

SNIPE
.....
BULLETIN



APRIL 1974

District V Regattas Held

Light Air Stymies New York Open

The wind is at times reluctant to show its force in the foothills of the Allegheny Mountains. This fact was well evident on June 2nd as the Cuba Lake Yacht Club attempted to hold the New York State Open on an artificial lake (built to originally feed the Genesee Canal) in "Dismal Valley".

Charlie Webster persevered in drifting conditions as only one race of a scheduled three was completed on Saturday. The never ceasing flow of beer prevented mass desertion after the frustrating attempt at competition.

Sunset allowed the "Bold Mothers" to call in the Valley's most powerful ritual performers. "Rainbow Kitchen" applied 2000 watts RMS of tube power in an attempt at evoking the various wind spirits to put in a Sunday appearance.

Dawn came with light, steady air which allowed 3 races to be run. Charlie Webster coasted in with a first, second, and third. Bill Evans of Barrie, Ontario, Canada, Fritz Gram of the host club, Graham Hoffman of Keuka Yacht Club, Russell Cook of the same club and Jerry Thompson from Lodi, Ohio battled for runnerup honors and finished in the above order to claim the balance of the trophies.

In 1974 the "Bold Mothers" promise to start the "Rock Wind Dance" on Friday night.

1973 RETZHAUPT TROPHY

Fritz Gram, Cuba Lake, is the 1973 winner of the Retzhaupt Trophy, awarded annually to the District V sailor whose Olympic score for the three District Regattas is lowest. Top 6 are listed:

1. Fritz Gram, Cuba Lake
2. Charles Webster, Newport Y.C.
3. Graham Hoffman, Keuka Lake
4. Howie Fletcher, Olcott Y.C.
5. Tersh Bugbee, Chautauqua Lake
6. Al Bugbee, Chautauqua Lake

NEW YORK STATE OPEN Top 15 of 45

Skipper	Home Club	Finishes	Points	Pos.
Chuck Webster	Newport YC	1-1-2-3	8.7	1
Bill Evans	Barrie, Ontario	7-12-3-1	36.7	2
Fritz Gram	Cuba Lake	17-4-1-6	42.7	3
Graham Hoffman	Keuka Lake	2-5-5-14	43	4
Russ Cook	Keuka Lake	15-3-10-2	45.7	5
Jerry Thompson	P.L.Y.C.	22-2-4-4	47	6
Howie Fletcher	Olcott YC	5-6-7-11	51.7	7
Skip French	Bantam Lake	14-9-9-15	71	8
Mike Hayes	Buffalo	4-11-27-26	80	9
J.C. Pearce	Barrie, Ontario	34-8-6-13	84.7	10
Ted Hains	Oakville, Ontario	29-14-14-5	85	11
Jeff Aldrich	Onondaga YC	9-27-8-21	89	12
Ned Daly	Lake Quassapaug	13-17-15-23	92	13
Ed Crook	Oakville, Ontario	10-30-13-16	93	14
Jim Belford	Oakville, Ontario	6-19-35-10	93.7	15

Rochester Club Holds Lake Ontario Regional Open

Abnormally high water level (2-3') on Lake Ontario and environs permitted the setting of marks during some races in locations which have been too shallow since the early 1950's. One skipper willing to admit he had been around that long reported finding similar windshifts to those encountered way back then. Such relatively new courses plus sailing three races in rain, confounded the local experts to the extent that none placed in the top 7 boats. An undaunted race committee started the first race in a moderately heavy rain that continued

throughout the day mixed with winds of 5-10 knots. Sunday a cold snap brought the temperature to about 55° with a brisk wind of 10-15 knots. This was a welcome relief from Saturday even with a lowering sky.

The standing in the regatta were changed by a protest implementing new rule No. 67.2: a third boat protesting against two boats observed in a foul situation in which no action was taken by those involved. The moral must be never to pass up an opportunity to do a 720°.

LAKE ONTARIO REGIONAL OPEN REGATTA (Briody Memorial)

Boat	Skipper	Yacht Club	Finishes	Points	Pos.
19397	Bill Evans	Barrie YC	10-2-2-4	30	1
20689	Ted Hains	Oakville	2-5-9-2	31	2
16333	Dave Bouckhuyt	Cuba Lake	6-9-7-3	45.4	3
20690	James Belford	Oakville	4-6-8-7	46.7	4
16699	Fritz Gram	Cuba Lake	8-12-17-1	55	5
19491	Russ Cook	Keuka	1-3-4-dsq	55.7	6
19793	Lucius Bugbee	Chautauqua	7-18-5-g	58.7	7
16800	Bob Vreeland	Newport	14-1-16-15	63	8
18504	John Miller	Newport	3-4-12-27	64.7	9
19450	Graham Hoffman	Keuka	11-8-13-10	66	10
17733	Charles Webster	Newport	5-7-3-dnf	73.7	11
17546	Dirk Kneulman	Oakville	17-10-10-14	75	12
20185	Lana Rittmann	Newport	13-14-6-19	75.7	13
11392	Gwen Crook	Oakville	26-11-14-9	84	14
19697	Chuck Fox	Newport	18-13-26-5	85	15



H-I-K-E is a good description for Ellen Lawton and crew, Peggy Noble of the Onondaga YC as they round the weather mark during the District V Snipe Regatta. (Photo by Anestis Diakopolous)

Onondaga Y.C. Holds District V Championship

Near-perfect sailing conditions prevailed for the 13 Juniors and 33 Seniors competing in the 1973 District 5 Snipe Championship Regatta held July 6,7,8, at the Onodaga Yacht Club, Liverpool, New York.

