

SNIPE
BULLETIN



APRIL 1977

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World Championship	First
U.S. Nationals	First
Pan American Games	First
South American Championships	First

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1976

Western Hemisphere Championship	1-2-3
European Championship	2nd
U.S. National Championship	2-3-4
U.S. Junior Nationals	1-2-3

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Leslie Tucker and Henry Davis, winners of the Rocky Mountain Championship. (photo by Lou and Sonja Joline)

Henry Davis Wins Rocky Mountain Title

The Rocky Mountain Sailing Association of Denver, Colorado, held their Annual Rocky Mountain Championship Regatta at Bonny Reservoir near Burlington, Colorado, July 24 and 25. Twenty-one skippers with assorted crew, family, camping gear, etc., registered to compete for trophies for a total of five races.

Saturday the winds were steady and strong which made for exciting sailing. Sunday the winds were around 25 and

some boats did not leave the beach while others returned without completing the races.

Henry Davis and crew, Leslie Tucker of Omaha, took the first place trophy. Lou Joline and crew, Sonja Joline, of Kansas City, finished second. Dick Goppert and crew, Cindy Goppert, also of Kansas City, placed third. Clyde Castle and crew, Tom Castle, of Denver, placed fourth. Lee Tautz and crew, Gary Tautz, of Denver, took fifth place trophy.

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

APRIL 1977
Vol. XXVI No. 4

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TIN.

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

THE COMMODORE SEZ

The subject this month is "SCIRA
Finances and What to do about Them".
The 1976 year-end statement showed
that we spent about \$2,700 more than we
received. Our cash balance dropped from
about \$7,700 down to about \$5,000. A
tentative budget for 1977 shows that the
deficit would grow to about \$3,500. At
this rate, we would be out of money
sometime in 1978.

Part of the deficit is due to the
bi-annual cost of printing the Rule Book,
which now costs about \$3800. Another
reason is that we only received \$4700 in
number fees on new boats. In previous
years, this fee has brought in \$7500 to
\$8500.

Obviously something needs to be done
if we are to avoid the situation that arose
in the late '60's, when SCIRA became
heavily in debt to the SCIRA-U. S. Fund.
In January 1972, the present dues and
fees schedule was put into effect, and in
1974 SCIRA was able to pay off its loan
from the U. S. Fund.

Several of us are now looking at
possible new dues and fees schedules to
see what effect they might have on our
financial condition. We expect to have
recommendations to send to the Board of
Governors and National Secretaries in
April. We hope to act on a new schedule
at the Board of Governors meeting at the
World Championship Regatta at Charlot-
tenlund, Denmark, in August. If adopted,
a new schedule probably would go into
effect January 1, 1978.

It is somewhat disturbing to think that
it has been less than six years since the
last dues and fees increase. However, the
picture comes into sharper focus when we
realize that inflation in the U. S. has
reduced purchasing power by about 45%
over the same period. DNW

'77 U.S. Nationals Schedule Revealed

The following is a tentative schedule
for the U. S. Snipe National Champion-
ships to be held on Lake Ray Hubbard,
Dallas, TX, July 15-22. Leif Zars, 111 NE
Loop 410, San Antonio, TX 78216 is
Regatta Chairman.

July 15 - Friday - Measuring for
Juniors

July 16 - Saturday - Junior Cham-
pionship racing; Senior measuring

July 17 - Sunday - Junior Champion-
ship racing; Senior measuring

July 18 - Monday - Crosby Races

July 19 - Tuesday - Crosby Races

July 20 - Wednesday - Heinzerling
and Wells racing

July 21 - Thursday - Heinzerling and
Wells racing

July 22 - Friday - Heinzerling and
Wells racing; Awards Banquet

Give the Devil His Due

And while you are at it make out your
check to SCIRA. If you get a dues notice
- first notices to be mailed April 15 -
that means we have not credited your
dues paid for 1977. Let us hear from you
soon.

THOUGHTS WHILE SAILING

I thought I had covered the subject of
the decline in number of new boats in the
last issue but apparently I missed one
facet. I had a letter from a good Snipe
sailor who had heard rumors that the
newer boats were not as fast and that is
why there are not as many new boats.

Let's look at the problem. There is no
question that some boats are faster than
others, and nobody really knows exactly
why. Certainly it could not be the new
style centerboard since many of the
better sailors have put them in their old
boats and it hasn't slowed them down.

The new boats are all built to closer
tolerances. But, before recommending the
newer tolerances, the Rules Study Com-
mittee measured a large number of boats
and decided that virtually all the boats
currently being built could come under
the new tolerances. As a matter of fact, I
know of no builder who changed his
molds because of the new tolerances. The
part of the boat that goes into the water
is still the same for a new boat as for one

THE COVER

Snipes edge toward finish line on Clear-
water Bay during the Midwinter Champ-
ionship. John Weber photo.

THE SCORE

Fifty one numbers were issued last
month with Spain and Italy tying for the
lead at 20 each. The other eleven num-
bers went to the U. S. No new fleets were
chartered during the month.

Numbered SNIPES — 22775
Chartered Fleets — 752

built 3 or 4 years ago.

The moment of inertia measurement is also the brunt of a lot of criticism. It probably has not done all that it was intended to do, but it has not slowed down any boats. Again the Rules Study Committee measured a number of boats before establishing the minimum measurement. The minimum measurement was below all of the boats measured with one exception, and it was so slightly below it was hardly worth worrying about.

The new rules did not alter the boats. So what is the answer? Perhaps we have reached a plateau where the new boats are not significantly faster than the old ones, so there is no reason to buy a new one. After all it isn't a throw-away boat.

So, I am afraid I will have to disagree with the rumors. We have proof that the new ones are just as fast when put into the hands of a proper skipper. Consider Augie Diaz at the U.S. Nationals last year. He had 7 firsts out of 9 races in a new boat. That's slow?

New Racing Rules Effective May 1

Buzz Lamb and I co-ordinated our coverage of the many committee, council, and Board meetings held in conjunction with the January U.S.Y.R.U. annual meeting in Marina del Rey. Some highlights, most of international interest, follow:

1. The I.Y.R.U. has adopted 1977 racing rules to replace the 1973 rules, with each national authority to decide the date they will become effective. In the U.S.A., it will be May 1. A summary of the changes appears in the USYRU January newsletter, and rulebooks will be mailed to USYRU members by April. Many minor changes are included.

The warning and preparatory signals will be lowered one minute before the next signal.

Rule 67, contact between yachts racing (including third party protests) has been moved to Part IV and cannot be waived.

A competitor may not wear clothing for the purpose of increasing weight, but a class may make exception to this with a maximum of 20 kg weighed saturated and including water-bottle jackets. The Snipe class has never made an exception and need take no action now.

A revised Olympic scoring system with new treatment of DNS and DNF is included, but would not apply to the

Snipe class unless adopted by our Board.

I.Y.R.U. now prohibits waiving the right to appeal, except by national authority. The U.S.Y.R.U. has taken exception and now permits any sailing instruction to waive the right to appeal.

