas National Secretary, Peter Christie, and the Presentation of Trophies took place at a formal dinner dance at the Royal Nassau Sailing Club on Tuesday night. The floor show was singed by the fire dancer, but fortunately Tom Nute was just able to keep clear of her fiery embrace.

Thus ended the 1st series for the Zimmerman Trophy. Especially gratifying was the improved attendance - best in 4 years.



#### FINAL RESULTS - DUDLEY GAMBLIN MEMORIAL TROPHY RACES

BOAT	SKIPPER-CREW	CLUB	Races	1	2	3	Pts.	Fin.
16488	Basil Kelly-P. Wassitch	Nassau		1	1	3	5.7	1
18111	August Diaz-Mark Albury	Miami, FL		5	3	1	15.7	2
18019	Godfrey Kelly-David Kelly	Nassau		2	2	6	17.7	3
16583	Pete Duvoisin-Janet Duvoisin	Chattanooga, TN		4	4	5	26	4
18643	Tom Nute-John Wegand	San Diego, CA		3	dnf		26.7	5
17766	Bruce Colyer-Gwen Colyer	Ft. Lauderdale, FL	dnf	5	4		36	6
17556	Don Hite-R. Moore	Detroit, MI		6	6	8	37.4	7
18503	Bob Bingham-Jim Bingham	Cincinnati, OH		8	7	dns	48	8
18321	Doug De Sousa-T. McLaughlin	San Diego, CA	dnf	dnf			7	9
18016	Rudy Hornung-P. Donahue	San Francisco, CA		7	dnf	dns	51	10
17397	Jerry Jenkins-S. Jenkins	Warren, MI		9	dnf	dns	53	11
17401	Ron Strange-Dave Donald	Nassau		dns	dns		9	12
18112	Carlos Bosch-George Hill	Bermuda		dns	dns	10	56	13

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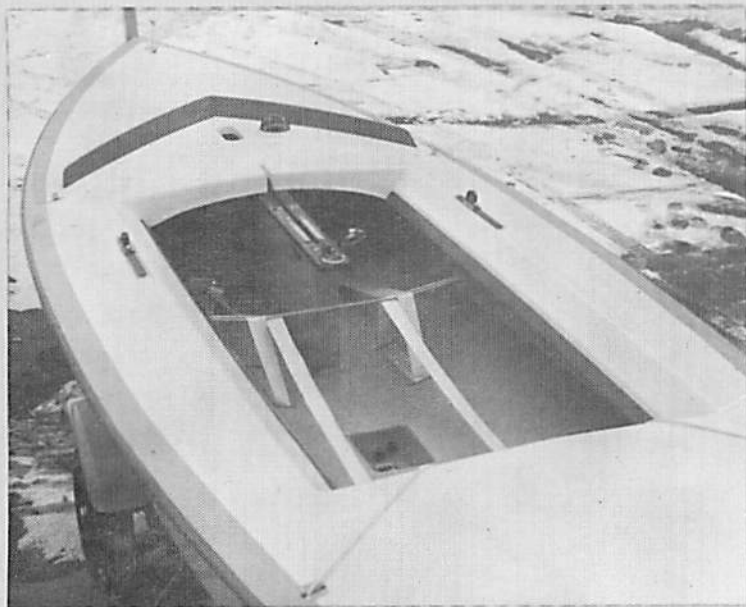
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## Rum Q Keg Winner

### Augustin Diaz Miami

The 2nd leg of the Caribbean Circuit was sailed at the Coconut Grove SC on Mar. 7-8 immediately after the 1st leg at Nassau Mar. 3 and it was quite successful - 5 races were sailed by 41 skippers (5 from Nassau - 1 Canadian) as scheduled on Biscayne Bay without any trouble. It was a real international event and the largest Snipe regatta yet held in Miami.

With high quality competition offered by many of the best Snipers in the Snipe Class, the first 5 positions were always up for grabs, and were like a bunch of bones thrown to a pack of famished dogs, and while many got 1 or 2, youthful "Tinny" Diaz always managed to get a favored one, and his 3-1-2-1-5 was the most consistent record of all the entries.

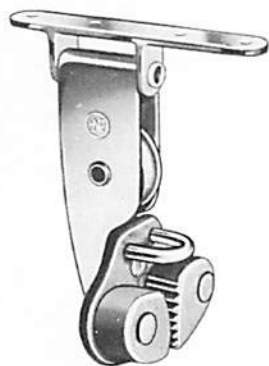
Sat. saw winds 18-25 mph with heavy seas, and with a 11 AM start, 3 races were sailed back-to-back with box lunches served at sea. Pierre Siegenthaler of Nassau took the lead in the first 2 races with 1-2; Diaz had 3-1, but the 3rd race saw Diaz continue to move up with 2 while Siegenthaler started to slip back with 6. Doug De Sousa, Seavy, and Basil Kelly of Nassau were also close competitors. Diaz never relinquished this slight edge. Richards of Canada capsized.

