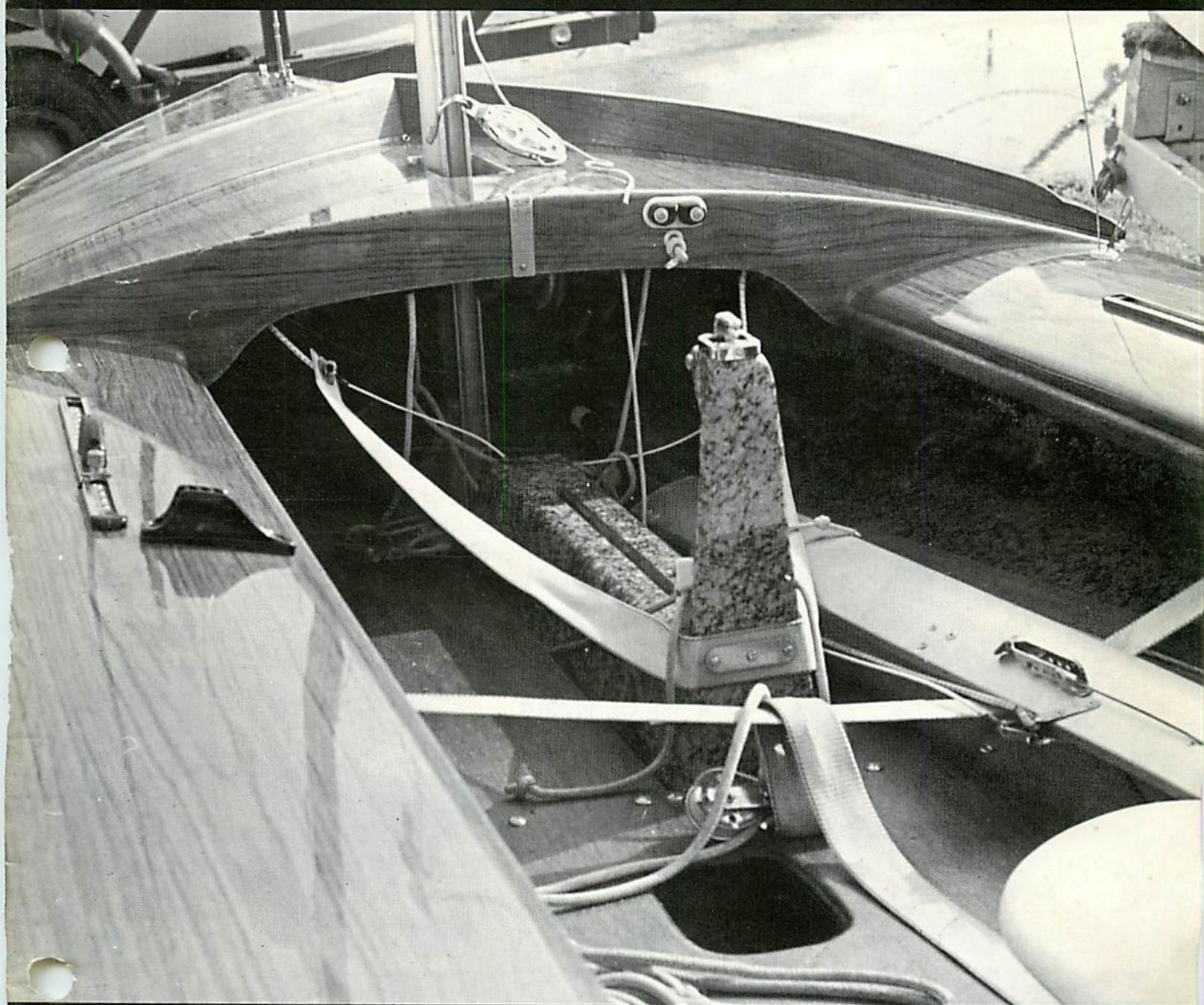


SNIPE ***BULLETIN***



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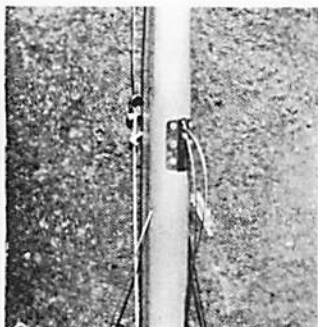
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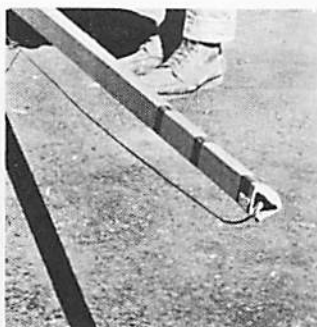
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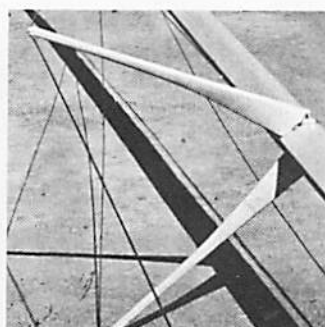
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As Others See It

Voice Of The People

ENOUGH ENTRIES ?

In the Snipe Class every country may be represented by 2 boats in the European Championship and 1 in the World Championship on alternate years. Many Scandinavians feel that there is no meaning to go on sailing year after year with little chance to enter a WC. For example, Sweden has had only 5 Snipers out of 100 active to sail in WC against Schmidt and Elms. We think a class with so many boats in so many countries should show a larger number of participants in the WC and EC.

The international exchange in the Snipe class we think, is very bad. In the Star class top skippers from other countries have been in Sweden, Denmark, Kiel, etc. once a year for the last 5 years. In Europe we have tried to make some regattas world wide but have failed. The only regatta the best sailors will attend is the WC and it isn't even all the best. The World Championship in a racing class with about 20,000 boats (Ed. note: nowhere near that number racing) with only 24-25 boats on the line seems almost ridiculous in comparison to other classes. The Soling had 88 boats from 17 nations in 1969 and 46 boats from 18 nations in 1970. The Stars had 53 boats, Tempest 45, Finn 160, OK 60, etc. No other class that we know of has only one boat per country. If Soling can handle 88 so could the Snipe. A large fleet should not be a handicap. In Finn, Lundkvist, Bruder, Kuhweide win whether there are 20 or 170 boats.

One of the reasons for the limit, we are told, is that the host country provides food and room and can't afford more. If so, they can still treat one boat and let the others or their countries pay.

Our proposition is to open up the WC to 3 boats per nation and the EC to 5 boats per nation. This is supported by the whole of Scandinavia. Think about all the PR 70-80 Snipes will give instead of 24-25. Think about the fighting spirit Snipers in every country will have in their trials for the Worlds. As it is now sometimes one boat is a sure thing after 2 or 3 races and all the others give up hope of qualifying.

Per & Mats Gothlin
Stausnas Snipe Fleet
Sweden

Note: The proposition to increase the number of entries is to be discussed at the meeting of European National Secretaries with a view to presenting it to the Board of Governors.