Accordingly, I will ask the SCIRA Board to include in our rules for sanctioned regattas that "Any limitation on right to appeal can only be as follows: Decisions of the race committee, protest committee, and official representatives are final as far as award of trophies and determination of winners are concerned. They may be appealed to the Board of Governors or any other authority subject to IYRU rules for future guidance."

2. Buzz Lamb has headed a committee on international class affairs studying Pan American Games class selection. The Class Racing Committee (of which Buzz is a member) is proposing Snipe, 470, Laser, and Soling or Lightning for 1979.

3. The 1978 finals of the USYRU Junior Championships (Sears, Bemis, Smythe) will be at Mission Bay Yacht Club in Thistles, Snipes, and Lasers. We would like all 8 Area semi-finals to be sailed in Snipes, bring-your-own-boat (with charters available if possible). Contact your yacht racing association as soon as possible to make a bid. All 37 Y.R.A. quarter finals should also be in Snipes, as should all yacht club selection series. Please contact your District Governor or Stu Griffing for planning aid. Eligible Juniors shall not have attained age 18 by December 31, 1978.

4. The Class Racing Office of USYRU offers 2 day clinics to train instructors (\$300-\$400), 3 day advanced racing clinics, and probably a traveling Race Committee of 4 people with 3 boats who can form the core of a major event committee and train local committee members at the same time. A fee may be charged. All of these are spin-offs of Association Island which has been closed. — Stu Griffing

New National Secretaries

This month we have three changes in National Secretaries. The new secretary for Finland, replacing Henry Ericsson, is Claus J. Carpelan, Valopoiju 2 A 30, 02320 Espoo 32, Finland. Bertrand Gayet, Casilla de Correo 787, Asuncion, Paraguay, replaces veteran Manuel Otazu. In Norway, Kjell Hogverg, Vindernveien 41, Oslo 3, Norway, has been elected to the position formerly held by Morten Jenshaugen.

We welcome these new men, and send our heartiest thanks to Henry, Manuel, and Morten, for jobs well done.

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GET YOUR LIVER HEALTHY
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Seattle's Dan Blodgett Cops Richner, Minneford High Point Trophies

Both Blodgett and Davis log perfect scores; Rule Book breaks the tie.

Who said nobody's perfect? Dan Blodgett of Fleet 444 Seattle Snipe Sailors had a perfect score of 1750 for 17 races to win both the 1976 Richner and Minneford High Point Trophies. Omaha's Henry Davis, 1975 defending champion, also had a perfect 1750 score, but for only 15 races. The fine print in the rule book says if there is a tie, the one with more races shall be considered the winner. We bow to double perfection.

Dan, District VII Champion, is a veteran Snipe sailor, having sailed in fleets from Southern California to the Rocky Mountains to the Midwest to Seattle. On being transferred a year ago from Indianapolis to Seattle, he set about helping build up the local fleet by recruiting the scattering of other one-design sailors into the Snipe fleet. They reported two dozen boats for 1976 and are still growing. Dan wrote recently "One prospect bought a new Chubasco and a couple more should by this month." He is something of a "boat freak", having just bought his 7th Snipe in 10 years! He gives the following testimonial: "I owe my 1976 success to (1) an enthusiastic crew, (2) a well tuned, super-fast boat, (3) the sailing lessons from Harry and Buzz Levinson, Berk Duck, Jim Richter, et al from the Indianapolis Fleet."

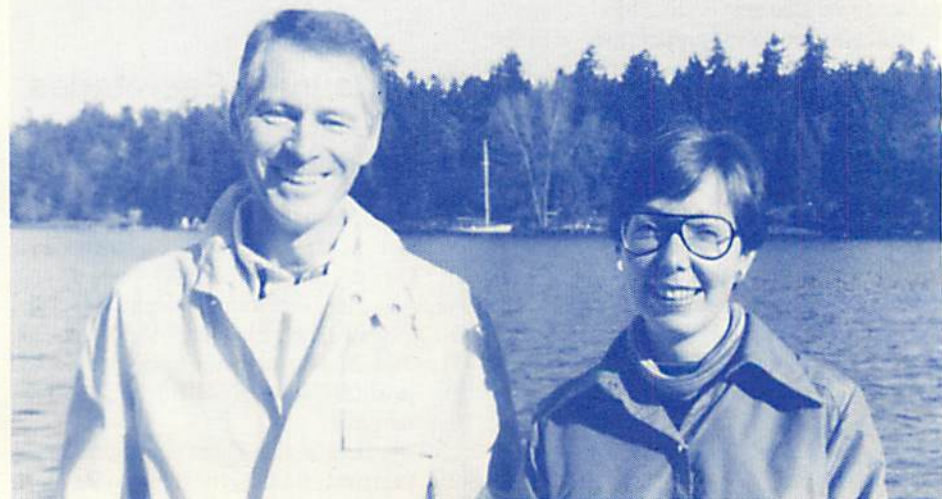
Suzanne is Dan's regular crew and shares the refinishing duties as well as the sailing.

Bill MacCreery, Wall Lake Fleet, was third, Phil Nelson, Clearwater, 4th, and Norm Tanner, Bow Mar, 5th. Eugene "Penny" Simmons of Bermuda had the highest score reported for outside the U. S. and took 6th. Means Davis, Atlanta, was 7th, while Jeff Troeger, Diamond Lake and Larry Smith, Corey Lake tied for 8th, both with 15 races. Phil Tanski, Chippewa, was in 10th place.

Two junior sailors, Phil Nelson and Jeff Troeger are in the '76 top ten.

To emphasize the continuity of the class and the competition: Jeff Troeger's father, SCIRA board member Earl Troeger, was high point champion in 1965.