The Juniors sailed three races on Friday in 5-15 MPH winds, under clear blue skies with the temperature in the 80's. Jeff Aldrich of Onodaga showed the

way with 2 firsts and a 4th. Competition was extremely keen between the 2nd and 3rd place boats. George Anderson of the Chautauqua Lake Yacht Club was victorious by 7/10 of a point over Bob Hays of the Cuba Lake Yacht Club.

The wind and weather held for the two days of Senior sailing. Fritz Gram of Cuba Lake Yacht Club left little doubt as to the Senior's Champion with 3 firsts and 2 seconds. His uncanny ability to be in the right place at the right time failed him twice when Newport Yacht Club sailors Lana Rittman won the 1st race and Charles Webster won the 3rd.

It was a family affair for the second and third place finishes, with younger brother Alvin Bugbee showing steady improvement from a 7th in the first race to a 3rd and 2nd in the 4th and 5th races. Lucius Bugbee sailed his new Varalyay to a 3rd overall finish with a 2nd and 3rd in the 4th and 5th races. The Bugbee's sail from the Chautauqua Lake Yacht Club.

All in all, it was a very successful regatta.

Ellen Lawton
District 5, Regatta Chairwoman
(Continued on Page 8)

DISTRICT V CHAMPIONSHIP REGATTA Senior Division

Boat	Skipper	Finishes	Points	Position
16699	Fritz Gram	2-1-2-1-1	6	1
17018	Al Bugbee	7-4-8-3-2	43.7	2
19793	Lucius Bugbee	15-5-6-2-3	51.4	3
17733	Charles Webster	6-8-1-14-12	63.7	4
20185	Lana Rittman	1-10-dsq-5-5	77	5
16800	Bob Vreeland	4-19-5-15-7	77	6
17464	Julius Kroeger	dnf-6-7-4-9	85.7	7
19697	Charles Fox	8-15-15-16-4	86	8
11600	Dave Aldrich	11-13-3-6-dnf	86.4	9
19119	W. Kornrich	12-21-4-12-11	88	10
11389	G.H. Fletcher	13-7-21-11-8	90	11
11315	T. Perrigo	14-12-9-9-16	90	12
19365	George Hock	9-22-14-13-13	101	13
19450	G. Hoffman	10-28-12-8-14	102	14
	Jeff Williams	dnf-11-23-10-6	112.7	15
20222	Leo Murphy	19-14-20-18-15	116	16
18066	Bud Booth	26-dsq-10-7-10	120	17
16333	Dave Bouckhuyt	3-2-dnf-dns-dns	121.7	18
20554	J. Magnuson	24-17-17-22-18	128	19
7873	Ron Bouverat	27-16-11-23-22	129	20

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THE COVER

The cover photograph was one that Birney Mills had set up for the September 1970 issue. That issue was never completed; Birney was taken ill and never returned to his work. We do not know anything about the photograph except it shows a Snipe on a screaming plane. If you will look closely you can see the crew buried in the spray — doing a proper job of keeping the skipper dry.

THE COMMODORE SAYS

This is being written on March 7th with the temperature 65° Fahrenheit and bright sunshine in Boston. Spring and sailing are certainly on the way. I have just talked to Buzz Lamb on his return from Tampa, Florida, and the start of the Mid-Winter Regatta. Even with the gas shortage, there was an all-time high of forty-four boats indicating the start of another record breaking year for the Snipe Class. Now is the time to "polish your bottoms" for the beginning of an enjoyable sailing year. Dues are payable immediately and again, as last year, no boat will be allowed to sail unless it has this year's decal. So hurry and get your dues paid in order to be on the line when the first gun is fired.

It is hoped that all fleets, districts and countries will promote an active junior program this year. The juniors are certainly the strength of the Snipe Class and we should do everything in our power to encourage junior sailing.

The sanctioned forms for regattas are coming in rapidly and it looks like a great year. Here in the United States, the North American Championship has been scheduled at the NAYRU Association Island Sailing Complex for the 18th of July, and this looks like a superb regatta. Everything is being done to have a great U.S. Nationals in Jacksonville on the 11th of August for the juniors and the 14th of August for the seniors. The European and African Championship has been scheduled in Hango, Finland, for the 5th of August. All systems are go, so let's get cracking, pay our dues and participate in the great sport of Snipe sailing.

Ralph M. Swanson
SCIRA Commodore

District VI Governor

The sailors of District VI of the U.S. have persuaded Arch Higman to remain on as Governor for one more year. As many of you know, Arch has been crippled with arthritis for many years. In December Arch had an operation to relieve him of the pain and permit him to walk without crutches. So far this appears to have been successful. With another, follow-up operation Arch should be hiking out in the heavy winds. In spite of his handicap he has managed to sail for many years. He built and still owns Snipe 6682. We all wish Arch a speedy recovery. No doubt District VI will have to find another Governor next year — Arch will be too busy sailing.

STATUS BY COUNTRIES

The following is a list of countries that paid dues for the year 1973. The figures indicate the number of dues-paying boats. Those nations not included had not remitted their 1973 dues by press time.