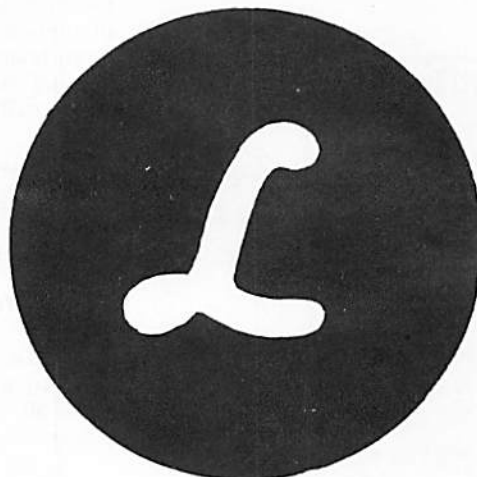
A SAD STORY - ANYONE SEEN 18900?

To make a long story short - a year and a half ago I started to build a Snipe. After a lot of hard work it was stolen the week before I was to launch it, all but the sails. 18900 - end of story. Which brings us to the reason for the letter. I just bought an unfinished glass boat from Herb Shear and I need a number, preferably ending in double zeros - I hope this is not too much trouble for you.

Enclosed is my check for twenty-five dollars - thank you.

Bob Miller
81 Maxwellton Rd
Piedmont, CA 94618

STAY AHEAD



WINNING SAILS

by

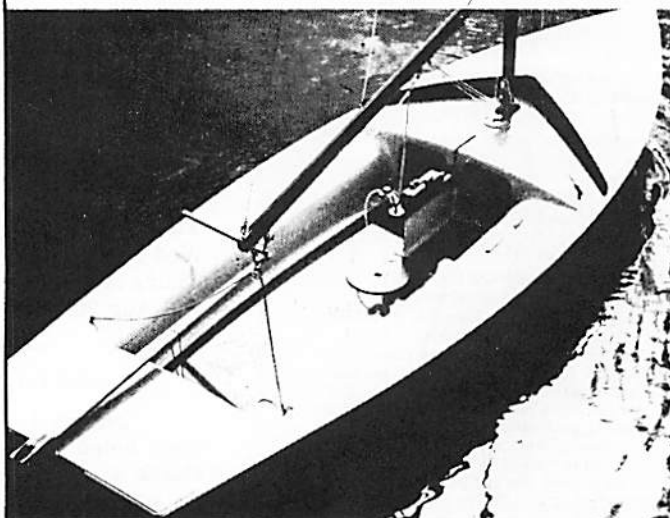
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SNIPES BULLETIN

THE INTERNATIONAL SNIPE CLASS

APRIL 1971

VOL. XX No. 4

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CHANGE OF ADDRESS

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

THE COVER

She may not be the prettiest cover girl you ever saw, but she was queen of the Florida/Bahama winter circuit. The picture is Earl Elms' new boat with cut-down trunk. When asked her name Earl replied "no name". Everyone else fondly (?) called it the "Green Machine."

THE SCORE

Numbered SNIPEs — 19353
Chartered Fleets — 700

Denmark led the way for March with 40 numbers followed by the U. S. with 30 numbers. Norway took 5 and England received 1.

We had one new fleet and two re-activated. The new one is LOVIISA in Finland.

An area of early Snipe activity was on the Texas Coast. Originally known as the Houston sailing Club, the name was changes to Seabrook Sailing Club. It is now known as the Houston-Galveston Snipe Fleet. Anyone in that area interested in joining, get in touch with Paul Howley, 3007 Woodland, Dickinson, TX 77539.

Jeeter would not recognize it for the name has been changed. Affluence has hit Tobacco Road and fleet Number 465 is now the Tar Heel Snipe Fleet. Snipers in that area contact Paul May, 6412 Wheeler Dr, Charlotte, NC 28211.

U. S. NATIONALS SCHEDULE

Mon Aug 9 - Measure Junior boats
Tues Aug 10 - " " "
Wed Aug 11 - Junior Championships
Measure Senior Boats
Thurs Aug 12 - Junior Championships
Measure Senior Boats
Fri Aug 13 - Crosby Series Races
Sat Aug 14 - " " "
Sun Aug 15 - Heinzerling & Wells
Mon Aug 16 - " " "
Tues Aug 17 - " " "
Wed Aug 18 - " " "
Thurs Aug 19 - " " "
Fri Aug 20 - Make-up

JOSEPH J. RAMEL

Joseph J. Ramel of the Lake Lotawana Snipe Fleet suffered a fatal heart attack at his home on March 14, 1971. He was former governor of District II and was known to Snipers throughout the U. S.

GARNETT PUETT

Garnett Puett who founded the Valdosta Snipe fleet and was Governor of SCIRA District IV in 1969 died in early March of a heart attack.

THOUGHTS WHILE SAILING . . .

Much controversy has ranged in the class over the past year or so. It is not the first time and no doubt will not be the last time. One thing for certain, the new boats have eyes a popping where they have been seen. The changes made by the Board in October are reflected in the boats that are shown on the cover and in the Boat Show article. It is not confined to new boats either since two old boats have been seen, one wood and one fiberglass that have cut down their trunks. Others are in progress and will be reported in future issues. (Anyone making changes is URGED to send in an article with pictures.) For those who wish to take off a little weight this is an excellent opportunity; you can also reduce the weight of your boat.

What does all this mean? Although, I do not have enough background to judge adequately, I feel that there is a tremendous resurgence of interest in the class. From all reports the builders are busy as can be, members are sending in dues (about 30% over this time last year), and fleets are reactivating all over the place. The Winter Circuit showed an increase in attendance this year whereas reports were that other classes declined.

Now that you have had a glowing report from the head red tape dispenser, LET'S GO SAILING

DISTRICT III's TOP 10 of 300 for 1970

Elsewhere in this issue is an explanation of District III's comparative scoring system. Below are listed the top 10 sailors in the ratings for the 300 sailors who entered 17 sanctioned regattas held in the district in 1970.

- 1) Don Hite - Lake Angelus, Michigan
- 2) Bob Rowland - Cowan Lake, Ohio
- 3) Buzz Levinson - Indianapolis, Indiana
- 4) Jeff Troegger - Diamond Lake, Michigan
- 5) Terry Timm - Lake Lansing, Michigan
- 6) Frank Levinson - Indianapolis, Indiana
- 7) Ed Griffith - Acton Lake, Ohio
- 8) Geof Andron - Burnham Harbor Illinois
- 9) Jerry Jenkins - Crescent Sail, Michigan
- 10) Stu Griffing - Cowan Lake, Ohio

Frank Pontius who was responsible for most of the work on the scoring system sent these results to the Bulletin.