18317	Dan Blodgett	Seattle WA	17	1750	18926	Lou Dixon	Island Bay IL	8	1651.1
21700	Henry Davis	Omaha NB	15	1750	22355	Bob Rowland	Cowan Lake OH	8	1651.1
17780	Bill MacCreery	Wall Lake MI	16	1740.1	21714	Conrad Soares	Bermuda	8	1651.1
19057	Phil Nelson	Clearwater FL	17	1736.2	22392	Dana Schnipper	Sea Cliff NY	25	1650.7
15003	Norm Tanner	Bow Mar CO	14	1734.4	19585	Ken Rix	Wichita KS	17	1650.6
9884	Eugene Simmons	Bermuda	16	1725.8	20999	Ralph Swanson	Winchester MA	12	1648.8
21884	Means Davis	Atlanta GA	19	1725.3	22405	Gene Soltero	Dallas TX	20	1643.4
21710	Jeff Troeger	Diamond Lk MI	15	1723.8	22394	Bill Houghton	Lake Mohawk NJ	14	1642.6
19831	Larry Smith	Evergreen IL	15	1723.8	21596	Rob McKenzie	Ann Arbor MI	27	1641.8
19719	Phil Tanski	Chippewa OH	17	1722.1	19832	Dick Kersey	Wichita KS	12	1640.2
18502	Steve Sherman	Muncie IN	13	1711.9	21715	Richard Belvin	Bermuda	19	1640.1
20006	John Johns	Ann Arbor MI	16	1710.8	20322	Kelly McGinnis	Jackson MS	23	1639.8
19991	George Lee	Memphis TN	27	1701.3	18034	R D McChesney	Lashaway MA	18	1639.5
19716	Harry Huff	Carlyle Lk IL	21	1698.7	17340	John Akins	Valdosta GA	18	1639
20311	Charles Fox	Rochester NY	15	1698	16948	Harold Horn	Lincoln NB	15	1637.7
16851	Larry Colter	Evergreen IL	14	1695.3	7377	Bill Wiersma	Wall Lake MI	18	1637.6
19491	Russ Cook	Keuka Lk NY	12	1693.7	21600	Brad McFadden	Atlanta GA	12	1637.6
20630	Jack Wagener	Lincoln NB	18	1689.4	10163	Larry Best	Wall Lake MI	5	1636.8
19704	Dale Swann	Galway Lk NY	19	1688.2	22174	Joe Sepkoski	Lake Mohawk NJ	36	1636.6
19713	John R Long	Eagle Lk MI	22	1686.5	20666	Don Casey	Green Lake WI	13	1636.2
20685	Fred Ables	Sea Cliff NY	17	1682.6	18913	John Meredith	Richmond IN	12	1635.6
20931	Herbert T Zent	Walloon Lk MI	9	1681.2	22440	Skip Baxter	Grand Rapids MI	13	1635.4
19387	Francis Seavy	Clearwater FL	19	1680.8	11536	Paul Pritchard	Sea Cliff NY	27	1635.3
20325	Stan Hess	Eagle Lake MI	22	1678.8	9448	Luke Czarny	Middlebury CT	20	1635
20875	Paul Festerson	Omaha NB	24	1678.4	19947	Joe Pearson	Ann Arbor MI	30	1634
22267	Sam Mollet	Canton OH	26	1678.1	20501	Ray Szczpanski	Carlyle Lake IL	20	1633.7
18010	Roger Turner	Hickory Cns MI	17	1676.8	18245	Ken Woodworth	Corey Lake MI	15	1631.1
21598	Doug Behrendt	Ann Arbor MI	20	1675.9	22515	Marvin Lee	Muncie IN	10	1629.5
20587	Andy Zeratsky	Green Lk WI	14	1673.9	17240	Mike Choquette	Sequoyah OK	16	1628.7
19061	Steve Wainwright	Merced CA	14	1673.7	21120	Bob Hill	Acton Lake OH	7	1625
20845	Dick Anderson	Lashaway MA	17	1672.8	21549	Gale Saint	Evergreen IL	14	1623.9
21612	Wilby Coleman	Valdosta GA	17	1671.8	16402	Mark Constant	Muncie IN	16	1623.6
13026	Phil Peterson	Island Bay IL	16	1671.7	19938	Wayne Soares	Bermuda	8	1621.5
20026	Jeff Evans	Island Bay	13	1670.3	14374	Wayne Woodworth	Corey Lake MI	15	1620.2
18663	John Fyffe	Chippewa OH	8	1670.1	20552	Dick Hand	Akron OH	20	1619.2
21758	Norman Towle	Winchester MA	8	1670.1	17560	Jerry Makela	Richmond IN	5	1618.8
21458	George Hock	Liverpool NY	7	1670	16805	George Sewell	Denver CO	5	1618.8
11800	Ham Johnson	Grand Rapids MI	14	1669.5	20586	Peter Ferguson	Kalamazoo MI	28	1618.7
19176	Scott DeArman	Sequoyah OK	21	1668	19747	Dan Williams	Privateer TN	17	1614.8
16333	Doug Weeks	Painted Post NY	12	1667.7	19897	Felicia Bamer	Carlyle Lake IL	17	1614.3
17162	Jes Aronstein	Galway Lk NY	18	1663.7	20818	Pete Fenner	Dallas TX	20	1612.7
17151	Bruce Hurst	Sequoyah OK	24	1663	17098	Paul Elsbree	Chippewa OH	19	1611.8
18650	Wolf Goethert	Bellevue NB	29	1662.3	20991	Jim Richter	Indianapolis IN	12	1610.3
21915	John McGowan	Jackson MS	24	1659.8	13020	Paul Dovey	Indianapolis	22	1607.4
12192	H N Levinson	Indianapolis IN	13	1658.9	21047	Phil Morse	Topeka KS	25	1606.6
19060	Bill Carroll	Middlebury CT	20	1658.1	12138	Robert Hunt	Redwood CA	12	1604.5
22515	Tick Ticknor	Gull Lake MI	16	1658	21106	Earl Barb	Muncie IN	17	1604
21635	Bill Bedford	Galway Lk NY	20	1656.6	21047	Geof Chatterton	LaCrosse WI	12	1604
21501	Doug Day	Lotawana MO	29	1656.1	9291	Bill Bees	Chippewa OH	17	1603.9
20402	Lou Joline	Lotawana MO	24	1655.3	12884	Jeff McCowan	Atlanta B F GA	5	1603
22289	Stewart Waugh	Memphis TN	27	1651.7	9525	Kurtis Comer	Eagle Lake MI	20	1602.4