Argentina	10	Finland	108
Austria	3	France	73
Bahamas	16	Italy	53
Belgium	26	Jugoslavia	12
Bermuda	12	Portugal	118
Brazil	147	Spain	573
Canada	57	Sweden	91
Colombia	41	Switzerland	9
Cuba	40	United States	1685
England	117	Uruguay	38

Total 3229

THE SCORE

The first two months of the year were good in the number department. The U.S. got 34, Denmark and Spain 20 each, France 10, Sweden 6, Colombia 4, England 3 and 1 each to Canada and Argentina for a total of 99.

Two fleet charters were issued. Savonlinna in Finland was given charter 732 and Club Nautico El Portillo in Bogota, Colombia got number 733. Congratulations are in order for these two fleets.

Numbered SNIPES — 21147

Chartered Fleets — 733



Interclub Series winners, from left, front: Mary Hobson, Rachel De Armen, Ineta Bebb, Barbara Raynolds, Gary Holt missing; back row: Jim Hobson, Scott De Armen, Martin Bebb, Mike Choquette, Lawrence Theriot.

Good Start for Tulsa's Interclub Series

Tulsa's first Annual Snipe Interclub Series got off to a good start with seventeen snipers from the three area clubs participating in the best five out of six race series.

The first two races were held August 30th, by Snipe fleet 68 of Sequoyah Yacht Club. One Port and one Starboard race were sailed on Lake Yahola because of light and variable winds.

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The third two race series was scheduled October 14 at Windycrest Sailing Club Snipe Fleet 625. Due to high water on

Lake Keystone, 625's home lake, which put their facilities under water, the scene of battle was transferred to Lake Yahola. The series was concluded in very light and failing winds. One race was completed, the other was abandoned because the lead Snipe did not complete the first lap in the required time limit.

Awards presentation was held at a Pot-Luck Dinner Party, October 27th. Irene and Bruce Hurst of Fleet 68 were hosts. Mike Choquette Of Snipe Fleet 625, presented the trophies to the top five skippers and crew, with Martin Bebb of Fleet 720 taking first place. Martin sailed to three first in the five race series to win the Interclub Series plaque trophy. Lawrence Theriot, Sequoyah YC Fleet 68

TULSA INTERCLUB SERIES Top ten are as follows:

Boat	Skipper	Fleet	Places	Points	Position
15951	Bebb	720	6-1-3-1-1	17.4	1
17240	Choquette	625	5-4-1-2-2	24	2
14767	DeArmen	68	2-2-5-3-5	31.7	3
17925	Hobson	68	1-5-2-8-dns	43	4
19176	Theriot	68	4-9-10-5-3	54.7	5
16327	Hurst	68	3-3-9-10-9	57.4	6
19283	Snider	625	8-7-4-4-dnf	59	7
14492	Cacoperdo	68	9-10-6-7-4	63.7	8
17683	Isom	68	10-6-7-9-6	67.4	9
16154	Butler	68	11-8-8-11-8	76	10



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

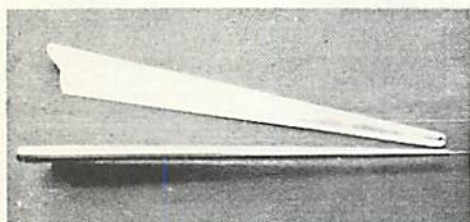
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

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

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This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

The Juniors had wind up to 20. Elms Sails got 1st, 2nd and 4th.

The Nassau Midwinters were heavy. Elms Sails got 7 straight firsts, capturing 1st and 2nd in the championship.

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I have had several thoughts since talking to various people who sailed at the U.S. Nationals last year and I would be remiss if I didn't convey them to Snipe sailors.

It appears that we are hurting the class in the U.S. by holding these nationals in undesirable places at bad times and by making the series intolerably long. I know that some of the younger sailors would dispute these views long and loud and in fact have done so at meetings held during the nationals.

I would like to make a radical proposal — let's scrap the District rotation system and go where we can have the best odds for good sailing, friendly get togethers in the evenings, and probably good weather.

The Thistle and Laser classes both went to Association Island last summer and enjoyed it very much. Sailing can be

inside a large harbor or on Lake Ontario as conditions advise. Living is under camp-type conditions with cabins and a central dining hall and meeting room. There are ample hoists, ramps, docks, etc. Association Island has recreational facilities such as tennis, volleyball, shuffleboard, and swimming. It is definitely not Holiday Inn type accommodations but they are more than adequate and there is a "togetherness" for the group. It is for sailboat regattas.

Also I think we should consider going back to the system tried at Oklahoma. Qualify the first three in the district regattas with no alternates. Then qualify 14 more in the three race Crosby series and also last year's champ. This makes 36 entries, puts emphasis on districts, and still allows others to qualify.

Then we should have a five race

Heinzerling with no throw outs. This could all be sailed Monday thru Friday and 2/3 of the country could make it in a week's time.

Fred Schenck told my wife Winnie, he thought we were missing the boat by making the Nationals a marathon instead of a friendly Snipe sailing regatta. After reading the long list of people who dropped out and did not finish the series last summer, I believe reconsiderations are a must.

All the above does not mean I disapprove of our long established Wells system of racing — proper lines, long courses, moving marks, etc. Those are things that make Snipe racing the finest. But choice of locations and length of the regatta should be reviewed at once.