MICHIGAN-WISCONSIN OPEN

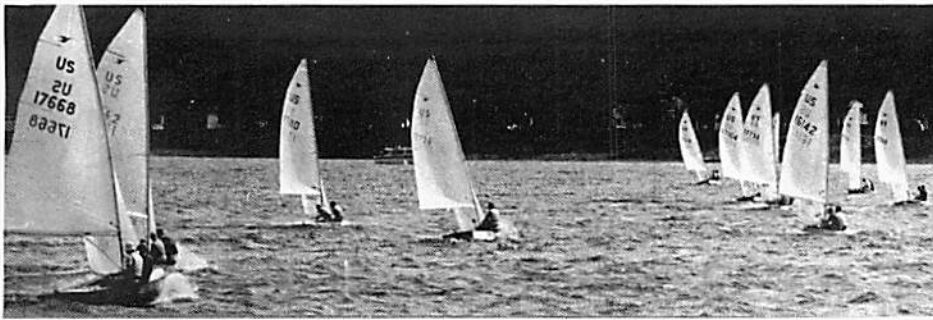


Photo by Gordon Yeager, Rochester Post-Bulletin

	Skipper	Home Port	Races			Pts
			1	2	3	
18501	Buzz Levinson	Indianapolis	1	1	2	3
18320	Donald Casey	Green Lake	2	2	5	16
17736	James Kastrup	Crystal Lake	9	3	1	20
13260	Dave Haggart	Iowa-Nebraska	8	4	3	27
17164	Gunnar Stickler	La Crosse	6	5	4	29
17726	Andy Zeratsky	Green Lake	3	8	6	31
16310	James Horn	La Crosse	5	6	9	36
18319	James Noelke	La Crosse	4	NF	11	49
15353	Gib Zeratsky	Green Lake	7	NF	7	50
17762	Jill Carver	Green Lake	13	7	12	50
17689	Wolfgang Baumann	La Crosse	12	12	10	52
16142	Harald Schmid	La Crosse	11	9	NF	55
17110	Gordon Yates	La Crosse	NF	10	8	55
17668	George Calvert	La Crosse	10	11	NF	56
7371	Jan Vandervelde	La Crosse	16	13	14	61
16633	Warren Wong	Lake City	17	14	13	62
14980	Jim Jursik	Lake City	15	15	15	63
16386	Warren Hanselman	Ann Arbor	14	NF	NS	69
10201	Ken Kinas	Green Lake	NF	NS	NS	75

The 1970 Wisconsin-Minnesota Open Snipe Championship was held August 15-16 on Lake Pepin. Lake City Yacht Club sponsored the regatta jointly with Snipe Fleet 571 of the LaCrosse Sailing Club. Bright sunny skies and strong northwesterly winds provided ideal sailing conditions on both days. Olympic courses were sailed with Buzz Levinson of Indianapolis leading the field. With a 1-1-2 score the new National Secretary was clearly the outstanding skipper.

In the first race, Donald Casey and Andy Zeratsky of Green Lake placed second and third followed by James Noelke and James Horn of LaCrosse. The second race on Saturday was sailed over nearly the same course with Don Casey again coming closest to Buzz Levinson followed this time by Jim Kastrup of Crystal Lake, Dave Haggart of the Iowa-Nebraska Fleet and Dr. Gunnar Stickler of LaCrosse.

Gusty winds and choppy water turned Sunday's race into a contest of muscles as well as skills. At first, it looked like the usual pattern with Buzz Levinson leading at the weather mark and the crowd close together in hot pursuit. This time, however, Jim Kastrup went his own way out into the lake, into bigger waves but also picking up a lift. He moved from the middle of the field up to second place and,

on the last weather leg, edged out Buzz Levinson. Places three to five went to Dave Haggart, Gunnar Stickler and Don Casey. Thus, the trophies for the first five placed of the regatta were won by members of five different fleets and, presumably, everybody was happy.

Although handicap races for cruising boats are held regularly on Lake Pepin, the Snipe-Regatta actually introduced one-design racing to the area. With a Snipe fleet just being established in Lake City and with skippers from seven fleets participating in the Regatta it looked like a healthy expansion of Snipe sailing at the western fringe of District III.

Harald Schmid
Fleet 571


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CALIFORNIAN BIG IN FLORIDA

Earl Elms Tops, Augie Diaz 2nd, Jeff Lenhart 3rd



THE WINNERS - No 19091, 18111, 18327. Earl Elms, Augustin Diaz and Jeff Lenhart as they appeared with their trophies from the 34th Annual SCIRA Midwinter Regatta.

- Clearwater Sun Photo.



MAKE-UP - Just before the start of the fourth race of the Midwinters. This race was sailed on Clearwater Bay with Sand Key in the background

- Clearwater Sun Photo.

Midwinters

Thirteen states and Canada provided 36 Snipers to make the 34th annual SCIRA Midwinter Championship at Clearwater the largest ever. Only four races of the scheduled six were sailed in what the locals described as the weirdest weather yet.

World and National Champ Earl Elms, after missing last year, came on strong to take the Midwinter title as well as his first Zimmerman trophy. The latter is awarded to the best scorer for the Nassau, Miami and Clearwater regattas and was donated by Past Commodore Carl Zimmerman. Augie Diaz of Miami was second, closely followed by Californian Jeff Lenhart.

The regatta started on Tuesday after a long trek to the Gulf. The pass is shoaled over but it is possible to get out. The fleet was divided into 4 groups, each with a guide and after much sailing everyone reached the starting line. Shifting winds caused some delays but the first race got under way in northwesterly winds at about 12 knots. The seas were plain sloppy and presented problems to the lake sailors. The Floridians stated that there was never that much chop for that wind.

RACE 1. It was Jeff Lenhart from almost the beginning. A good start put him at the windward mark ahead of Dick Tillman. He continued on to a relatively easy win. Elms put on a charge, gaining two boats in two legs of the race and eventually took a second. Augie was third followed by Gonzalo with Don Cochran, Jr. in fifth. Tillman dropped to sixth while Francis Seavy, defending champion and eight time winner was seventh. Francis said he just couldn't get his boat going, "She's got a flat bottom and we just need a little more air than the others to move out."

RACE 2. The winds dropped to around 8 in the second race but the chop didn't. However, it didn't bother Elms although it was not an easy win. He had a tacking duel on the final leg and just did edge out Gonzalo Diaz at the line. Lenhart came

across next with Augie right behind. Tillman was fifth and Frank Levinson, forgetting the many obligations as regatta chairman, was sixth.

Buzz Levinson and Tom Rolfes broke rudders in the second race and spent quite a time waiting for a tow. The rescue boats were busy trying to rescue Dick Edwards who capsized and his borrowed boat sank.

The standings after these two races was Elms, Lenhart, Gonzalo Diaz, Augie Diaz and Dick Tillman, all looking forward to the next day's races. Everyone enjoyed the wonderful fish fry that evening.

On Wednesday the winds piped up to over 20 knots and the race committee decided that it was marginal, especially if continued to build as predicted. It would have been a long way to South Bay and even tougher beating back into the northwester. There were many howls from the heavy-weather boys but with two more days there should not have been any problem in getting four more races.

The prediction for Thursday was too much wind to sail in the Gulf and there was until everyone got to South Bay. But the wind never got over 15 and occasionally dropped to almost a drifter.

RACE 3. With another display of fine sailing, Elms won with an almost unbelievable margin of over three minutes. Tillman was second boat across, just edging out Don Cochran while Augie was fourth and Gonzalo fifth.