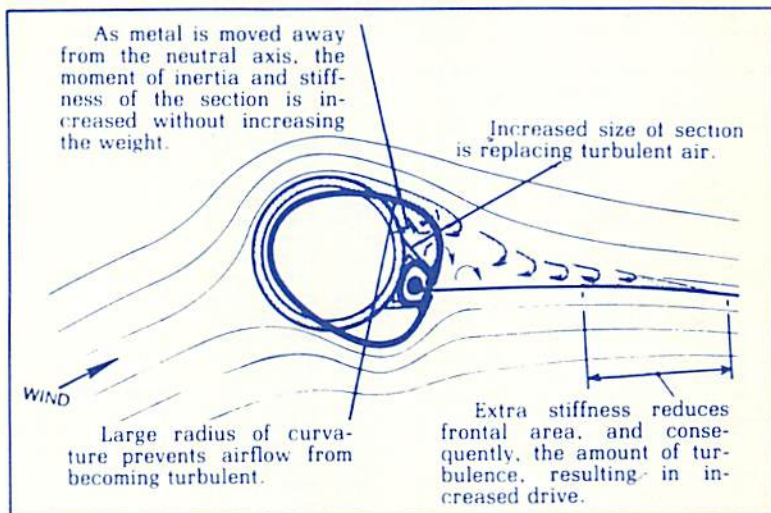


Dan and Suzanne Blodgett

21110	Bob Williams	Wichita	11	1602.2
17758	Dave Lence	Winchester MA	23	1601.9
20404	Bob Jones	Omaha NB	39	1601.6
10351	John Friis	Valdosta GA	14	1601.5
14241	Tom Ryan	Wall Lake MI	14	1601.1
19708	Ray Pitman	Bermuda	19	1600.8
10176	Byron Boone	Lashaway MA	18	1600.2
19888	Sunny DeCosta	Clearwater FL	35	1599.9
19064	Bill Eichelberger	Denver CO	8	1599.4
16856	Tom Townsend	Indianapolis IN	21	1598.2
20547	Rob James	Topeka KS	18	1597.9
19259	John McCarthy	Dallas TX	31	1597.8
21777	Jim Menzies	Cowan Lake OH	12	1597
20830	Jack Nash	Lashaway MA	19	1596.7
19832	H Livingston	Wichita KS	22	1596.3
13200	Pete Charnley	Grand Rapids MI	18	1596.1
19283	Steve Snider	Sequoyah	11	1594.7
19912	John Bickmore	Rochester NY	7	1592.7
22317	Bob Henry	Dallas TX	22	1592.2
20908	Berkley Duck	Indianapolis IN	11	1591.9
19969	Dick Towle	Winchester MA	7	1591.3
21827	Larry Christy	Carlyle Lake IL	17	1591
19795	Don Cochran	Clearwater FL	38	1588.2
19119	Sam Ulbing	Rochester NY	14	1587.5
20569	Dave Rogers Jr	Middlebury CT	15	1587
18991	Clyde Castle	Bow Mar CO	15	1584.9
21722	Van Elston	LaCrosse WI	11	1584.1
3518	Charles Webster	Newport NY	6	1583
20812	Lee Tautz	Bow Mar CO	13	1582.4
18315	Earl Decker	Muncie IN	16	1581.1
16294	Dick Frost	Bow Mar CO	15	1580.2
21721	Richard Fink	LaCrosse WI	10	1578
20988	Buzz Levinson	Indianapolis IN	24	1576.3
17467	Earl Purtee	Richmond IN	13	1576.2
22327	Doug Goppert	Lotawana MO	21	1576
19299	Bud Leonard	Diamond Lk MI	13	1574.9
20610	Bob Ewoldt	Lincoln NB	21	1574.2
18020	Ben Watts	Saugatuck MI	26	1574
20403	Don Ploetner	Lake Mohawk NJ	25	1572.8
17728	Jack Williams	Sea Cliff NY	27	1572
21143	Frank Levinson	Clearwater FL	5	1571.4
12021	Herb West	Atlanta GA	27	1570.6
21021	Van Wesley	Privateer TN	6	1569.2
16798	Bill Gillette	Saugatuck MI	17	1569
20001	Stu Griffing	Cowan Lake OH	9	1569
19253	Mike Elser	Middlebury CT	21	1568
20266	John Murphy	Lotawana MO	19	1567.7
18643	A Zimmermann	Sea Cliff NY	17	1566.2
17105	Kiake White	Saugatuck MI	12	1566
20314	Harald Schmid	LaCrosse WI	12	1565.1
22393	John Marx	Lake Mohawk NJ	20	1564.5
20953	Mark Duvoisin	Privateer TN	10	1562.6
20262	Albert Lamar	Jackson MS	21	1561.1
22414	Tony Picciano	Merced CA	15	1561
22288	Jere Reid	Memphis TN	26	1560.8
17737	Dave North	Seattle WA	17	1559.9
21718	Rob Dean	Clearwater FL	16	1559.4
21630	David Rogers	Middlebury CT	18	1559
17515	Bill Ticknor	Gull Lake MI	11	1559
20625	Dick Jones	Crystal Lake IL	5	1558
18027	Ted Wells	Wichita KS	12	1557
20882	Ed Pinkham	Jackson MS	22	1555.9
21638	Robert Wells	Galway Lake NY	18	1554.3
21888	John Shoemaker	Keuka Lake NY	8	1553.6
19278	Rog Schnaitter	Evergreen IL	8	1553.1
19332	Bob Stuart	Merced CA	12	1553
22215	John Zipperer	Clearwater FL	31	1551.8
21548	Steve Guebert	Atlanta GA	22	1550.8
22468	Erle Bennett	Memphis TN	25	1550.2
21351	Lin Johnson	Dallas TX	18	1548.5
16216	Larry Briggs	Lincoln NB	22	1548.1
21723	Ken Rockholt	Merced CA	12	1548
22380	Rob Gorman	Lake Mohawk NJ	10	1547.8
17511	Ray Croasdale	Gull Lake MI	9	1547
7428	Buzz Lamb	Privateer TN	13	1546.2
21918	Bill Leffler	Lincoln NB	20	1544.8
20898	Chris Krimendahl	Walloon Lk MI	8	1544.8
19924	Ken Simons	Privateer TN	14	1544.4
20651	Noel Reed	Dallas TX	22	1543.2
19330	Bob Peugh	Wichita KS	34	1543
18645	Wally Broadhead	Crystal Lake IL	5	1542.2
21762	Bob Fugit	Wichita KS	35	1541.5
19037	Ron Jones	Merced CA	17	1539
11777	Paul Kent	Bermuda	17	1538.6
18549	Robert Posson	Galway Lake NY	22	1537.8
19909	Jack McGinnis	Winchester MA	14	1536.9
20004	Lee Griffith	Acton Lake OH	7	1536.6
10201	Ken Kinan	Green Lake WI	16	1536.1
21096	Herschel Stroud	Topeka KS	21	1534.8
20878	John Brannan	Indianapolis IN	27	1533.6
20600	Ken Pearson	Eagle Lake MI	18	1532.6
21361	Bob Donath	Island Bay IL	17	1532.6
16099	Nancy Smith	Seattle WA	10	1530.8
20321	John Slaughter	Clearwater FL	19	1528.8
19388	Scott Pearson	Ann Arbor MI	18	1528.6
16730	Bob Forsman	Canton OH	17	1528.3
20309	Fred Spriggs	Atlanta B F GA	5	1524.8
11769	Al Nicoliasen	Redwood CA	12	1523.4
20880	Frank Vincent	Island Bay IL	11	1522.4
19062	Mike Zalzal	Acton Lake OH	6	1522
18924	Woody Hudson	Redwood CA	12	1521.6
18942	Bob Munyon	Lashaway MA	16	1519.8

(Continued on next page)

COMPARED TO CONVENTIONAL CONSTRUCTION, THE SHAPE OF OUR MAST CAN BE MEASURED IN BOAT LENGTHS.



In the less-forgiving environment of small-boat sailing, every element of equipment becomes vitally important. Tolerances for error, both in seamanship and rigging, are drastically reduced.

That's why our mast sections perform so well under a variety of conditions. Because they're engineered and produced to extract the maximum performance from any airflow. The shape of the section means greater stiffness with less weight, less turbulence and greater drive.

Which all adds up to boat-lengths ahead.

Every mast is tapered and heat-treated to provide consistently high strength. Luff grooves are an integral part of the extrusion, so they contribute more to the strength and stiffness of the section.

We could go on with more technical details about how and why our masts offer superior performance, but we have a better idea.

Come see us instead. We won't just tell you, we'll show you the difference.