Buzz Levinson,
Past Commodore SCIRA

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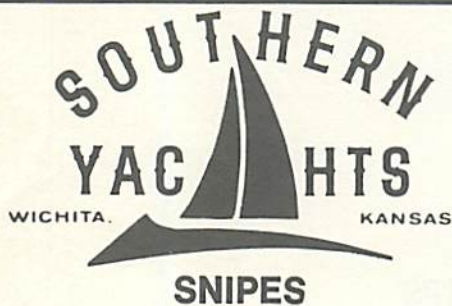
(Continued from Page 7)

Action and competitive spirit was evident in the District V Championship Regatta. Here Sue Stafford is inside, Al Sienkiewicz is in the middle of it all, and George Hock holds the outside course. (Photo by Anestis Diakopolous)



DISTRICT V CHAMPIONSHIP REGATTA Junior Division

Boat	Skipper/Crew	Club	Finishes	Position
11600	J. Aldrich/D. Kneap	Onondaga	4-1-1	1
19793	G. Anderson/K. Kuess	Chautauqua	1-3-4	2
16699	R. Hays/M. Hays	Cuba	3-dsq-2-3	3
19698	J. Fox/M. Fox	Newport	10-4-3-	4
13450	J. Guidetti/G. Gorman	Onondaga	9-2-9	5
17018	T. Larson/K. O'Neil	Chautauqua	6-5-8	6
20554	N. Magnuson/C. Dunbar	Chautauqua	2-8-13	7
18066	S. Booth/J. Mazoway	Onondaga	8-7-5	8
14636	J. Stafford/P. Price	Onondaga	7-6-71	9
16333	G. Kunkel/B. Minion	Chautauqua	5-dnf-6	10
19706	S. Lewis/C. Munger	Onondaga	11-9-11	11
19284	J. Gale/C. Gale	Newport	12-11-10	12
9310	W. Lewis/P. Noble	Onondaga	13-10-12	13



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Cochran Prevails at Georgia State Championship

Florida again took home the Georgia State Championship as Dr. Don Cochran, Clearwater, father of last year's Champion put together a 3-3-1 record to win the Garnet Puett perpetual trophy. Second place went to Tennessee with Privateer's Van Wesley. Clearwater's Bob Cook was in third and the first Georgia boat was Dr. Herb West of Atlanta. Defending Champion Bruce Cochran of

Clearwater rounded out the top 5. A DSQ on the last race start cost young Barry Cochran the Championship, dropping him to 12th place.

The Championship, held on Twin Lakes at Valdosta Yacht Club drew 38 boats. The races on both Saturday November 10 and Sunday November 11 were in chilly gusty winds of 10-15.

GEORGIA STATE CHAMPIONSHIP

Boat	Skipper	Home Club	Finishes	Points	Pos.
19795	Don Cochran	Clearwater	3-3-1	11.4	1
11468	Van Wesley	PYC	1-4-5	18	2
16104	Bob Cook	Clearwater	4-5-2	21	3
12021	Herb West	AYC	7-1-6	24.7	4
20221	Bruce Cochran	Clearwater	2-15-3	29.7	5
7428	Buzz Lamb	PYC	9-6-4	34.7	6
11011	Cliff Hogg	CSC	11-9-7	45	7
9126	Matt Gregory	AYC	14-7-8	47	8
19899	Ray Deschenes	St. Johns	6-12-12	47.7	9
20629	Andy Fox	St. Johns SA	12-8-11	49	10
12345	Lloyd Cox	PYC	16-13-9	56	11
20800	Barry Cochran	Clearwater	5-2-dsq	57	12
19489	John Muhlhausen	AYC	10-19-10	57	13
20387	Sue Mitchell	Clearwater	17-10-14	59	14
18651	Bert Verwey	St. Johns SA	15-11-16	60	15
19003	Wilby Coleman	VYC	13-17-13	61	16
20822	Bill Snowden	Barefoot SC	20-18-15	71	17
4578	Dean Hearn	PYC	19-21-17	75	18
20231	John E. Slaughter Jr.	Clearwater	21-16-22	77	19
17388	Ron Giles	VYC	30-14-19	81	20

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FOR SALE - Sitka spruce, B or better mast and boom lumber, air dried for five years. Approx. 800' of 4/4 X random width X 10' - also 7 pcs of 2" X 7" X 20' 20% below cost. Post Woodworking, 2020 E. First St., Tempe, Arizona 85251.

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FOR SALE - Fiberglass Snipe, 18550, Lofland, North sails, like new, includes trailer, extra wheel and tire, life preservers, bailer, winches, and orange stripe and hull. Measured and certified. Asking \$1395 or best offer. Charles Nearing, 1313 Eureka Avenue, Davis, CA 95616. (916) 756-3776.

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STONE FLEET . . .

(Continued from Page 10)

sailors still think of the old Snipe of twenty years back.) Members came forward and the day's racing was done exclusively in Snipes. Naturally top dinghy helmsmen were in the teams and from the talk of both crews and spectators the Snipe was well praised and much interest shown in the boats and literature. I considered it most rewarding - not from the fact of whether SCIRA has enrolled new Snipe helmsmen from the interest shown, but the keenness of the Snipers who came forward to loan their craft for no personal gain other than to better the class; these are the members

who are the backbone of our association - the dependable hard core that make all the work and organization worth while.

On behalf of the fleet I extend an invitation to our 15th International Meeting in 1974, and any Snipers ever in the U.K. next season will be most welcome at Stone. A letter in advance will guarantee a Snipe to borrow or a crew job.

John R. Broughton,
Fleet Captain, Stone S.C.
St. Lawrence Bay
Essex, England

Budworth S.C. Welcomes Snipers

The thirty three Snipes of Budworth Mere hold our open meeting, The Howarth Trophy, in early Autumn, but would be more than delighted to offer a boat to visitors on any Sunday from March to December.