RACE 4. The finish of this race was much closer. On the second beat of the triangular course a tremendous shift enabled the boats on the port side of the course to round the windward mark without tacking. It also put a number of boats down the drain. Augie won this one with Earl second and Seavy third. Lenhart took a fourth and Terry Timm a fifth.

Friday morning greeted the skippers with winds out of the south well over 20 in the protected area of the dock. The day's races were called and not a howl was heard. As it turned out, after a brief rain shortly after noon, the wind dropped to 10 but by that time the party under the shed was in full swing.

SCIRA MIDWINTER CHAMPIONSHIP REGATTA CLEARWATER

Skipper	Home Port	Races				Pts
		1	2	3	4	
19091 Earl Elms	San Diego	2	1	1	2	6
18111 Agustin Diaz	Miami	3	4	4	1	21
18327 Jeff Lenhart	San Diego	1	3	7	4	26
10111 Gonzalo Diaz	Miami	4	2	5	7	34
13046 Dick Tillman	Charleston	7	5	2	6	37
6995 Francis Seavy	Clearwater	6	7	8	3	44
19063 Frank Levinson	Clearwater	12	6	9	11	61
16228 Tom Nute	San Diego	9	10	13	9	65
18917 Don Cochran	Clearwater	5	8	3	NF	68
16853 Pete Duvoisin	Chattanooga	11	9	12	14	70
17731 Keith Zars	San Antonio	19	11	11	17	82
19059 Don Hite	Detroit	13	13	20	12	82
19021 Bent Poulsen	Oakville, Can.	15	16	10	18	83
6156 Don Reeder	Clearwater	10	12	14	25	85
11900 Larry White	Annapolis	14	18	18	15	89
16861 Bob Dean	Ft. Myres	17	22	19	8	90
18501 Buzz Levinson	Indianapolis	8	NF	6	19	91
14301 Tom Eastwood	Canandaigua	21	19	16	13	93
7428 Buzz Lamb	Clearwater	24	14	17	20	99
17165 Charlie Wright	Acton Lake	20	17	25	22	108
18104 Tom Rolfes	Acton Lake	18	NF	22	10	109
16025 Ted Wells	Wichita	16	15	29	26	110
17388 Bruce Mylrea	Atlanta	33	21	21	16	115
18048 Terry Timm	Ann Arbor	NS	NS	15	5	115
16684 John O'Donnell	Atlanta	23	24	28	21	120
13433 Gary Sorensen	Clearwater	28	29	23	23	127
11662 Bill Simons	Chattanooga	27	23	27	29	130
8598 Bob Welbon	Clearwater	25	26	24	NF	132
18425 Frank Vincent	Springfield	29	25	30	24	132
6940 Bruce Colyer	Ft. Lauderdale	22	20	NS	NS	138
11749 Ashley Warner	St. Petersburg	31	30	32	27	144
19062 Mike Zalzal	Acton Lake	34	28	26	NF	145
11559 Phil Blair	Clearwater	32	31	31	28	146
18109 Herb Brokhot	Crystal Lake	30	27	NS	NS	153
18333 Dick Goppert	Missouri YC	35	32	NF	NF	157
17332 Dick Edwards	Cuba Lake	26	NF	NS	NS	157



TO THE GULF - Boats appear as if sailing on land. Actually the camera was located on the west side of the northern tip of Clearwater Beach. It illustrates the circuitous route through Dunedin Pass. The pass was shoaled by a hurricane in 1968 and has not been dredged since.

- Clearwater Sun Photo.



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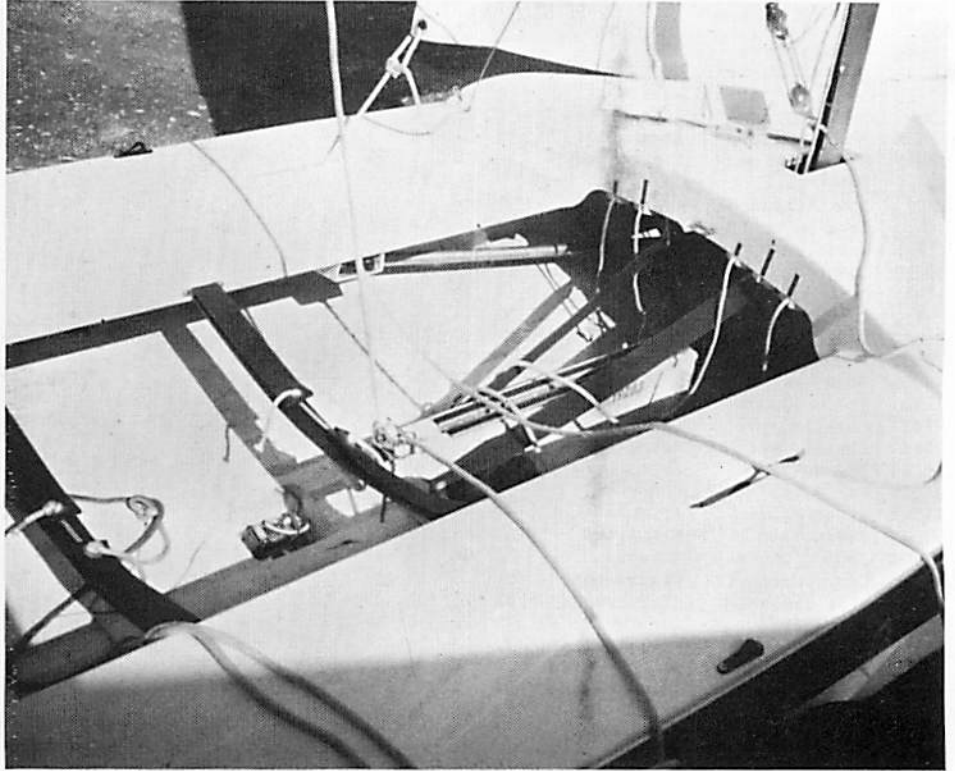
SNIFE ALSO HAS A BETTER IDEA....

The rules to give the Snipe a more modern look while not changing the design of the hull were incorporated in several boats that appeared on the Winter circuit. Several manufacturers are already building to the new specifications. Basically the rule permits a lowered trunk to a minimum of 9" from the bottom of the keel. The boat must be self-rescuing.