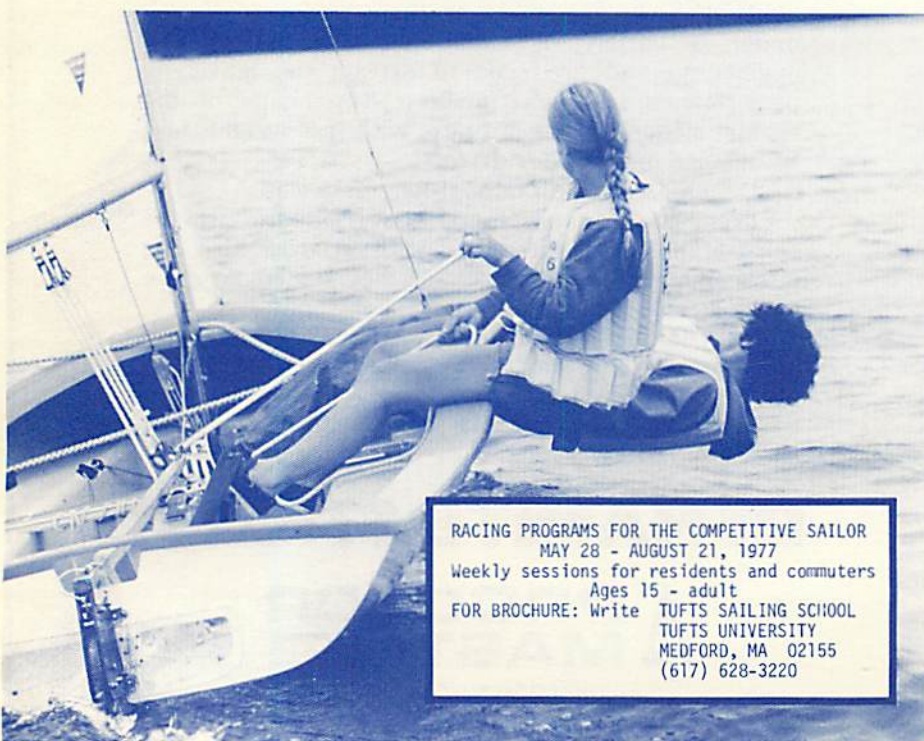
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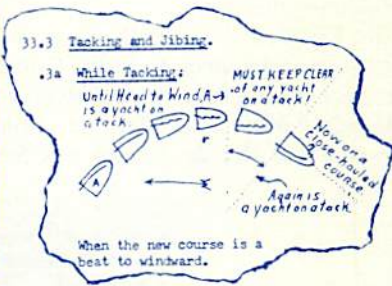
21103	Bill Grabb	Ann Arbor	26	1518.1	19450	Graham Hoffman	Keuka NY	10	1477.5	13017	Robert Tatem	Bermuda	6	1427.7
19487	Tim Prince	Cowan Lake OH	8	1518	11467	Kiffin Gilbert	Richmond IN	8	1477.1	21913	John Layman	Lincoln NB	18	1426
13932	Ted Corlett	Saugatuck MI	6	1518	18921	M Schoenberger	Cowan Lake OH	8	1477	20356	Hoyt Hurt	Valdosta GA	7	1423.6
21806	Dick Goppert	Lotawana MO	18	1517.1	16600	Tom Spahn	Grand Rapids MI	15	1476.5	21104	Bill Durbin	Akron OH	27	1423.1
18662	R Schweichler	Chippewa OH	20	1516.6	21412	Bob Borer	Ann Arbor MI	13	1475.5	20551	F H Levinson	Indianapolis IN	6	1422.5
20387	Sue Mitchell	Clearwater	16	1516.6	19800	Tom Rolfes	Acton Lake OH	7	1472.9	18627	Vince Johnson	Akron OH	22	1421.3
21357	John D McGowan	Jackson MS	21	1515.6	16791	Frank Ward	Seattle WA	17	1470.8	19364	Rodney Taylor	Newport NY	6	1421.2
22391	Fred Hagedorn	Winchester MA	13	1515.6	12345	Lloyd Cox	Privateer TN	11	1470.3	18112	Ron De Silva	Bermuda	11	1420.1
18629	Tom Dillingham	Akron OH	24	1514.6	17510	Paul Scalesi	Winchester	14	1469	16400	John Eilers	Cowan Lake OH	10	1420
17465	Jill Gore	Diamond Lake MI	15	1513.8	21461	Don Irvine	Cowan Lake OH	12	1469	20932	Paul Zent	Indianapolis IN	15	1419.1
19939	Allen Overcash	Lincoln NB	9	1512.1	22467	Bob Moore	Memphis TN	12	1468.8	20568	Emmie Kohler	Atlanta GA	29	1416.7
20442	Al Parsons	Keuka Lake NY	14	1511.9	22324	Davis Simon	Omaha NB	21	1468.7	20536	Peter Keen	Cowan Lake OH	16	1415
13330	Fred Newhoff	Ann Arbor MI	43	1511.7	14147	Betty Gould	Walloon Lake MI	8	1468.5	13028	Jeff Tomassetti	Lake Mohawk NJ	17	1414.2
19362	Dean Spencer	Richmond IN	5	1509.8	13204	Ron Bouverat	Onondaga NY	6	1466.5	18504	Fred Seedhouse	Newport NY	17	1411.4
17683	Bruce Gosse	Wichita KS	31	1509.5	18916	Bob Twynham	Eagle Lake MI	16	1463.7	22357	Buell Grow	Lake Mohawk NJ	22	1409.5
20548	Ted Horvath	Newport NY	16	1508.6	16616	Alan Thompson	Bermuda	9	1463.2	17509	Teeper Emerson	Gull Lake MI	16	1409
17762	Dan Biebel	Green Lake WI	16	1508.3	22472	Norman Dahl	Newport NY	16	1462.7	21634	Bernie Bedford	Galway Lake NY	22	1408
21633	Jack Gannon	Winchester MA	13	1507.3	21702	Bill Shuman	Muncie IN	10	1462.3	19263	Jack Clodfelter	Denver CO	5	1408
18045	Al Dunning	Grand Rapids MI	20	1507.1	20988	Carl Levinson	Indianapolis	9	1461.1	17049	Harley Hopkins	Jackson MS	15	1406.7
18555	Ed Schneider	Memphis TN	23	1504.9	19489	John Muhlhause	Atlanta GA	22	1460	22218	John Gore	Diamond Lake MI	16	1406.4
19720	Margaret Beber	Crystal Lake IL	6	1504.7	12900	Wane Luff	Akron OH	29	1458.9	21554	Bill Jackson	Dallas TX	10	1405.1
20702	Dick Palmer	Grand Rapids MI	18	1504.2	18339	Herb Gilman	Redwood CA	12	1456.2	13260	Bob Procter	Topeka KS	7	1405
19794	Bob Schwindt	Muncie IN	7	1504.1	18915	D Buckingham	Seattle WA	10	1456	15485	Clay McCowan	Atlanta F B GA	5	1404.8
19091	Pete Duvoisin	Privateer TN	10	1503.8	19256	Ray Tallau	Lake Mohawk NJ	31	1455.1	17517	Pat McGrael	Dallas TX	15	1404.4
16697	Irl Hicks	Chippewa OH	12	1503.7	13868	Tom Raphael	Winchester MA	15	1455.1	19056	Henry Wade	Atlanta GA	27	1404.3
20997	Steve Soares	Bermuda	17	1503.5	13523	George Newman	Island Bay IL	18	1455	11450	Guthrie Carroll	Lotawana MO	9	1403.6
20400	Jim Hayden	Diamond Lake MI	14	1503.3	13225	John E Long	Eagle Lake MI	14	1452.5	19698	Bill Hamilton	Keuka NY	12	1401.9
16607	Nick Longsworth	Memphis TN	12	1503.2	18422	Kean Tilford	Wichita KS	11	1452.2	20308	Bucky Barrett	Valdosta GA	9	1400.3
21555	Jay Hays	Sea Cliff NY	12	1502.5	17716	Jerry Wiseman	Corey Lake MI	9	1451.8	17624	Eddie Williams	Lotawana MO	8	1399.7
21728	Charley Ash	Lake Mohawk NJ	17	1501.9	17559	Chas Bartsche	Chippewa OH	9	1451.8	16492	Joe Cacoperdo	Sequoyah OK	7	1399.3
12885	Dick Patrick	Winchester MA	20	1501.4	19028	Bob Pole	Chippewa Lake MI	15	1451.3	17756	Mart Lamar	Jackson MS	10	1399.2
18920	Tom Hudson	Redwood CA	12	1499.4	19940	Steve McNamara	Merced CA	5	1451	20633	Ted Kersker	Akron OH	21	1398.7
18035	Tommy Binion	Dallas TX	24	1497.8	20897	Joe Buzhardt	Jackson MS	22	1450.9	8593	Dave Barnes	Wall Lake MI	7	1398.4
22420	Ed Andreasen	Evergreen IL	8	1497.6	7439	David Lawson	Sea Cliff NY	25	1450.3	18918	Chuck Felton	Diamond Lake MI	6	1397.2
17687	Henry Young	Akron OH	15	1497.1	21119	Frank Hiatt	Indianapolis IN	30	1450.2	16239	Larry Danahey	Sequoyah OK	8	1396.3
18326	Lew Law	Winchester MA	5	1496	13011	Scott Overton	Lake Mohawk NJ	19	1449.6	16807	Carl Mattson	Bow Mar CO	8	1394.8