The club house and dinghy park are on the edge of Budworth Mere south of the village of Great Budworth in the heart of the Cheshire countryside. The thatched cottages, black and white half-timbered buildings, and even a set of stocks or pillory outside the village church, across the street from the "George and Dragon", make it one of the prettiest Cheshire Villages.

The size of the mere, three quarters of a mile long and a quarter of a mile wide, is the only drawback to the idyllic location. However, as an indication of the keen interest of our "duck pond sailors" thirteen old boats have been replaced with new Skipper Snipes in the last two years.

Wally Hardman
Fleet Captain, Fleet No. 232

time. For information contact Joseph R. Duplin Marine Inc., 8 Argyle St., Winthrop, MA 02152. Tel 617-846-2170. Evenings 617-846-9340.

15221 Lofland (good one) 1 set Ulmers 2 sets Levinsons 2 Proctor masts 2 booms (1 wood 1 metal) top - bottom covers trailer Dri-sailed. \$1150.00. George Maddox, 104 Water, Cassopolis Michigan 49031 (616) 445-3384.

WANTED - Used dacron Snipe sails. Michael Engmark, 106 Avondale, Jackson, MI, 49203.

WANTED - 5/16" or 1/4" Aluminum or Teflon board to fit 1965 Shock with full original housing. Skip Armstrong, 2150 Maple, Homewood, IL 60430. Tel. 312 789-3987.

LEMKE No. 19365 - Dark Blue hull, light blue deck, trailer, compass, full Harkens, Cobra mast, and all go-fasts. Price includes top cover, North and Elms sails plus free delivery to 150 miles. \$1,350. George Hock, 24 Arden Crest Rd., Liverpool, NY 13088. Ph (315) 652-3964.

SAILS - North main & Jib, good condition - \$65.00 Dimattea main & jib used 12 times. Excellent - \$95.00. Ray Smith, 66 Lowell Rd., Winthrop, MA 02152.

FOR SALE - National Championship Snipe No. 9999, good equipment, trailer, etc. \$600. Frost, 135 N. Evergreen Dr., Ventura, CA 93003.

FOR SALE - Snipe No. 10224 - Gerber, wood hull, new mast, sails, trailer and cover. Call or write Dick Leonard, 203-729-7247, 312 Park Ave., Naugatuck, CT. \$800 or reasonable offer. A good buy for a beginning skipper.

FOR SALE: SNIPE 16743, IRISH - 5 years old. Sailed only 3 years and in very good condition. Yellow fiberglass hull and white deck. 3 year old Elms sails. A good buy at \$975. Bill Grabb, 325 Barton Shore Drive, Ann Arbor, Michigan 48105. Telephone: (313) 665-5201.

HEART OF AMERICA REGATTA

Lake Quivira Fleet 121

JUNE 8 & 9

Write: Dave Zoller
Lake Quivira
Kansas City, KS 66106



Sanctioned Snipe Regattas

Wesley/Simons Team for Cracker Barrel Win

The 1973 Cracker Barrel Regatta was won by Van Wesley and Bill Simons of Chattanooga's Privateer Yacht Club. The trophy, emblematic of the two-boat team championship for District IV is held every year by the Chattahoochee Sailing association of Columbus, GA. This year there was a record turnout of 21 teams representing 9 fleets from 5 states at the September 22-23 regatta.

Despite all weather reports being bad, somehow two clear days were weged into a dismal week so that the regatta was free from rain. Unfortunately, it was also free from wind. Saturday's races were light and fluky in the extreme, with sometimes only a boat length separating a beat from a run — with both boats properly trimmed!

Saturday night Wesley and Simons had a 40 point lead on the second place team of Quin Dennis and Bill Snowden of Atlanta.

Sunday's racing was no better — in fact it was worse. Wesley and Simons held their lead easily but Dennis and Snowden dropped to third place in the final standings, allowing another Atlanta team, Means Davis and Herb West to take second place honors.

CRACKER BARREL REGATTA

(Top 9 of 21 teams)

1. Van Wesley/Bill Simons, Chattanooga
2. Means Davis/Herb West, Atlanta
3. Quin Dennis/Bill Snowden, Atlanta
4. Lloyd Cox/Dean Hearn, Chattanooga
5. Bruce Cochran/Don Cochran, Clearwater
6. Dan Williams/Jerry Humphreys, Chattanooga
7. John Muhlhause/Carl Owens, Atlanta
8. Dick Craig/Eddie Craig, Chattanooga
9. Albert Lamar/Tom Kennedy, Jackson

APRIL 20-21, REDNECK REGATTA, Magnolia Snipe Fleet No. 604, Albert Lamar, P.O. Box 8068, Jackson, MS 39204.

APRIL 27-28, DECATUR ICE BREAKER, Decatur Snipe Fleet No. 144, William J. Celio, 124 Wisconsin Dr., Decatur, IL 62524.

APRIL 26,27,28, HOLIDAY IN DIXIE, Shreveport Fleet No. 38, Fred J. McMichael, P.O. Box 1156, Shreveport, LA 71163.

MAY 4-5, MIDDLEFORK OPENER, Whitewater Valley Fleet No. 653, James F. Burdett, 221 South 22nd St., Richmond IN 47374.

May 11-12, SOUTHERN SNIPE CHAMPIONSHIP, Chattanooga, Privateer Fleet No. 142, Dean Hearn, Jr., 4712 Privateer Rd., Hixson, TN 37343.