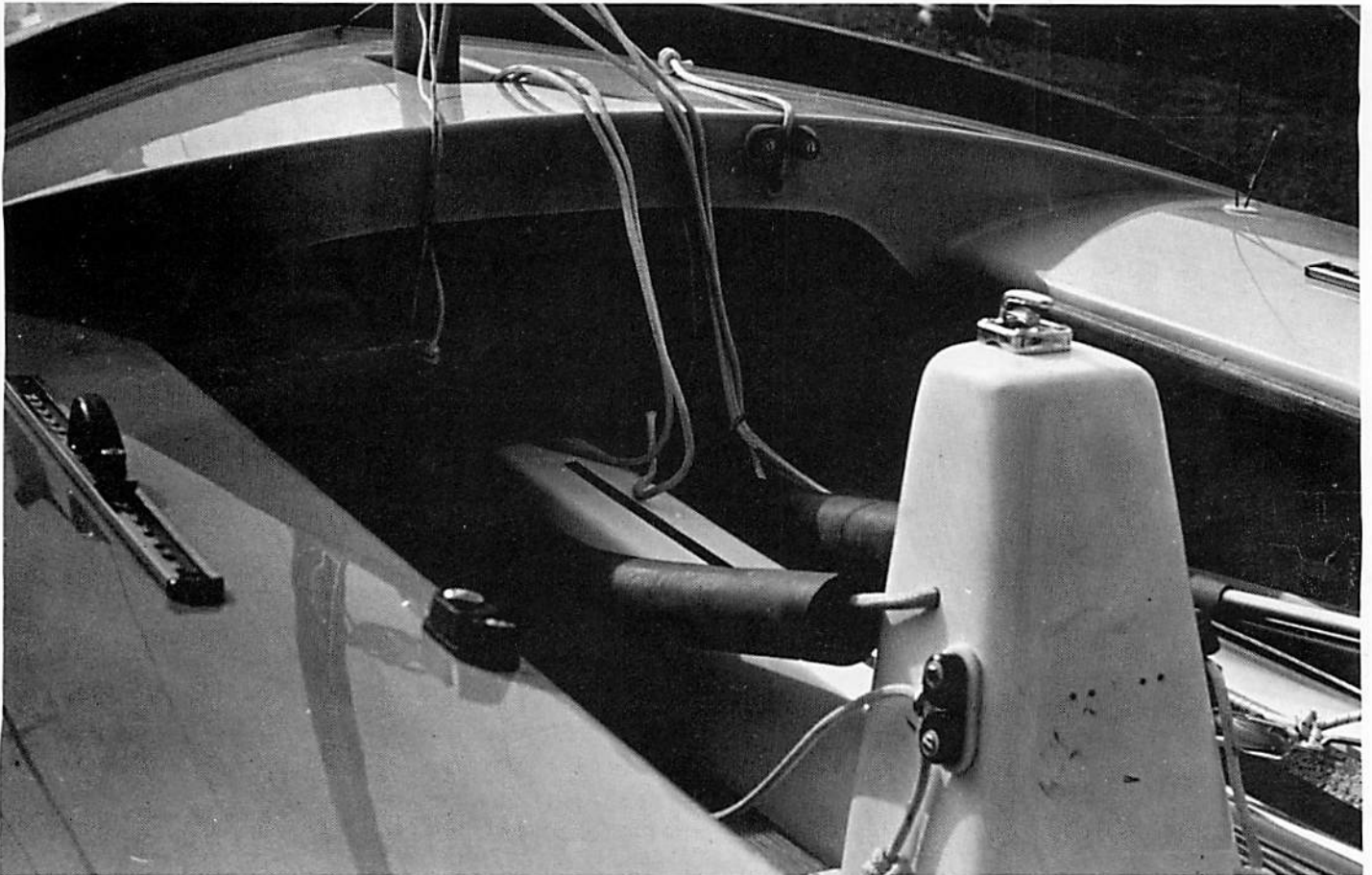
Three of the new boats are pictured since they were the ones attending the Florida regattas. Two older boats were modified but their photos DNF.

The problem of what to do with the jib sheets was solved in a variety of ways as shown here. Lemke used two cleats mounted on the daggerboard handle. Chubasco built a barney post just aft of the trunk and mounted a "Little Seizer" on top. Southern Yachts mounted the fairlead track under the deck with a slot going through the deck. The jam was mounted below the deck in a box opening inboard.

These new designs made for a more comfortable boat and the crews were particularly happy. The only contrary view was that the lines tend to get fouled in the bottom of the boat; the higher trunk was an effective way to keep them separated.



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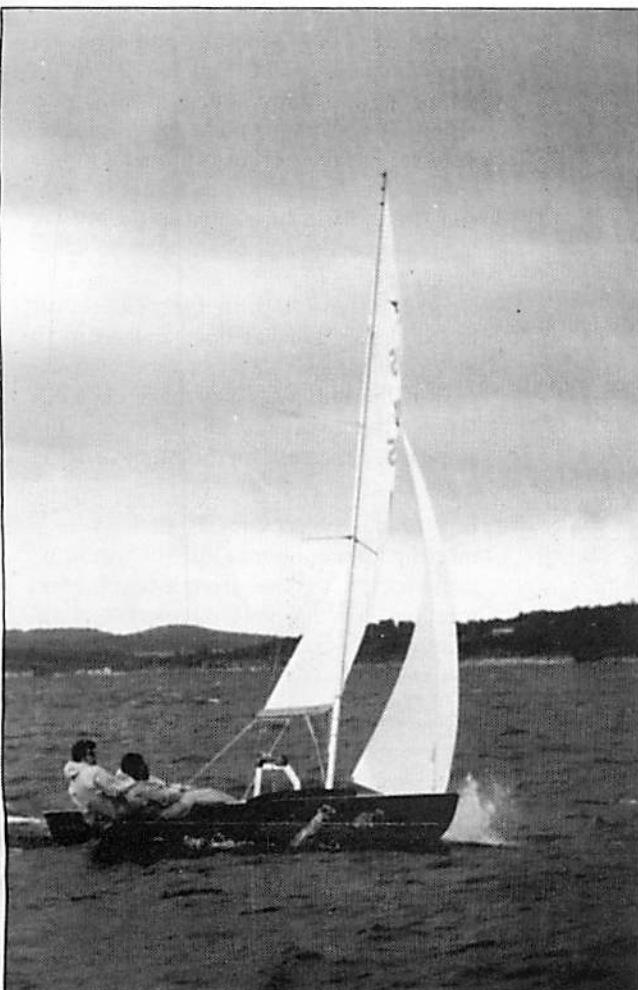


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SYMPOSIUM

It keeps coming back like a song — the problem of tuning the Snipe for the sweet music of the finishing gun. At the Clearwater Midwinter Regatta, Earl Elms and others discussed and debated points of tuning and answered questions from the 36 skippers present. Tuning is art and science. Trial and error is the most used method rather than the complicated process of engineering analysis (which can prove why a mast cannot bend to windward). Lets start with expert opinion and work back to “why” after the trophy presentation.

Frank Levinson moderated the discussion. Questions and answers are not necessarily in the order discussed but all questions discussed are included. Where possible individual opinion is identified. **MODERATOR:** What is the greatest change and improvement in the Snipe in recent years?

Bruce Colyer: No question in my mind — control in the bend of the mast.

Earl Elms No question that it (the bendy aluminum mast) is faster. Before, you couldn't put the vang on for the upwind legs, now you put it on as hard as you want off the wind and just hold it for the windward leg. It will ease off so that it doesn't hurt you at all.

Floor: How much fore and aft bend?

Earl: As much as you can take. As for side bend, if you can't hold the boat down let the mast go for more side bend. Hiking is most important for leverage on the boat. The harder you hike, the more the mast bends, the faster you go through the water. The harder the wind blows the more important it is to hold the boat flat and get drive out of the power of the wind.

Kieth Zars: Do you use a mast preventer off the wind?

Earl: Not any more

Floor: (of Earl) Do you watch the set and appearance of your sail while you are sailing?