Sunday saw calm and no breeze with paddling to the start. Wind soon blowing 8-10 mph saw 9 AM start with Diaz enlarging his lead with a win to Siegenthaler's 7. Second race had wind increasing 20-25 mph with some wild sailing. Duvoisin capsized, but Siegenthaler threw on it and won ahead of De Sousa and Tom Nute, Californians, and Francis Seavy, all

heavy weather boys. However, Tinny still got his 5th place in his worst race of the series, and that easily cinched the title for him, with 9 points ahead of 2nd place and 24.3 in front of Seavy in 3rd. A masterful exhibition of all-round sailing!

#### FINAL RESULTS - DON Q RUM KEG Regatta (Top 30 of 41)

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	Pts.	Fin.
18111	Augustin Diaz	Miami, FL		3	1	2	1	5	18.7	1
18316	Pierre Siegenthaler	Nassau, BA		1	2	6	7	1	27.7	2
6995	Francis Seavy	Clearwater, FL		2	5	8	4	4	43	3
18321	Doug De Sousa	San Diego, CA		4	9	4	5	2	44	4
18001	Frank Levinson	Clearwater, FL		5	12	3	3	7	52.4	5
16488	Basil Kelly	Nassau, BA		8	7	1	10	13	62	6
10111	Gonzalo Diaz	Miami, FL		6	13	7	6	12	73.4	7
17766	Bruce Colyer	Ft. Lauderdale, FL		12	4	9	17	9	79	8
16853	Pete Duvoisin	Chattanooga, TN		9	8	5	2	dnf	81	9
18019	Godfrey Kelly	Nassau, BA		dnf	3	12	9	6	89.4	10
18643	Tom Nute	San Diego, CA		31	10	11	8	3	89.7	11
18016	Rudy Hornung	San Francisco, CA		10	18	13	13	11	95	12
17396	Jerry Jenkins	Warren, MI		7	6	10	dnf	8	98.7	13
16512	Tom Legere	Winchester, MA		11	11	16	dnf	14	115	14
16996	Clemente Inclan	Miami, FL		19	16	19	14	20	118	15
14789	Randy Knowles	Nassau, BA		13	14	14	dnf	18	122	16
17556	Don Hite	Detroit, MI		16	19	dns	11	22	132	17
16025	Ted Wells	Wichita, KS		dns	22	17	20	15	138	18
18098	Bob Williams	Wichita, KS		15	30	27	15	21	138	19
18503	Jim Bigham	Cincinnati, OH		24	17	18	dnf	19	142	20
14654	Bob Brown, Jr.	Miami, FL		14	15	22	dnf	dns	148	21
15291	Sam Arrojo	Miami, FL		dnf	dns	20	16	16	149	22
17171	Julio Galletti	Miami, FL		25	29	26	21	24	155	23
9554	Charles Fowler	Miami, FL		26	28	24	26	27	161	24
12453	Barry Cochran	Clearwater, FL		21	23	21	dns	dns	163	25
13204	Jackson Cummings	Liverpool, NY		29	26	23	dnf	23	164	26
14703	Francisco Calvet	Miami, FL		28	27	28	25	26	164	27
16861	Robert Dean	Ft. Myers, FL		27	25	25	dns	dns	175	28
13030	George Griffin	Tampa, FL		30	dns	dns	22	25	175	29
14092	Bill Aicardi	Miami, FL		23	24	dnf	dns	dns	178	30



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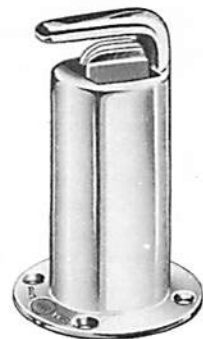
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along with the Jiffy Jam, are the only two cleats in the world which operate both ways on a single cam, making only the one fitting necessary. The crew can also hike-out with the jibsheet as support **without it coming unjammed**. Made of high tensile bronze, chrome plated, with a stainless steel bearing shaft and spring. Comes complete with fastenings and weighs only 5 ounces. Height 1 1/2", width 1 1/2", length 1 7/8".

# Seavy Regains Midwinter Title—for the 8th Time!

A Close Duel with Augustin Diaz, Who Barely Beat his Father for 2nd Place  
"Tinny" also wins main Zimmerman Trophy for high Circuit score - best Junior, too



**THE TROPHY WINNERS** - Francis Seavy, Augustin Diaz, and Gonzalo Diaz (l. to r.) pose with the prizes they won in the 33rd annual Midwinter Championship Regatta at Clearwater. Seavy won the title from defending Augustin, while his dad, Gonzalo, was third overall. Seavy holds the big prize Championship Trophy, and Augustin has the Seavy plaque for the best Junior in the regatta, and his big prize, the Carl Zimmerman Trophy for the best total score for all the regattas of the Caribbean Circuit, won last year by Tom Nute. — Clearwater SUN photo.