May 11-12, COLONIAL TROPHY REGATTA, Annapolis Fleet No. 532, Eric St. C. Perdon, 910 Primrose No. 302, Annapolis, MD 21403.

MAY 11-12, TEXAS SNIPE CHAMPIONSHIP, Lake Canyon Fleet No. 681, Jim Schneider, 635 Balboa Dr., Universal City, TX 78148.

MAY 11-12, LAKE YOSEMITE NORTH SOUTH SNIPE REGATTA, Lake Yosemite Fleet No. 731, Anthony Picciano, 638 Roberts Ct., Merced, CA 95340.

MAY 18-19, GRAND OPENING OF THE SEASON SAIL, Lansing Kick-Up Fleet No. 601, Mrs. Judy Corliss, 1000 Cawood St., Lansing, MI 48915.

MAY 25-26, SOUTHWESTERN SNIPE CHAMPIONSHIP, White Rock Dallas Fleet No. 1, David Fortune, 9637 Shadydale Lane, Dallas, TX 75238.

JUNE 1-2, NORTHEASTERN INTERNATIONALS, Chatauqua Fleet No. 124, Harold G. Griffith, 227 Crossman St., Jamestown, NY 14701.

JUNE 1-2, 34TH ANNUAL SEQUOYAH INVITATIONAL REGATTA, Sequoyah Fleet No. 68, Lawrence M. Theriot, 8914 E. 33rd Place, Tulsa, OK 74145.

JUNE 7-8, STONE INTERNATIONAL OPEN MEETING, Stone Sailing Club, Fleet 372, John R. Broughton, 24 Empress Drive, Chislehurst, Kent, England.

JUNE 15-16, NEW YORK STATE OPEN, Cuba Lake Fleet No. 442, Leo Murphy, Jr., 107 N. Clinton, Olean, NY 14760.

JUNE 29-30, LAKE ONTARIO REGION OPEN (BRIODY), Oakville Y.S. Fleet No. 321, Jim Belford, 85 Wolfdale Rd., Oakville, Ontario, Canada, 416-844-0443.

JUNE 30, JULY 1, THE OAKVILLE TROPHY, (ONTARIO OPEN), Oakville Y.S. Fleet No. 321, Jim Belford, 85 Wolfdale Rd., Oakville, Ontario, Canada.

JULY 12,13,14, DISTRICT V JUNIOR AND SENIOR CHAMPIONSHIPS, Newport Fleet No. 103, Ted Horvath, 496 Smith Rd., Pittsford, NY 14534.

July 18-21, NORTH AMERICAN CHAMPIONSHIP, Association Island, NY, Stuart L. Griffing, 1087 Meredith Dr., Cincinnati, OH 45231.

JULY 20-21, SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet No. 597, Herb Langland, 3640 Drury Lane, Topeka, KS 66604.

JULY 27-28, FINGER LAKES CHAMPAGNE REGATTA, KEUKA Fleet No. 382, Russell Cook, Walcott Rd., Rose, NY 14542.

August 5-11, EUROPEAN AND AFRICAN CHAMPIONSHIP, Hango, Finland, Bent Rosequist, SCIRA/Finland, Thurmansallen 8, 02700 Grankulla, Finland.

AUGUST 11-13, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Florida Yacht Club, Jacksonville, Florida, R. Means Davis, Jr., 5115 Northside Dr., NW, Atlanta, GA 30327.

AUGUST 14-21, U.S. NATIONAL CHAMPIONSHIP, Florida Yacht Club, Jacksonville, Florida R. Means Davis, Jr., 5115 Northside Dr., NW, Atlanta, GA 30327.

September 21-22, JOE RAMEL MEMORIAL REGATTA, Missouri Y.C. Fleet No. 49, Dick Goppert, K-18 Rt. No. 1, Lake Lotawana, MO 64063.

October 19-29, FRIGID DIGIT REGATTA, Annapolis Fleet No. 532, Eric Perdon, 910 Primrose No. 302, Annapolis, MD 21403.

November 2-3, HALLOWE'EN REGATTA, Atlanta Fleet 330, Bob Dean, 1317 Brooklawn Rd., NE, Atlanta, GA 30319.

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Jackson Yacht Club **APRIL 20 & 21** Jackson, Mississippi

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Wells Wanderings



by Ted Wells

APRIL 1974

ENERGY CRISIS THOUGHT

Quite a long time ago, when the Iowa-Nebraska fleet put in their electric hoist, it was much more convenient, with their prevailing wind and dock and hoist locations, to put the boat on the trailer with the transom toward the front of the trailer. This was long before Richard Petty, the Allison boys and others started "drafting" around the stock car 500 mile (more or less) races, but cross country, it produced the same result in lower fuel consumption. The Iowa-Nebraska fleet prospered and has now either stayed home or turned their trailers around — but it is still a sound aerodynamic idea. No comment on their stay at home propensities. Private feud.

CROSBY ADVICE

Bill Crosby used to repeat that it was foolish to write for the hot shots — they didn't need it. He stressed the fact that each year, there are many new Snipe skippers — some experienced in other boats, some without any knowledge of racing but who have bought Snipes and want to make them go fast but don't know how. Some recent correspondence proves he was right. Experts — go read the funny papers, what follows will seem elemental to you, but to lots of new skippers it won't (and without new skippers who stay, we're dead.)

Mast location — centerline 60" aft of the stem head.

Jib stay attachment at the deck — from 11" to 12½" aft of the stemhead.