Earl: I try not to. As long as you are moving don't worry about it!! There are going to be wrinkles. As long as the boat is moving that is the important thing.

Tom Eastwood: Question on spreader distance — How far apart should they be?

Earl: As far apart as possible. If you can't hold the boat flat have them closer together — test till you see. 18 to 22 inches are the maximum and minimum. I thought mine were 22, but Jeff said they are 19.

Dick Tillman: 19½ — Lenhart's are 19.

Moderator: There's a man with an accurate tape measure!

Bob Welbon: What about traveler adjustment?

Gonzalo Diaz: I have a theory that it doesn't matter — that the boom will take the same angle no matter.

General disagreement. Consensus: Shorten the traveler for heavy weather — let go in lighter wind.

Gonzalo: Tomorrow we will test — I bet you dinner.

Bruce: You're on!

Augie Diaz: Jeff is over here saying — no wonder I can beat these guys in light wind!

Moderator: What about fairlead placement?

Earl: There is getting to be less and less adjustment — maybe an inch. Soon it may be on fixed spot. The jib tends to adjust itself as the wind comes up harder. It is only a matter of a little bit of adjustment.

Floor: Where do you set yours?

Earl: About an inch forward of the aft end of the centerboard trunk.

Bruce: There used to be some use of angled jib tracks.

Jeff Lenhart: That is more or less a dead question. The curved deck makes it more difficult to determine the setting and as adjustment becomes less and less it becomes academic.

Bruce: (of Jeff) You once had both an inboard and outboard jib track

Jeff: Yes. I tried it with one fairlead in and the other out — I couldn't tell any difference.

Floor: How flat should the jib be trimmed.

Earl: Till it backwinds the main — slack just a little.

Floor: How do you drive through chop.

Earl: Drive — don't pinch — go as high as you can. When it begins to stall out you have to drive off. Keep moving.

Gonzalo: Not all waves are the same. Watch them — don't let your jib luff.

Frank Vincent: I have a problem with weather helm.

Dick Tillman: Hold the boat as flat as possible, ease the leech, let the traveler go as far as possible to leeward and ease the sheet.

Floor: How far forward should the mast be stepped?

Earl: As far forward as possible. 60 inches on the keel is less at the deck.

Bruce: How much do you sacrifice by lowering your boom one stripe in heavy wind.

Gonzalo: This was once a good method for holding the boat down but not anymore. Now you are sacrificing because the mast doesn't bend as much because it is thicker further down. It slows you down and does not help in heeling.

Moderator: Cut-off boards have been in use for 2 seasons now what is your opinion of the choice of the two boards?

Bruce: Gonzalo and I gave it a 5 week test on Biscayne Bay earlier this year and could tell no difference, when not hiking, up to 7 mph. At Nassau in 18 to 20 mph wind and smooth water, I experienced “sliding” to a severe degree with the cut-off board. This was in my old boat No. 6940, with standard lines and short waterline. In the Chubasco boat in which the cut-off board was originally installed there was no obvious sliding in similar conditions at Chattanooga last year. My conclusion is that the hull makes the difference. The Chubasco hull carries a cut-off board well — the standard hull does not.

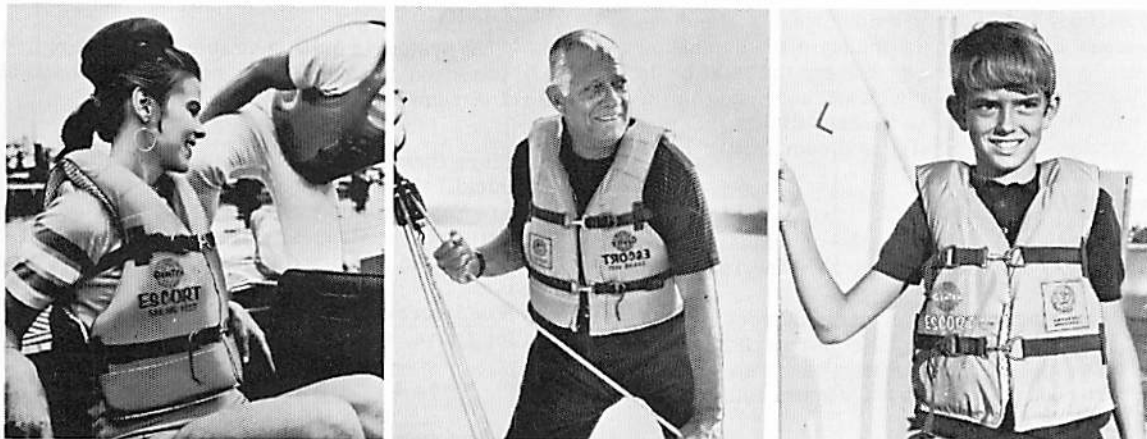
Earl: I have only sailed the cut-off board in a Chubasco. I feel that the “style” of sailing is most important in making a decision. If you try to point high, “pinch”, you are using the cut-off board in the wrong situation. You are asking it to do something it isn't designed to do. Also in lighter wind the full board may be a better choice.

General discussion consensus: The cut-off board makes a livelier boat and seems to be an advantage in heavier wind. The design of the hull itself may make some difference but the major difference is in the skipper's penchant for pointing or footing.

Ed. note: Symposium is defined as a meeting or conference for discussion of some topic. It comes from a Greek word meaning drinking party. It was most appropriate that this one was held in the bar of the Clearwater Yacht Club.



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Snipe District III Scoring System

SYSTEM

This is a method of ranking the District III Snipe sailors for the year by using the results of sanctioned regattas to determine a final score.

The final score is computed from the point score finish at each regatta, plus a weighting factor based on the number of entries and the level of competition for that regatta.

REGATTA CLASSIFICATION

The top 30 sailors from the previous year's standings are known. A chart comparison is made of the number of these 30 that attend a particular regatta and the total boats present. This places the regatta in a class increasing in importance from 1 to 20. Each regatta is classified in this manner so that regattas similar in size and competitive level are classified together.

POINT SCORES

Each finish in a class 20 regatta, the top classification is given the Olympic Point Score such as: 0 for 1st, 3 for 2nd, etc.

Each finish in a class less than class 20 receives the Olympic Point Score plus a penalty of 10% for each class decreasing from class 20. A class 18 regatta finish would be Olympic Point Score plus 20%; a class 5 regatta finish would be Olympic Point Score plus 150%.

All of an individual's weighted scores are averaged to determine a final average. The sailors are then ranked according to this final average after certain qualifications and rules are taken into account.

QUALIFICATIONS

The final averages are split into two fleets - Red Fleet & Blue Fleet, based in part on the number of regattas sailed, so that each ranking compares sailors similar in activity. The Red Fleet is comprised of all those who enter 3 regattas, with 2 being class A Regattas (the top group of a regatta offering 2 levels of competition, and one of the 2 being class 10 or better.

The others automatically qualify for the Blue Fleet.

ADDITIONAL INFORMATION

One throwout is allowed after 4 regattas and one additional throwout allowed for each 2 regattas thereafter as long as it does not affect Red Fleet qualifying.