20988	Paul Levinson	Indianapolis IN	5	1495.6	22366	Ted Stixrud	Carlyle Lake IL	13	1449.1	14195	Pete Barstow	Lashaway MA	13	1394.4
19485	Chuck Laird	Dallas TX	31	1494.8	17599	Russell Prewitt	Memphis TN	24	1447.2	16800	Ray Stover	Newport NY	7	1394
20004	Frank Limbocker	Walloon Lake MI	7	1494	21787	Jim Hunt	Gull Lake MI	11	1447	21905	Jack Vermillion	Topeka KS	30	1393.7
15759	Jeff Lash	Evergreen IL	6	1493.8	21719	Gene Tragus	Dallas TX	20	1446.2	17712	Philip Goldberg	Newport NY	20	1393.2
18301	Craig Anderson	Saugatuck MI	25	1492.8	21792	Dick Cordell	Akron OH	10	1445.6	20554	Ben Howe	Sea Cliff NY	30	1393
6290	Bruce Wiland	Richmond IN	12	1492.2	20935	Tom Lewis	Island Bay IL	22	1442.1	20841	Ed Weitz	Omaha NB	20	1390.5
21312	Peter Rodgers	Green Lake WI	13	1490.2	16700	Dease Ryan	Memphis TN	11	1440.8	17166	Miles Henderson	Lincoln NB	11	1390.2
20990	Gunnar Stickler	Rochester MN	12	1489.8	20888	R L Williams	Walloon Lake MI	7	1440.4	19053	Bill Landfair	Dallas TX	8	1389.8
21439	Paul Polgar	Clearwater	25	1488.8	16657	Paul Bregitzer	Carlyle Lake IL	13	1438.6	19911	Bob LaScala	Lotawana	7	1388.8
22389	Don Gorman	Lake Mohawk NJ	24	1486	19711	Tom Athanas	Diamond Lake MI	18	1438.5	21115	Enrique Cubillo	Carlyle Lake IL	9	1388.4
22421	Joe Jackson	Evergreen	10	1485.2	20661	Ned Daly	Middlebury CT	5	1438	19444	Penny Kelly	Lincoln NB	17	1387.4
16228	Chris Walker	Topeka KS	18	1483.6	17331	Mary Streeter	Evergreen IL	12	1436.9	20307	Tom Hall	Sequoyah OK	17	1387
10605	Ken Frashier	Lotawana MO	15	1481	18646	George Schwenk	Middlebury CT	11	1436	17165	Jim Hater	Acton Lake OH	7	1386.9
22422	Bernie Rowe	Diamond Lake MI	19	1480.2	21789	Philip Morse	Newport NY	9	1436	17466	Jim Coffin	Eagle Lake MI	14	1386.4
18945	David Lesley	Saugatuck MI	20	1480	22287	Ken Parke	Akron OH	25	1435.6	10399	Bill Ames	Denver CO	6	1386.3
18066	Bud Booth	Onondaga NY	6	1480	11774	Bud Lorch	Grand Rapids MI	11	1435.6	18329	Bill Woodworth	Gull Lake MI	11	1386
20013	Martin Bebb	Sequoyah OK	12	1478.7	16085	Zimri Enos	Merced CA	12	1435	16320	Alan Casey	Green Lake WI	10	1385.8
14307	George Rood	Omaha NB	21	1478.1	21605	Bob Jones	Topeka KS	20	1434	17921	Aubrey Johnson	Evergreen IL	8	1385.8
										21511	Jim Smither	Atlanta GA	25	1385.4
										16340	Jim Grabendike	Wichita KS	32	1384.9
										21001	Phil Blair	Clearwater FL	35	1384.6
										14322	Ken Hardcastle	Denver CO	6	1384.3
										21553	David Ryan	Topeka KS	18	1384.1
										16104	Terry McConnell	Clearwater FL	23	1383.6
										21807	Perry Williams	Omaha NB	18	1382.3
										17683	Jean Gosse	Wichita KS	7	1378.4
										15667	James Klein	Akron OH	7	1377.6
										20624	Tim Chandler	Topeka KS	16	1377.4
										22395	J I Rawding	Winchester MA	22	1377.3
										18628	Donald Nelson	Walloon Lake MI	5	1377.2
										18115	Todd Tash	Richmond IN	5	1375.7
										22516	Don Simpson	Atlanta GA	21	1374.7
										13847	Fred Beyer	Lake Mohawk NJ	6	1372.5
										22539	Gary Pierce	Wichita KS	14	1366.6
										21634	Jim Ransom	Topeka KS	18	1369.4
										15961	Ron Buono	Lake Mohawk NJ	27	1369.3
										19899	Ralph Conti	Valdosta GA	18	1368.4
										11530	Ed Kaiser	Denver CO	7	1368
										19697	Marsha Fox	Newport NY	9	1367.2
										16960	Joel Zackin	Middlebury CT	17	1365
										18042	Herb Carpenter	Grand Rapids MI	6	1364.3
										19262	Bob Zinke	Bow Mar CO	9	1363.4
										17918	Joe Snell	Carlyle Lake IL	10	1360.9
										16939	Jack Elsmar	Sequoyah OK	5	1360.6
										20907	Ray Goppert	Lotawana	20	1360.4
										19906	Peyton Cooper	Dallas TX	24	1359.9
										20205	Greg Sloat	Dallas TX	24	1358.5
										15185	Larry Summers	Evergreen IL	6	1358.3
										14905	Linda Roetzel	Akron OH	10	1357.2
										12959	Bob Hallisey	Lashaway MA	7	1356.4
										13445	James Maroney	Galway Lake NY	20	1355.7
										13456	Ben Ansley	Akron OH	30	1354.8
										19834	Dan Webster	Dallas TX	18	1354.1
										21797	Jerry Humphreys	Privateer TN	8	1352.9
										13361	Delkin Jones	Atlanta GA	16	1351.7
										18887	Ray Wakefield	Evergreen IL	8	1350.1
										15673	Jim Bookhout	Dallas TX	5	1349.6
										18644	Charles Kenney	Island Bay IL	10	1349.5
										10801	Joe Muenzer	Cleveland OH	14	1349.3
										19722	Pat Doyle	Island Bay IL	9	1347.7
										11291	Bryan Dougherty	Sea Cliff NY	26	1347.3
										20428	Dick Joslin	Valdosta GA	14	1347.3
										11221	Nat Swan	Clearwater FL	9	1346.7
										21793	Jim Nordine	Keuka NY	13	1346.5
										13381	Jack Willy	Lake Mohawk NJ	6	1346.2
										19333	Carl Chinnery	Lotawana MO	6	1344.8
										13650	Randy Moore	Bow Mar CO	6	1344.2