21 skippers from 7 states plus 1 each from Bahamas and Canada entered the 33rd annual Midwinter Championship Regatta at Clearwater Mar. 10-13, and, as usual, it was a great success. While smaller in numbers than in recent years, it was large in quality, even though Elms, National Champion, missed for the 1st time in 3 years.

But the regatta was sparked by young Augustin Diaz of Miami, National Junior Champ, fresh from an impressive victory a week before when he won the Don Q Rum Keg from 41 formidable skippers at Miami. This victory, coupled with his 2nd place win at Nassau, had him all steamed up to not only keep the Midwinter title won last year, but to also get his hands on the Zimmerman Trophy awarded to the highest overall score to the sailor who competed in all 3 regattas of the Caribbean Circuit, of which Clearwater was the last leg. Tinny had a nice lead over 6 or 7 other sailors who could meet qualifications.

But equally fired up was veteran Francis Seavy, 7 times winner of the title, defeated by 3.7 points last year when Diaz won the last 2 races in a homestretch splurge. Francis was determined to avenge this loss, so the scene was laid for an intense and interesting struggle.

6 races over an Olympic course were scheduled with 1 Tues.; 2 on both Wed and Thurs.; 1 Friday on the Gulf of Mexico with transfer to South Bay if bad weather.

**RACE 1.** Beautiful 70 degree temp, ideal sailing 8-10 knots on choppy but not rough water perfect for those liking heavy weather at Nassau and Miami. Boats were "singing" because of fast planing. Augustin took an early lead, held it all the way, picking up ground on every leg. The old adage "Like Father Like Son" changed to "Like Son Like Father", for his father Gonzalo, noted Sniper with many victories, was the nearest boat, but still an unbelievable 1 min. 50 sec. behind his boy when he crossed the line. He in turn had plenty of water behind him before De Sousa finished in 3rd. Jack Mueller disqualified himself after finish due to a foul, moving Pete Duvoisin of Chattanooga and Don Hite of Detroit up to 4th and 5th. Explaining his decisive and impressive victory, the polite, but brilliant 15-year old student of sailing and academics, said he just "sailed the course" as the rest battled each other.

On Wed., 19 sailors were towed out to the course on South Bay under threatening skies. And when heavy rains and lightning finally arrived, it was no go just moments

before the gun. The tow back through the chop and swells made these rides almost a sickening and disastrous experience for the now thoroughly drenched sailors, but luckily there was plenty of help and no appreciable damage resulted. 3 races now for Thursday.

**RACE 2.** Gusty winds 15-20 knots dictated sailing in South Bay again and 19 started on Olympic course at 1:50 PM with plenty whitecaps. It was close at the start, although Tinny Diaz started to pull away in short order. However, in the final 3 legs (windward, leeward, windward), he just managed to hold off Seavy gradually picking up some 50 yards, and he edged the veteran by a matter of 4 feet in a thrilling tacking duel to the line. Next came Duvoisin, Tom Nute of San Diego, and Frank Levinson of Clearwater. Took only 45 minutes as brisk breezes moved the boats at an extremely fast clip.

**RACE 3.** Winds up to 10-12 mph at 3:05 start and it took only 50 minutes around the same course. It was Seavy all the way as he continued his move to the front in an effort to reduce the narrow score gap with Tinny. And he succeeded, for in the battle for 2nd place, Don Hite squeezed first by Augustin and then by Gonzalo to beat both. Duvoisin was 5th. A protest against Tinny was disallowed as he was forced into a mark by Levinson, who dropped out of the race.

**RACE 4.** Followed immediately at 4:15 under the same conditions and very gusty winds. This time saw Seavy, now "hot", get another first place as he marched to overtake Tinny. Although there was a Diaz right behind him in 2nd place, it was either the right or the wrong one (whichever way you look at it). It wasn't his rival, for Tinny finished in 4th again right behind Bruce Colyer of Ft. Lauderdale with his wife for crew. Levinson was 5th.

At the end of this day's 3 fine races, the overall score showed an exciting 3 man contest emerging with the Diaz representatives ganging up on Old Francis. Really looked tough for him, for his two 1sts that day opposed to Tinny's two 4ths had made up the morning's difference and they were now tied at exactly 16 points each, or 7-2-1-1 to 1-1-4-4. Immediately behind them was father Gonzalo, solidly in contention with 2-3-3-2 and 17.4 points, thus insuring an exciting final 2 races Friday for the title. Sitting in 4th position was Don Hite with 39.7 and Pete Duvoisin in 5th with 40.7, both men quite far off the pace.