Since 1st place receives 0 points (for any regatta won), you can deduct from your final average a percentage equal to the class(es) of regatta(s) you have won. If you win a class 18 regatta you may deduct 18% from your final average, etc. This deduction applies only to the top group of a 2 level regatta.

The finishes of the second group of a 2 level regatta are given a "B" designation and are scored lower than those of the top group. 1st place in a B regatta receives the same points as 4th place in the top group of the regatta, 2nd the same as 5th, 3rd the same as 6th etc.

The classification of a top group of a 2 group regatta is based on total boats at the regatta while classification of the lower group is based on total boats in the lower group.

SUMMARY

This system is quite equitable in its ranking as the scores are based on the number of boats present and also on the level of competition.

1971

Since there is a growing interest in this system outside District III there must be some minor modifications for 1971. We are contemplating using only the top 20 of the Red Fleet for determining classes instead of the top 30. This will allow us to add additional districts in the future on an equitable basis.

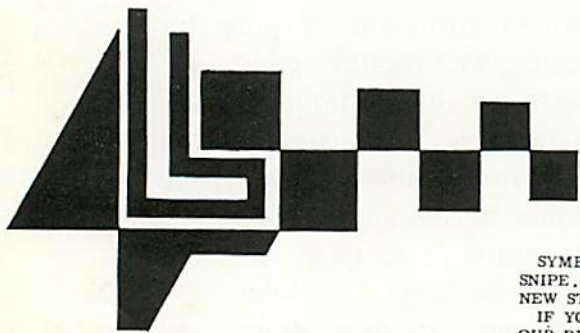
For information contact: Frank Pontius, 22 W 361 Glen Valley Drive, Glen Ellyn, IL 60137.

* * * * *

In any sport there is interest in ranking the participants. The best method in Snipes is boat for boat competition. The Snipe 40 square point score system was worked out in 1932 and is pretty much the same today. It might be interesting to compare the names you know in District III listings with those who are published in the High Point standings later in the year. Maybe it proves as much as the wire service ranking of football teams. At regattas crews will be shouting "WE are no. 1" at each other.

Ranking serves a real purpose when a committee must divide a large fleet for a round robin series as at the Indiana Open or the Hallowe'en Regatta.

Classification		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
Number of Entries in Top 30	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30						
	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29							
Total Boats Entered	0 - 8	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	9 - 15	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	16 - 23	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	24 - 31	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	32 - 39	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	40 - 47	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	48 - 55	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	56 - 63	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
64 - 79	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
80 - 95	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	



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Wells Wanderings



by Ted Wells

DOES HERTZ RENT VW BUSES?

Actually our trip down the Intercostal Waterway on a houseboat after Clearwater and St. Petersburg had been lots of fun. However, Marge (wife) made the captioned remark when the port engine wouldn't start the morning after we limped into Sarasota with the starboard engine vibrating badly as a result of the propeller coming out second best in an encounter with something very solid where the chart said there was five feet of water.

We had decided to forego the southern circuit this year on account of the less than ideal weather and sailing conditions in the past few years, and were toying with the idea of renting about a 30 foot houseboat to putter along the waterway when Buzz Lamb wrote that he was stuck with running the Pan Am Eliminations and asked if I would help out by acting as R. C. Chairman. We decided on a compromise — sail at Clearwater, then rent the houseboat, use it as the RC boat at St. Pete, then go south on the waterway for two weeks. (Marge likes to RC in solid comfort. The Royal Bermuda Yacht Club committee boat at the Western Hemispheres had spoiled her.)

When we phoned about the house boat the only one available was a 46' twin engined job which was more than we could use for two people. After a few more martinis, we decided we would take the 46 footer for one week instead of the smaller one for two weeks, and round up some more people to go along. We tried the Rear Commodore Swansons — Ralph couldn't come but Berta did. She knows more about being on the RC than Ralph does anyway. Another couple flew down from Wichita, Buzz and Marge Lamb came aboard with all the equipment, we picked up the houseboat, took it to the St. Pete Yacht Club and we were in the Race Committee business. We thought. Things didn't turn out quite that way.

The loud hailer never worked. The two way radio had a range of about two feet. The hand bearing compass could be read to an accuracy of about $\pm 25^\circ$. The speed calibration of the mark setting boat was about 50% off — and I made the error of stating that the wind would blow like crazy because that was what it was doing during the skippers meeting, and in 25 years of coming to Clearwater I had never seen a drifter. I should have confined my remarks to Clearwater, where it had

blown too much most of the previous week, and was probably still blowing — but we were on Tampa Bay.

The first race was a fiasco. The starting line was about a quarter of a mile long and much biased in favor of the port end. The mark setting boat had long since departed to set a six mile 60° Olympic course which turned out to be lopsided and about ten miles long. My attempts at getting the houseboat anchored anywhere near where I wanted it had had negligible success so far, so I had the Tillmans try to move the leeward mark by Snipe. All they succeeded in doing was to pull it apart so we decided to start anyway as the breeze seemed to be dying. Naturally everyone was at the leeward end of the line, running out of line and time simultaneously. We fired two guns, flew the recall flag, and nobody came back.

About an hour later they completed the triangle, the mark setting boat showed up, shortened the starting line and the course and off we went again. The one and one quarter hour time limit on the first lap mercifully ended this episode. Earl Elms was there, not sailing, so we got together. We located two fixed marks one nautical mile apart, I put him in charge of first finding out how fast the mark setting boat was then setting all marks. The committee boat only had to make one end of the start and finish lines. With a 46 foot houseboat and a fair breeze this is not easy. Of course, the fact that I had no previous experience running a houseboat may have contributed to the problem. Anyway — we got off three races back to back Monday, and three more on Tuesday and only had a moving finish line on one of them. In another race, when the second attempt to anchor the houseboat in proper position for a starting line failed, I had Earl and the mark boat move the other end of the line.

We did this after the five minute gun (prohibited by SCIRA rules which were not incorporated in the sailing instructions, and frowned upon by IYRU but not prohibited)* There was a very small fleet of experienced skippers and time was getting critical — I didn't want to waste the time of a general recall, so I took the chance. Earl managed to get a very good line set before the start and no one was hurt, but at least one skipper was unhappy. He did not fly a protest flag at any time during the race, so his protest would certainly not have been heard if he had filed it — which he didn't, and we were out of the RC business, after 6 races.

While the weather was cold at night the sun was out all the time except during one small squall while we were on the waterway — and that always improves one's outlook on life. In the two races on the Gulf at Clearwater, I bounced around like any lake sailor. In the two races on South Bay — I used an old main which may have lost its effectiveness and discovered when I pulled the boat out to go home, after it had been in the water for a couple of days — the centerboard was incredibly cruddy. Anyway — I went awfully slowly in these races. I had a new borrowed boat with low trunk and jib sheets led through a slot in the deck — all of which seemed to work well.

* in my opinion.

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Sanctioned Snipe Regattas

MAY 29 - 30 CHAMPAGNE REGATTA, Diamond Lake Yacht Club, J. K. Gore, R 3, Cassopolis, MI 49031.

JUNE 5 - 6 NORTHERN WARM-UPS, Wolfe Lake Yacht Club, John Osborn, 4488 Kenmar Dr., Jackson, MI 49203.