RACING PROGRAMS FOR THE COMPETITIVE SAILOR
 MAY 28 - AUGUST 21, 1977
 Weekly sessions for residents and commuters
 Ages 15 - adult
 FOR BROCHURE: Write TUFTS SAILING SCHOOL
 TUFTS UNIVERSITY
 MEDFORD, MA 02155
 (617) 628-3220

21636	Tom Lanka	Galway Lake NY	21 1343.5	10305	Rob Aronstein	Galway Lake NY	8 1242.3	13667	Warren French	Middlebury CT	17 1015
9106	Irv Margulies	Middlebury CT	8 1343	15083	Tom Jetton	Omaha NB	18 1242.1	18636	Ed Connors	Omaha, NB	9 1011
21632	Steve Mangine	Middlebury CT	15 1341	21728	Michael Tosick	Indianapolis IN	12 1241.3	12875	Chas Thebaud	Omaha NB	12 1005.3
13427	Tom Palmer	Grand Rapids MI	15 1339.9	16155	Zeke Downey	Jackson MS	8 1239.8	16307	Ray Larsen	Seattle WA	11 1004.5
14490	Vic Anderson	Akron OH	9 1339.7	21111	Bob Hayner	Island Bay IL	10 1238.6	11292	Emil Pelletier	Middlebury CT	12 1002
21637	John Senn	Galway Lake NY	7 1337.6	19386	Marshall McCuen	Indianapolis IN	22 1238.5	18041	Bob Dobson	Cowan Lake OH	10 996
19058	Brad Baker	Dallas TX	13 1337.3	19725	Norm Girard	Winchester MA	12 1237.1	19440	M Saunders	Wichita KS	7 993.7
15301	Jan March	Carlyle Lake IL	5 1336.6	15944	Brian Hobbie	Lincoln NB	13 1236.4	20934	Scott Forbes	Indianapolis IN	5 992
20650	John Filkins	Omaha NB	9 1335.5	16329	Ralph Rabkin	Memphis TN	7 1235.2	19544	S Schwid	Omaha NB	8 966.3
13034	Ed Moore	Lake Mohawk NJ	14 1334.9	21411	Melvin Young	Newport NY	5 1235.2	22194	Art Johnston	Cowan Lake OH	13 959
20444	Bob Wightman	Keuka Lake NY	5 1334.6	18661	E Wu	Akron OH	11 1234.1	21923	Bob Pease	Middlebury CT	14 945
21388	Ed Hiatt	Valdosta GA	8 1334.4	21112	Carl Owens	Atlanta GA	13 1232.3	17225	John Gondring	Omaha NB	19 944.6
14282	Bob Stollard	Denver CO	6 1334	20552	Dean Jaynes	Cowan Lake OH	10 1232	21798	John Chipman	Gull Lake MI	14 930
20007	Cindy Braun	Cowan Lake OH	5 1334	18638	Doug Hiner	Omaha NB	16 1230.6	14061	F Braht	Wichita KS	6 929.7
11891	Bob Dudley	Wall Lake MI	5 1333	21642	Jim Todd	Winchester MA	13 1229.6	14632	Bob Congrove	Topeka KS	14 928.7
21914	Stan Traub	Omaha NB	16 1332.1	22351	Borje Rosean	Ann Arbor MI	30 1225.3	14689	John Skoog Sr	Omaha NB	8 922.2
18837	Ken Greig	Newport NY	5 1331.8	21641	Greg Rocle	Winchester MA	7 1224.8	20934	Robert Forbes	Indianapolis IN	8 904.1
20550	M Williamson	Wichita KS	30 1331.7	21360	Mark McCord	Privateer TN	11 1224.7	18391	Dick Richter	Cowan Lake OH	6 903
12963	Robert Marsh	Wichita KS	30 1331.5	18403	Fred Cady	Omaha NB	21 1223.4	16413	Paul Tuerk	Indianapolis IN	6 860.8
18116	Jack Samuelson	Indianapolis	10 1331.4	14605	Ted Atwood	Lake Mohawk NJ	11 1221.3	15332	D Schoenberger	Cowan Lake OH	6 844
16330	Chris Downing	Atlanta GA	11 1330.5	10831	Larry McElwaine	Sequoyah OK	6 1218.7	15946	J Porter	Omaha NB	14 819
19017	Milt Rockman	Ann Arbor MI	16 1328.5	20995	Don Schaefer	Green Lake WI	14 1217.8	19400	George Crampton	Cowan Lake OH	5 814
20707	Fred Beutler	Ann Arbor MI	37 1327.8	14690	Skip Armstrong	Diamond Lake MI	13 1214.8	13103	Dick Mahugh	Seattle WA	7 734.9
19719	Joe Buck	Keuka Lake NY	9 1325.6	18947	Hal Gifford	Omaha NB	23 1212.1				
14511	Rick Bieber	Lake Mohawk NJ	6 1323.7	21212	Richard Craig	Privateer TN	10 1211.9				
18333	Chuck Falkenberg	Lotawana MO	6 1322.5	17900	Manning Grinnan	Dallas TX	7 1211.7				
19366	James McDonald	Indianapolis IN	15 1321.3	17463	Jack Leahy	Winchester MA	13 1210.8				
21118	Carlton Wilson	Richmond IN	10 1320.1	16680	Bryson Lesley	Privateer TN	10 1207.2				
19020	Bill Simons	Privateer TN	8 1320	19012	Disk Chastain	Indianapolis	9 1207.2				
18501	Don Hitchcock	Carlyle Lake IL	15 1317.7	20573	Jim Fraser	Winchester MA	19 1206.8				
19998	Dick Andrews	Lotawana MO	7 1317.5	21508	Fred Bradshaw	Atlanta GA	17 1206.1				
19433	Robert Allen	Indianapolis IN	32 1315.3	20994	Jeff Bumby	Green Lake WI	7 1202.4				
22283	Wade Smith	Dallas TX	22 1314.3	7885	Phil Paul	Middlebury CT	23 1200				
16684	J C O'Donnell	Atlanta GA	27 1313.9	9985	Mary Ann Rix	Wichita KS	13 1194.8				
22002	Ken Miller	Valdosta GA	10 1313.8	15487	I N Yoon	Wichita KS	27 1193.8				
20905	Gerald Toohey	Omaha NB	28 1310.9	14968	Dave Leisy	Seattle WA	16 1192.8				
14604	Skip Atwood	Lake Mohawk NJ	11 1310.4	16698	Andy Hall	Winchester MA	5 1186.8				
15160	Gene Goldman	Lotawana MO	5 1310.2	18444	Phil Eberhart	Omaha NB	39 1184.7				
15088	Don Sheely	Redwood CA	12 1308.2	15950	Herb Langland	Topeka KS	14 1184.6				