**RACE 5.** On South Bay over a one-lap triangular course due to very gusty 18-20 mph winds blowing when the first race began at 2:07 PM. Only 14 of the original 21

ventured out and De Sousa led most of the way, beating Seavy, also a heavy weather sailor, by a respectable margin. He sailed a beautiful race in steadily increasing winds. Rudy Hornung turned over, but stayed for the final race. Levinson, Duvoisin, A. Diaz, and G. Diaz finished 3- 4 5-6. Thus Seavy picked up 7 points ahead of his closest competitor Augustin. This put him in excellent position, for even if Augustin won the last race, Seavy would have to be worse than 3rd in order to lose. All Francis had to do was to stay ahead or close to Augustin at the finish.

**RACE 6.** Winds were very strong by now but the fleet chose to race as they wanted a throw-out on which so much depended. Got away at 3:22 PM over the same course, NW 30 mph very gusty winds, white caps, and choppy water. By far the roughest race of the series, but Bruce Colyer with HIS WIFE GAIL as crew proved to be equal to the task of staying afloat, and they won going away. Seavy hit a mark early in the race and rather risk a capsize by doubling back, took a DNF, for Tinny was far enough away that he was in a safe overall winning position. 4 others turned over, and 2 of them were in the Diaz family. Tinny, who knew he was licked, nevertheless refused to give up, righted his craft, and doggedly finished the race, the 10th and last Snipe to cross the line. His dad was just 50 yards from completing the circuit when he got dumped, and it ended a very unhappy day for the Cuban refugee family now living in Miami. De Sousa, Tom Nute, Levinson, and Duvoisin were 2-3-4-5.

Thus ended a somewhat "hairy" week of sailing, from the nicest weather to the worst. While some who turned over in the last race might have thought it was a mistake to sail, none expressed their displeasure in the warm clubhouse bar later. One skipper even remarked that, "I was warmer in the water." No wonder members of the Coast Guard Auxiliary generally commented, "They're sure a hearty breed, or else just a little crazy."

Seavy had made another remarkable fight in his long career sailing in SCIRA'S second oldest regatta to keep the coveted trophy in his local home club where he thinks it belongs, and his 8th victory



**WINNER SETS PACE** - Augustin Diaz, 18111, holds a slight lead to weather at the start of the 1st race. He increased this lead the remainder of the race and won easily. His dad, Gonzalo (18011 in the middle) would up in second place. — Photo by Clearwater SUN

surely establishes an envious record for future sailors to shoot at. All Snipers respect this dedicated and loyal Sniper, and join in wishing him many more honors in the sport he loves - and does - so well!

But all was not lost for Tinny: He got a fine second in a tough regatta; best of all, he won the Zimmerman Trophy hands down with 2-1-2; also the Best Junior Award for junior high score at Clearwater YC - BEST JUNIOR? Why, only one senior was able to beat him! So watch out for Tinny whenever

he races in the future, for, as Francis Seavy so graciously says, "He's a fine young sailor. It doesn't make any difference what kind of weather we have, he always seems to be there."

Previous winners of the Zimmerman Trophy are Jerry Jenkins in 1967 and Tom Nute 1968-69. Noteworthy this year was the winning of each regatta by the local home champion on his own waters.

- With thanks to Ed Haver and Naomi Seavy.