JUNE 5 - 6 WHITTEMORE-ST. JOHN REGATTA, Lake Quassapaug, Luke Czarny, 4 Summerfield St., Naugatuck, CT 06770.

JUNE 12-13 DISTRICT IV SNIPE CHAMPIONSHIP Florida Yacht Club, Wm R McQuade, Jr., 5210 Yacht Club Rd., Jacksonville, FL 32210.

JUNE 12-13 NEW YORK STATE OPEN, Onondaga Lake, Ike Lawton, 7471 Thunderbird Rd., Liverpool, NY 13088.

JUNE 12-13 RIFF RAFF REGATTA, Cowan Lake, Ray Shively, 1410 Binni Dr. Dayton, OH 45459.

JUNE 12-13 WISCONSIN-MINNESOTA OPEN SNIPE CHAMPIONSHIP. La Crosse Snipe Fleet, B. Claypool, 2717 Glenwood Ave. Minneapolis, MN.

JUNE 19 - 20 NORTHEASTERN CHAMPIONSHIP REGATTA, Crescent Sail Yacht Club, Bill Cox, 1176 Grayton Rd., Grosse Pt Park, MI 48230.

JUNE 19-20 BLUE GRAY REGATTA, Pine Beach Yacht Club, Ralph Bush, 631 Springfield Ave., Pine Beach, NJ 08741.

JUNE 25 DISTRICT I JUNIOR CHAMPIONSHIP, Sea Cliff Yacht Club, Fred Thurston, 33 Bogart Ave., Port Washington, NY 11050.

JUNE 26 - 27 DISTRICT 1 CHAMPIONSHIP, Sea Cliff Yacht Club, Fred Thurston, 33 Bogart Ave, Port Washington, NY 11050.

JUNE 26 - 27 LAKE ONTARIO OPEN (BRIODY), Chautauque Lake, Don Magnuson, 30 S. Bitts Ave. Jamestown, NY 14901.

JUNE 26 - 27 SLAUSON MEMORIAL REGATTA, Ivy Club, Peoria, Mrs. Paul Campbell 1311 Parkside Dr., Peoria, IL 61606.

JULY 9 - 10 - 11 DISTRICT V CHAMPIONSHIPS, Olcott Yacht Club, Howie Fletcher, Box 153, Olcott, NY 14126.

JULY 10-11 DISTRICT III JUNIOR CHAMPIONSHIP REGATTA, Ivy Club, Carl Wagner, 8912 Picture Ridge Rd, Peoria, IL 61614.

JULY 10-11 WOLVERINE REGATTA, Barton Boat Club, Warren J. Hanselman, 1326 King George Blvd, Ann Arbor, MI 48104.

JULY 16, 17, 18 DISTRICT 3 CHAMPIONSHIP REGATTA, Decatur Snipe Fleet, Christopher Stump 255 S Crea, Decatur, IL 62522.

JULY 17-18 ROCKY MOUNTAIN SNIPE CHAMPIONSHIP, Rocky Mountain Sailing Association, W. J. Mapel, 11290 Benthaven Dr, Lakewood, CO 80215.

JULY 17-18 ROCKY MOUNTAIN SNIPE CHAMPIONSHIP (9th annual), Rocky Mtn. Sailing Association, W. J. Mapel, 11290 Benthaven Dr, Lakewood, CO 80215.

JULY 24 - 25 DIAMOND LAKE OPEN SNIPE REGATTA, Diamond Lake Yacht Club, Harold Slutsky, 924 Weber Sq, So. Bend, IN 44617.

JULY 31 - AUG. 1 OHIO OPEN CHAMPIONSHIP, Portage Lakes Yacht Club, Henry Young, 3128 Dowling Dr, Akron, OH 44313.

AUGUST 7-8 ONTARIO OPEN SNIPE CHAMPIONSHIP, Oakville Yacht Squadron, Ted Hains, 231 Westdale, Oakville, Ontario, Canada.

AUGUST 7-8 DIAMOND LAKE JUNIOR OPEN Diamond Lake Yacht Club, Harold Slutsky, 924 Weber Sq, So. Bend, IN 44617.

AUGUST 9-12 JUNIOR U.S. NATIONAL CHAMPIONSHIP REGATTA, Annapolis, MD, Measuring Monday August 9 & Tuesday Aug. 10. Races (5) August 11, 12. Larry Johnson, 7 Shipwright St. Annapolis, MD 21401.

AUGUST 13 - 20 U.S. NATIONAL CHAMPIONSHIP REGATTA, Annapolis, MD. Measuring begins Tuesday August 10, last day August 12. 5 Crosby races and 7 Heinzerling and Wells races beginning August 13 ending Aug. 20. Larry Johnson, 7 Shipwright St. Annapolis, MD 21401.

AUGUST 15-20 CANADIAN SNIPE CHAMPIONSHIP Petpeswick Yacht Club, P. O. Box 21, Musquodoboit Harbor, Nova Scotia, Canada.

AUGUST 21-22 HOOSIER HARVEST REGATTA, Muncie SC, Prairie Creek Reservoir, Muncie, IN. E. C. Barb, Chinquapin Way, Muncie, IN

AUGUST 21 - 22 CHAMPAGNE REGATTA, Keuka Lake, Fred A. Jordan, 936 Boughton Hill Rd., Victor, NY 14564.

SEPTEMBER 11-12 INDIANA OPEN SNIPE REGATTA, Indianapolis Snipe Fleet, Robert T. Allen, 7815 Lantern Rd, Indianapolis, IN 46256.

SEPTEMBER 18-19 CHICAGO INDIAN SUMMER REGATTA, Burnham Park Yacht Club, Lee Brahos, 5757 N. Francisco, Chicago 60645.

SEPTEMBER 18-19 ONONDAGA OPEN, Lake Onondaga, Ike Lawton, 7471 Thunderbird Rd., Liverpool, NY 13088.

SEPTEMBER 18-19 MISSOURI YACHT CLUB, Lake Lotawana, Roger Moorman, 804 Cedar, Lee's Summit, MO 64063.

SEPTEMBER 25 - 26 CRYSTAL LAKE REGATTA, Crystal Lake Yacht Club, Herbert Brokhof, 410 Nash Rd., Crystal Lake, IL 60014.

OCTOBER 2 - 3 OXFORD INCIDENT, Acton Fleet, Tom Rolfes, 3786 Quante Ave., Cincinnati, OH 45211.

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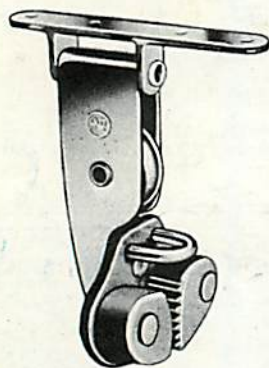
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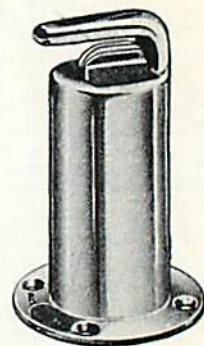
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