With the jib stay tight but no bend in the mast, a tape line attached to the clevis on the end of the main halyard should give a distance from the clevis when hoisted to the top limit, to the top of the transom at the center, of 21 feet ½" for the maximum aft rake (as used by Dave Ullman) to 21' 6" for a more average figure. A good way to eyeball this without a tape is that going to windward with a moderate breeze (10-15 mph) the bottom of the boom should be level with the horizon.

With the mast pulled forward so the side stays are tight, this same distance from the clevis to the transom should be 21 feet 9½" for the Ullman rig to 22' 4" for the more normal rig. In light winds and smooth water, if you sail like Dave does, you will point higher and go better to windward with his setup. Off the wind, no, especially dead before the wind.

Spreader length is subject to a lot of argument. A good median I think is 17" from the side of the mast to the stay. Spreader swing is also subject to argument — the more swing, the more mast bend. To avoid as much as possible a violent jittering of the mast in 30+ mph gusts, I put the stops on the spreaders so the ends are never closer than about 24". Others let them come closer — say 16 or 17". Depends on your winds.

There is a lot of leeway in location of jib leads. Ullman has them 15½" from the centerline, and some others can sail fast with them that far in — but you don't dare trim too tightly. Others use from 18½" to 20" out from the center. It depends on the cut of the jib and how you trim the sheet as to which is best for you. A precaution — only the real hotshots can get the trim just right for windward work with the far in leads. I'm with the common herd in trimming mine farther out — I keep hoping I can go fast at 18½" but usually settle for 20".

The fore and aft location of the jib leads depends a lot on mast rake — more aft rake, farther forward on the jib leads. In general — set them so that the luff of the jib breaks uniformly from top to bottom as you head to wind. Some jibs have a pencil line on them to line up with the sheet — which helps. Generally, the lead will be about 2 to 3" forward of the aft end of the centerboard slot — but you will find a lot of variation on this.

Trim jib sheets inside the stays or outside? You will go better to windward in light winds with them trimmed inside — above about 10 mph wind velocity, your side stays will be slack enough to trim outside without stay interference, and this makes reaching a lot easier — providing you believe in the efficacy of reading hooks and/or those gadgets used on Snipes before the Barber twins knew what a sail boat was, let alone the so called "Barber Haulers".

When you are trimmed inside the stays — it is possible but not easy to re-thread your jib sheet outside the stay for reaching in light air. In 15+ mph winds — no way.

Best whiskerpole length? I use 91½" from mast surface to centerline of sheet. This is too long for a run dead before the wind, but instead of a different pole — just use a loop of ¼" line attached to the mast which in effect results in a 6" shortening of the pole when it is hooked into the loop of line instead of being placed on the mast.

A reminder on the racing rules, the pole must be set on the mast — by a fitting, by resting on it, or by a piece of line as described above. It must not be held in the hand except while setting.

The mainsheet traveller — a lot of room for argument. I say that the ability to trim the boom to the centerline or to windward is of little or no value — and may even be a hinderance if you do it unless you are a real hot shot on this operation. Forget about it.

For normal winds — just use the rope traveler, letting it float all the way to the boom in light airs; pull flatter so the main is pulled down, not in, in heavy air.

Should you drop your boom to the second stripe in high wind? This depends on crew weight and hiking ability. Dropping the boom lessens heeling tendency. Flattening the sail by bending the mast helps also. If you can hold the boat flat with the boom up, do so. If you can hold it flatter by dropping it — do so.

FLAK

A French skipper now sailing here makes a valid point on my remarks on European coffee — THEY LIKE it that way. I should have referred to a cup of coffee that a U.S. tourist would like — recognizing the fact that Charles de Gaulle and M. Jobert and the average American do not see eye to eye on anything.

Another skipper says that Chubascos go faster with straight leading edge boards and other boats don't. So what, he says, let people have fun with their centerboards. I've just bought an old fashioned 20½" wide radius board. For sale cheap — good 20½" — 6½" straight leading edge board. Good condition. No high speed driving. Like new.

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Basic Snipe Sailing Manual

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

NEWS FROM ENGLAND

Busy Season for Stone Fleet

Fleet 372 of Stone Sailing Club was sorry to lose Rudi Borg-Anderson, Denmark, who had been with the club for three years. He had integrated well with his British made Snipe being a regular on the starting line. His family had become most popular in the club, Christian their young son being involved in Cadet racing when not required to crew for his father! The fleet made a small presentation for him to recall his stay in England and wished the Andersons happiness in returning to their home country where they intend to continue racing Snipes.

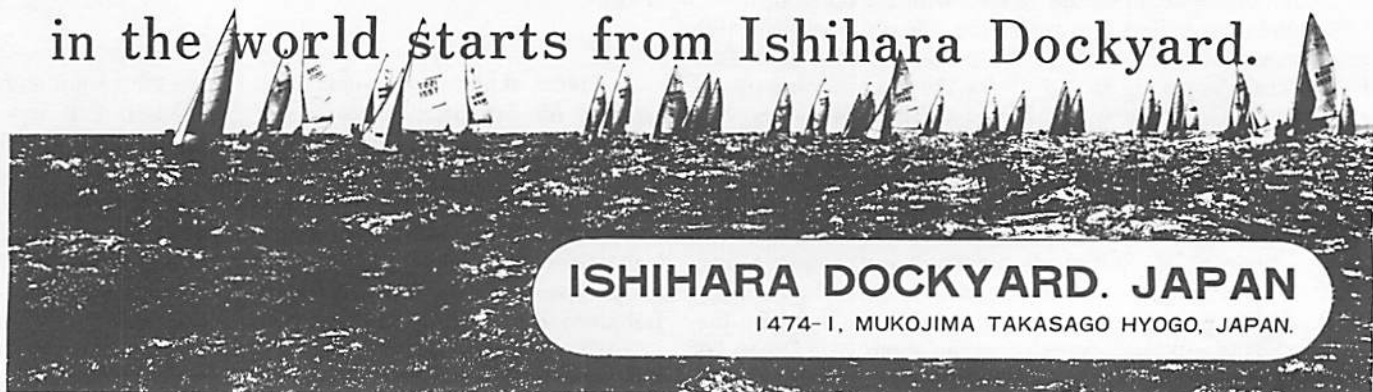
The fleet had a busy season. Every U.K. Snipe open meeting has been contested for by at least one Stone fleet member, and the club burgee has been taken across the Channel twice to France and once to Spain. Our own Fleet International Open was very well