**Final Results - 33rd MIDWINTER SNIPE CHAMPIONSHIP - (5 out of 6)**

BOAT	SKIPPER - CREW	TOWN	Races	1	2	3	4	5	6	Pts, Fin.
6995	Francis Seavy - Dave Macallum	Clearwater, FL	7	2	1	1	2	dnf	19	1
18111	Augustin Diaz-Mark Albury	Miami, FL	1	1	4	4	5	70	26	2
10111	Gonzalo Diaz-Frank Vrona	Miami, FL	2	3	3	2	6	dnf	29.1	3
18321	Doug De Sousa-Tom MacLaughlin	San Diego, CA	3	11	8	dnf	1	2	39.7	4
6940	Bruce Colyer-Gail Colyer	Ft. Lauderdale	7	5	3	7	1		41.7	5
16853	Peter Duvoisin-Jane Duvoisin	Chattanooga, TN	4	4	6	7	4	5	45.7	6
18001	Frank Levinson-Dick Edwards	Clearwater	8	6	dnf	5	3	4	49.4	7
17556	Don Hite-Ron Moore	Detroit, MI	5	9	2	6	8	6	50.4	8
18643	Tom Nute-Jon Wegand	San Diego, CA	6	5	9	10	10	3	58.4	9
17518	Mike Walbolt-Tom Walbolt	Clearwater	10	8	7	14	13	dnf	82	10
6156	Don Reeder-Gary Sorenson	Clearwater	13	7	11	9	12	8	83	11
18016	Rudy Hornung-Paul Donahue	San Francisco	11	10	12	dnf	dnf	7	84	12
10547	Howard Richards-Ted Hains	Oakville, Ont.	9	12	10	8	dnf	dns	90	13
17162	Frank Pontius-Biff Welbon	Diamond Lake, MI	16	16	13	13	9	dnf	95	14
8598	Robert Welbon-Jack Batstone	Clearwater	18	18	14	16	11	9	98	15
16025	Ted Wells-Bob Carroza	Wichita, KS	12	13	15	11	dnf	dns	102	16
18098	Bob Williams-John Cameron	Wichita, KS	15	17	16	12	dnf	dns	111	17
14888	Al Gay-George Robb	Freeport, Bah.	19	15	dnf	15	dnf	dns	119	18
11559	Phil Blair-Sue Pulling	Clearwater	20	19	17	dnf	dnf	dns	128	19
16948	Harold Horn-Vernelle Horn	Lincoln, NB	17	dnf	dnf	dnf	dnf	dnf	131	20
18627	Jack Mueller-Nancy Mueller	Cleveland, OH	dnf	dnf	dnf	dnf	dnf	dnf	135	21

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## Jerry Jenkins Reclaims Indian Summer Trophy

Highlight of the Chicago Snipe sailing season was the Indian Summer Regatta held on September 13th and 14th by the Chicago Snipe fleet and Burnham Park Yacht Club. For the second time in three years, Jerry Jenkins of Detroit took first place honors. Ed Probeck of the host club was the runner-up, and Buzz Levinson of Indianapolis placed third. The top five spots and trophy winners were rounded out by Mike Chandler, Detroit, and last year's runner-up Bud Leonard, Diamond Lake.

The promise of sailing on Lake Michigan attracted forty-seven sailors from seven states. Tough competition was guaranteed by the participation of such top skippers as Jerry Jenkins, current District III champ, and Buzz Levinson, 1969 Crosby series winner. Local hopes centered on Ed Probeck, 1969 Chicagoland winner, and Geof Andron, back from crewing on the winning Cal-40 in the Transpac. Last year's regatta winner, Frank Levinson, son of Buzz, did not participate.

The visitors dominated the races. Local sailors always pray for a Northeaster to bring the heavy winds and waves they faithfully believe they would excel in, but the wind held from the southwest for the entire weekend. Conditions varied from light and shifting on Saturday, to a gusty thirty knots on Sunday. All races were held on BPYC's triangular courses one mile east of the Chicago lakefront.

Shifting breezes produced big contrasts in finishes between the two Saturday PM races of four miles each. Skippers haplessly sailed into dead spots and watched competitors drive by. Jenkins picked Buzz Levinson as the man to beat in the 1st race, and rounding the leeward mark for the finish, Levinson led with Jenkins close astern. Jerry held Levinson on starboard out into the

lake long after the rest of the fleet had tacked into shore, but the two then sailed into light airs which dropped them back to 15th for Jenkins and 10th for Levinson at the finish line. Meanwhile, Gene Lemke had picked up a 1st, Mike Chandler of Detroit 2nd, and Bud Leonard 3rd. maneuver looked like a bad one.

In the second race Jenkins bounced back for a lead-all-the-way 1st. Ed Probeck took 2nd by nosing out Frank Pontious of Diamond Lake, at the finish line. In contrast, Lemke fell to 23rd, and Chandler to a 9th.

At the end of the first day, Ed Probeck of Burnham Park Y.C. led the overall standings because of his more consistent sailing, closely trailed by Bud Leonard.

Sunday morning brought a weather change, high winds, and a threatening storm which didn't develop. By the starting gun of the seven-mile race, the clouds were breaking up, and the race finished under sunny skies. The high winds stayed however, and shipped up a heavy chop. Skippers and crews hiked hard on the beats and enjoyed long surfing stretches on the reaches to experience the most open-water-like race of the regatta. Tactics changed from Saturday, and those who sought thermal effects onshore instead found a bad cross-chop. Jenkins showed his heavy weather ability, keeping his boat flat and driving through the chop to lead the way across the finish line and capture the top trophy. He was followed in by Buzz Levinson, Geof Andron, and Ed Probeck. The top finishers were separated by only a few points in the overall standings. —Lolli Sherry

### FINAL RESULTS (Top 20 of 47)

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
17396	Jerry Jenkins	Detroit, MI		15	1	1	21	1
13023	Ed Probeck	Chicago, IL		6	2	4	22.7	2
18001	Alan Levinson	Indianapolis, IN		10	4	2	27	3
14676	Mike Chandler	Detroit, MI		2	9	7	31	4
16799	Bud Leonard	Diamond Lake, MI		3	5	11	32.7	5
17465	Geof Andron	Chicago, IL		0	7	3	32.7	6
18048	Terry Timm	Memphis, TN		4	6	8	33.7	7
17163	Frank Pontius	Diamond Lake, MI		13	3	9	39.7	8
17164	Gunnar Stickler	La Crosse, WI		11	10	6	44.7	9
17556	Don Hite	Lake Angelus, MI		5	21	5	47	10
13835	Wayne Milne	Birch Lake, MI		9	11	12	50	11
15301	Don Ompion	Chicago, IL		18	12	15	63	12
16953	Earl Troeger	Birch Lake, MI		7	27	13	65	13
17600	Gene Lemke	Indianapolis, MI		1	23	dnf	74	14
17687	Henry Young	Akron, OH		22	15	21	76	15
14445	Tom Hammermeister	Akron, OH		23	13	22	76	16
16482	Frank Vincent	Springfield, IL		24	14	26	82	17
17165	Charles Wright	Oxford, OH		20	17	31	86	18
14009	Robert Kramer	Diamond Lake, MI		16	16	dnf	89	19
13836	Don Holtz	Birch Lake, MI		17	25	30	90	20

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# Wells Wanderings



by Ted Wells



## Record snowfall

APRIL 1970

This just wasn't my year on the Southern Circuit. I did not go to Nassau - not because they sailed at 381 lbs. minimum weight (which would have made me sail at 410 lbs. even after removing 15 lbs. of supposedly unremovable ballast), but because we spent two weeks going to, staying in, and returning from Jamaica. I rigged the boat at the Coconut Grove Sailing Club before leaving, left sails, hoisting sling and everything with my local crew, David Albury, finished first in the race through immigration and customs when the ship docked, arrived at the club on time - but someone had swiped my rudder.

It was probably a hippie from the nearby hippie heaven park who wanted to burn it to warm his pad, but there were snide remarks about searching other boats from the same builder as mine, some of whom had broken one or more rudders in Nassau. Pete Duvoisin came up with a spare which had no pintles and didn't fit anywhere, but it was a rudder. We missed the first race and arrived on the bay in a thoroughly frazzled condition, in time for lunch and the next two races. The weather was nice and so was the wind. Sunday was unsettled, breezy, with bumpy water and much rain later. I sail a lot better on smooth water.

There are some records which, when established, are unlikely to soon be broken - like a 3:30 mile or a 9 second hundred yard dash - and the three hours late skippers meeting at Clearwater. The weather was beautiful - bright sun, light

### 1970 C-O-R-K Regatta

CORK '70 will be the biggest sailing event in North America this year. 11 classes will be there. Snipes, OK's, 14's, Finns, Fireballs, F-D's, Lightnings, Tornados, Stars, Solings and Dragons. The name explains much "Canadian Olympic training Regatta Kingston." The idea is to provide the kind of top competition that sailors would find in the Olympic or Pan American games. For this reason we have established CORK as the North American Snipe Championship. We hope to have Earl Elms attend, although this is not confirmed as yet. The regatta is open to all registered Snipes. We are planning on having about 50 boats in the Snipe Class.

What can you expect when you come to CORK? First, there will be excellent sailing with 15-20 mph. winds and temperatures around 75°. There will be 1 race per day over a full Olympic Course. Four courses will be used with starting times spaced so that classes using the same course will not interfere with each other. There will be plenty of opportunity to meet and talk with many of the worlds best sailors after the day's race.

There will be about 400 boats at CORK. However plans have been made to have sufficient facilities for all of them. Kingston is located in Ontario, Canada near the eastern end of Lake Ontario. There is plenty of water there and handling the 400 boats will present no problems.

A look at the first CORK regatta held last year will give you an idea of what to expect. Over 1000 people were involved in CORK'69 and 495 of them were competing sailors. Sailors of world-wide renown came from England, Denmark, Austria, Bermuda, Trinidad, and many parts of the U.S. Canadian sailors flocked from almost every province to match their skills against the best. There were "instant" results printed out by the Queen's University IBM computer.

A fitting's store and a sail repair shop were set up especially for the regatta. Sail repairs were made free! John Biddle, the sailors' film maker, was on hand to record the action. A cocktail party and Banquet was one of the highlights of the week. This year you can expect all this and more. Summing up, CORK is the result of creative elaboration, plus endless long hours of work by some of Canadas most suc-

cessful and distinguished yachtsmen. It is an honour for the Snipe Class to be included in the regatta and everyone who can possibly do so should consider a week of holiday on Lake Ontario. Reasonable accommodations and camp sites are available from Aug. 29 to Sept. 4.