attended with 46 entries representing Belgium, Brazil, Denmark and France.

For the British Nationals ten Stone Snipes entered with the two highest placed fleet boats being Moira Harris fourth and Graham Farrar fifth. The South Eastern Championship was won for a second time by Jimmy Marshall. The Fleet point cup went to Dennis Humphreys.

Undoubtedly the highlight of the season was the chance to show off the "new Look" Snipes in the Royal Yachting Association/Dunhill Eastern Area team race finals. The Stone Sailing Club was honoured to play host and the event was a tremendous success. I sent out a plea for members with new Snipes to loan boats (for the whole idea of the exercise was to show the modern Snipes, as unfortunately the British small boat
(Continued on next page and Page 14)

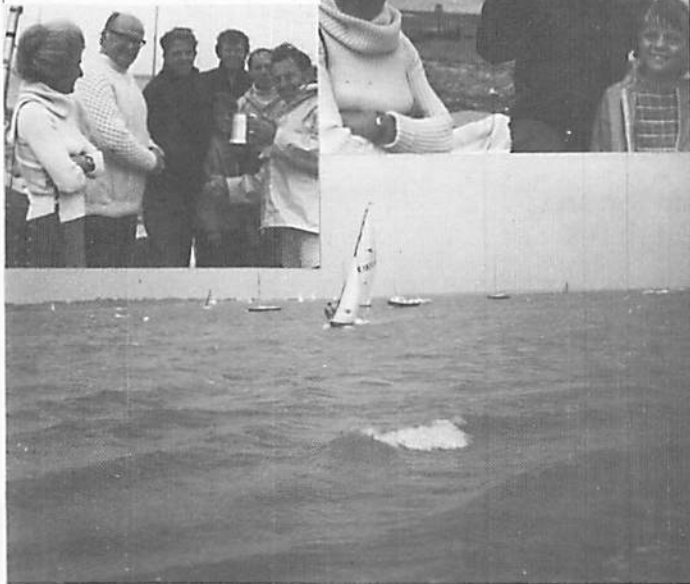
The nicest and the most popular "SNIPE"
in the world starts from Ishihara Dockyard.



ISHIHARA DOCKYARD. JAPAN

1474-1, MUKOJIMA TAKASAGO HYOGO, JAPAN.

Rudi Borg-Anderson being presented by the fleet captain with an engraved old English pewter tankard as a farewell gift from all the Stone Snipe fleet. In return Rudi drinks to the health of his friends around.



The Blackwater estuary showing the fine stretch of water that the Stone fleet use for club and open meetings: without doubt the finest Snipe waters in the U.K.

HOWARD N. RICHARDS

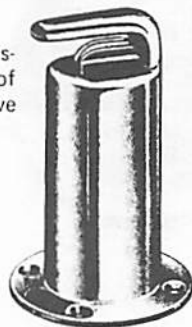
508 Morrison Road - Oakville, Ontario, Canada

World, Pan-American Games, Western Hemisphere and The National Championship of countries too numerous to mention, have been won by Snipes equipped with it.



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SHIPPING ADDRESS _____ _____ Blue _____ Black
_____ ZIP _____ TELE: (Bus) _____ (Res) _____
SHIPMENT VIA: _____ Parcel Post _____ Air Freight _____ Carrier Deliver _____
_____ Air Parcel Post _____ Hold at airport _____
_____ United Parcel _____ for customer pick-up.
Notify customer at telephone _____
SAILS DESIRED: Prices include battens, insignia, numbers and bags. _____
MAIN \$135.00 ea. _____ Light - Medium (0-20 mph.)* - *Recommended as best
_____ Medium - Heavy (15-30 mph) all-purpose suit.
JIB \$ 87.00 ea. _____ Light (0-20 mph) 3 oz.* Jib window included
_____ Medium (10-25 mph) 4.5 oz. _____ Fixed tack
_____ Heavy (25 mph +) 5 oz. _____ Adjustable Luff
ROYALTY (U.S. Only) \$5.00 additional per sail _____ Extra set of
_____ battens - \$5.76
MAST IS: _____ Aluminum: Mfg. and section _____
_____ Wood: Deflection with 50 lbs. _____
_____ Keel Stepped _____ Sliding outhaul on track.

TERMS: 50% deposit with order, F.O.B. Loft. Shipments out of the United States require FULL advance payment with the order.
Check for \$ _____ enclosed.

THANK YOU FOR ORDERING NORTH SAILS

North Sails
1111 Anchorage Lane
San Diego, Calif. 92106

(714) 224-2424