SCIRA/Canada is sponsoring our class participation and counting on wholehearted support of their own members as well as associates in the United States with the hope of making the Snipe section and outstanding feature of the sailing year.

The entry fee this year is less, about \$32 per boat (\$16 per person), including the cocktail party and banquet. Want more information? Write Canadian Yachting Association, 91 Yonge St., Toronto 1, Ontario, Canada.

See YOU at CORK '70!

Thursday we got in two races before dark - barely - and there were two more scheduled for Friday - and the award dinner at seven. The small boat warning flag was up. I planned to leave early Saturday, so I just sat out the last two races and packed up the boat. As it worked out, they ran two short one lap triangular races, preceeded and separated by discussions while tied up behind an island, debating the advisability of racing. There were five capsizes out of the fleet which was now down to fourteen boats. I don't really regret having missed these races. Getting old, I guess.

We left early Saturday, arriving in Republic, Mo., Sunday to spend the night with the Mitchells. We should have known better. On three previous occasions, this had caused snow and ice trouble, and this turned out to be more of the same. The light rain which was forecast for Monday night turned out to be a record snowfall starting Monday morning. We made about 40 miles west on I 44 before deciding that discretion was the better part of valor and checked in at a motel in Mt. Vernon, Mo. Five miles away where they had a weather station, they reported 30 inches of snow by Monday evening. In Wichita, they had 27 inches in 24 hours - a record. Tuesday, the AAA in Springfield reported no traffic into, out of, or through Joplin where we were headed, but said we might make Wichita by going back east about 60 miles, then north about 75 miles before heading west and trying to sneak into Wichita from the north. This is being written Tuesday, still in Mt. Vernon, Mo. A Snipe doesn't tow well in 30 inches of snow.


The CYA desires that this event be accepted by all participating classes as their respective North American Championship regatta and the winner known as the NA class champion.

As far as SCIRA is concerned, only the Board of Governors can officially designate such appellation and then only after consideration of a proper Deed of Gift. To date, this has not been done.

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## Sanctioned Snipe Regattas

MAY 30 CHAMPION Regatta, Diamond Lake, MI, Diamond Lake YC. John Gore, RD #3, Cassopolis, MI 49031.

MAY 30-31 34th ANNUAL SOUTHWESTERN Championship regatta, White Rock Lake, White Rock SC, Dallas, TX. Raul Riker, 9955 Brockbank, Dallas, TX.

JUNE 6-7 ANNUAL INTERCLUB Regatta, Eagle Mountain Lake, Ft. Worth BC. Quentin McGown, Rt. 9 Box 191, Ft. Worth, TX 76106.

JUNE 6-7 DECATUR Invitational Regatta, Decatur YC, Lake Decatur, Illinois. Gene Keltner, 1824 Richmond Ct., Decatur, IL 62521

JUNE 6-7 NORTHERN WARM-UPS Regatta, Wolf Lake YC, Big Wolf Lake, Jackson, Michigan. Carl Schaff, 706 Bellevue, Jackson, MI 49202.

JUNE 13-14 HEART-OF-AMERICA Regatta, Lake Quivira, Quivira SC. Kansas City, KS. James R. Hoyt, 9211 W. 72nd, Shawnee Mission, KS 66204.

JUNE 19-24 VASCO DA GAMA 2nd International Regatta, Porto, Portugal. Sport Club do Porto, Mohle Norte, Leixoes, Portugal.

JUNE 20-21 OHIO OPEN Championship, Cowan Lake, Cowan Lake SA, Cincinnati, Ohio. Arnold Lundmark, 4361 Wallington Dr., Kettering, OH 45440.

JUNE 20 MICHIGAN STATE Championship, Gull Lake, MI, Gull Lake YC. Raymond E. Croasdale, 2255 Idlewild, Richland, MI.

JUNE 20-21 DISTRICT I Championship, Lake Quannapowitt, Quannapowitt YC, Wakefield, MA. Donald Simpson, 22 Elm Sq., Wakefield, MA.

JUNE 20-21 OKLAHOMA CITY FLEET 14 annual Regatta, Lake Hefner, Oklahoma City BC. Steve Taylor, 2908 Finchley Ln., Oklahoma City, OK.

JUNE 27-28 MIDWESTERN Championship, Santa Fe Lake, Wichita SC. Ted Wells, 755 Edgewater Rd., Wichita, KS.

JUNE 27-28 DISTRICT 4 Championship, Jackson YC, Barnett Reservoir, Jackson, Miss. J. D. Drake, 172 Alta Woods Blvd., Jackson, MI 39204. Tel: (601) 373-1060.

JUNE 27-28 SLAUSON MEMORIAL Regatta, Illinois River, Peoria, IL, Illinois Valley Y&C Club. Paul Campbell, 1311 W. Parkside Dr., Peoria, IL.

JULY 11-12 DISTRICT 3 JUNIOR Championship, Diamond Lake, Diamond Lake YC. Arthur Francis, Rt. 4, Cassopolis, MI 49031.

JULY 11-18-19 DISTRICT 3 Championship, Diamond Lake YC, Cass County, Michigan. Harold E. Slutsky, 924 Weber Square, South Bend, Indiana 46617

JULY 25-26 NEW JERSEY STATE Championship, Lake Mohawk, Lake Mohawk YC. Charles Ridge, 71 Norwood, Upper Montclair, NJ 07043.

JULY 28-31. JUNIOR U. S. NATIONAL Championship, Island Bay YC, Lake Springfield, Illinois. Phil Peterson, 2505 Churchill, Springfield, IL 62702. Measuring starts on Tuesday the 28th (1 day) with 5 races next 3 days ending Friday PM the 31st.

AUGUST 1-7 1970 U. S. NATIONAL CHAMPIONSHIP Regatta, Island Bay YC, Lake Springfield, Illinois. Measuring starts Tuesday July 28 with last day Friday 31st. 5 Crosby and then 7 Heinzlerling and Wells Races on the following 7 days ending Friday Aug. 7. Phil Peterson, 2505 Churchill, Springfield, IL 62702

AUGUST 15-16 WISCONSIN- MINNESOTA Open Snipe Championship, Lake City YC, Lake Pepin (Mississippi River). Dr. Wolfgang J. Baumann, The Hormel Institute, Austin, Minnesota 55912

AUGUST 22-23 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Marvin Lee, 5219 Nichol St., Anderson, IN 46011. Tel: 644-3349

SEPT. 4-5-6 LABOR DAY Regatta, Lake Worth, Lake Worth SC. Rita Bragg, 2133 Edwin, Ft. Worth, TX 76110.

SEPT. 12-13 INDIANA OPEN Snipe Regatta, Geist Reservoir, Indianapolis SC. Ralph M. Townsend, 742 W. Main St., Carmel, IN 46032.

SEPT. 12-13 MISSOURI YC Snipe Championship, Lake Lotawana, Missouri YC. Roger N. Moorman, 804 Cedar, Lee's Summit, MO.

SEPT. 19-20 INDIAN SUMMER Regatta, Lake Michigan, Chicago, IL, Burnham Park YC. Lee Brahos, 5757 N. Francisco, Chicago, IL 60645.

OCT 3-4 OXFORD INCIDENT, Acton Lake, Ohio, Hueston SA. Tom Rolfes, 3781 Quante Ave., Cincinnati, OH 45211

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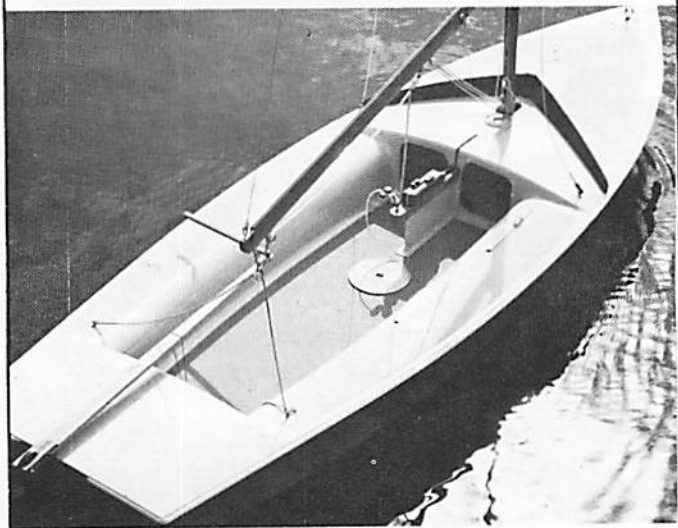
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WRITE FOR INFORMATION

### VARALYAY BOAT WORKS

1868 W. 166 STREET GARDENA, CA 90247



10817 West Highway 54, Wichita, KS 67209

SEE

US

AT THESE

BOAT

SHOWS

San Francisco, CA - Jan. 9-18

Tulsa, OK - Jan. 15-22

Dallas, TX - Jan. 23-Feb. 1

Houston, TX - Jan. 31-Feb. 8

New Orleans - Feb. 13-22

Wichita, KS - Feb. 18-22

Indianapolis, IN - Feb. 20-Mar. 1

Washington, DC - Feb. 21-Mar. 1

Denver, CO - Apr. 3-8

Chicago, IL - Apr. 10-19



- 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 Fairleads
- Aluminum Centerboard
- Skipper and Crew Hiking Straps