22329	T VanDerMolen	Gull Lake MI	10 1306	19099	Gene Lee	Dallas TX	5 1182.4				
19180	Jack Baldwin	Island Bay IL	9 1304.5	17015	John Albertson	Seattle WA	5 1181.2				
20933	H A Levinson	Indianapolis IN	8 1304	14982	Stan Kowalski	Indianapolis IN	22 1178.4				
21720	Mary Jane Bumby	Green Lake WI	11 1303.1	16767	Wofl Glende	Seattle WA	12 1177.4				
17591	Ivor Thomas	Seattle WA	7 1302.3	17763	Don Portman	Ann Arbor MI	41 1176.3				
16855	Don Fowler	Island Bay IL	6 1302.1	22352	Judson Higgs	Wichita KS	24 1176				
11294	Harry Holder	Sea Cliff NY	19 1301.3	19357	Glenn Ruff	Omaha NB	41 1173.2				
21799	Jill Carver	Green Lake WI	7 1298.3	18022	Jody Hearn	Privateer TN	13 1169.6				
20327	Richard Aliberti	Winchester MA	5 1297.6	17714	Swede Swenson	Topeka KS	10 1165.6				
18854	Bob Foster	Diamond Lake MI	12 1296.4	22363	Darwin Steel	Akron OH	18 1163.9				
13039	Jim Woods	Ann Arbor MI	31 1294	20014	George Fowlkes	Privateer TN	12 1163.9				
11109	Robert Rogers	Indianapolis IN	11 1293.4	17677	Richard Schultz	Galway Lake NY	9 1161.8				
19826	Joe Augustine	Lincoln NB	12 1292.9	11660	Bruce McPhee	Privateer TN	5 1161.5				
20007	John Braun	Cowan Lake OH	9 1292	21920	John Bengston	Lincoln NB	6 1160.2				
18345	John Headlund	Seattle WA	10 1291.5	21455	Jack Evans	Akron OH	33 1154.1				
18043	Cliff Lynch	Island Bay IL	6 1290	15085	Lew Denton	Galway Lake NY	7 1151.1				
17214	Lewis Lappas	Indianapolis IN	33 1289.6	19381	Ed Kane	Seattle WA	11 1149.5				
15579	Shelly Hartney	Grand Rapids MI	6 1288.8	22422	Dave Kerper	Michigan City IN	5 1145.4				
19343	Joe Spearling	Omaha NB	33 1287.2	16752	Charlie Bush	Seattle WA	7 1144.7				
19500	Bill Cobb	Atlanta GA	24 1286	21805	Scott Hughes	Omaha NB	6 1143.8				
20603	Charles Webb	Sequoyah OK	7 1285.4	15353	Bur Zeratsky	Green Lake WI	6 1143.2				
15582	George Howe	Ann Arbor MI	15 1285.3	21791	Ed Vantes	Cowan Lake OH	9 1140				
14104	Orie Wade	Atlanta GA	16 1284.8	10361	Cy Label	Middlebury CT	7 1133				
13672	Les Mood	Topeka KS	17 1284.3	18397	Dick Nerad	Diamond Lake MI	8 1131.6				
19699	Tom Carroll	Middlebury CT	15 1284	20201	Alvin Salle	Wichita KS	19 1124				
22387	Paul Potter	Ann Arbor MI	25 1283.6	21626	Curt Koch	Cowan Lake OH	6 1124				
12331	Thomas Guins	Newport NY	10 1281.5	20936	Mitch Cegielski	Omaha NB	45 1120.8				
21602	John Brush	Omaha NB	23 1281	19434	Ed Budil	Springfield IL	5 1119.8				
17893	Art Stauber	Redwood CA	8 1280	18047	Bruce Rodgers	Green Lake WI	10 1119.6				
17726	Jan Vanderveld	Green Lake WI	11 1277.7	20253	Warren Trenary	Cowan Lake OH	13 1119				
20601	Perry Isom	Sequoyah OK	6 1276.2	22000	Bill Barkell	Atlanta GA	15 1117.6				
20623	Harold Brammer	Wichita KS	5 1275.8	15777	Zen Seliokas	Middlebury CT	7 1117				
19442	Jim Muri	Seattle WA	8 1275.1	18078	Mike Stearns	Sequoyah OK	7 1116.6				
16797	Russ Beckwith	Island Bay IL	8 1273.5	20645	Jochen Nax	Atlanta GA	26 1116.3				
19380	George Stickler	Rochester MN	6 1272.7	19850	Jerry Palmer	Topeka KS	14 1104.5				
20965	Carl Zimmerman	Akron OH	9 1270.8	18036	George Dillon	Winchester MA	8 1102.9				
18881	Andy Mullin	Bermuda	18 1269.1	22396	Bob Newell	Medford MA	9 1098.8				
20197	Lane Griffing	Cowan Lake OH	15 1269	11077	Ron Hunter	Akron OH	15 1094.9				
16495	Neil Johnson	Topeka KS	17 1266.5	22469	Frank Briggs	Atlanta GA	19 1094				
19707	Chris French	Middlebury CT	19 1266	11007	Bill Hamm	Topeka KS	9 1092.5				
19710	Nelson Zakin	Middlebury CT	13 1265	14485	Chuck Crowe	Seattle WA	14 1090.4				
17765	Barry Kilgore	Gull Lake MI	7 1265	17163	Dave Pontious	Diamond Lake MI	9 1089.3				
16154	Edward Butler	Sequoyah OK	11 1263	15125	Wayne Hemmen	Wichita KS	15 1085				
19836	D Carroll	Wichita KS	9 1262.4	19913	Jon Kwartler	Dallas TX	8 1083.1				
17767	Gene Shelley	Seattle WA	12 1261.9	22388	Frank Borriello	Winchester MA	9 1081.9				
19828	Don Sibson	Omaha NB	29 1261	22354	Neil Barnett	Cowan Lake OH	11 1081				
16323	Eric Ekeblad	Sea Cliff NY	12 1260.4	14047	Jim Kirby	Middlebury CT	5 1081				
7696	Ray Taylor	Middlebury CT	13 1260	12899	Engle Welch	Topeka KS	12 1080.5				
21604	Jon Skoog Jr	Omaha NB	31 1259	21101	Kerry Lamb	Privateer TN	7 1075.9				
14731	Dick LeBeck	Lotawana MO	10 1258.6	18068	Joseph Draughn	Indianapolis IN	19 1070.6				
7927	Tom Robberson	Grand Rapids MI	9 1257	21795	Tom Whitsitt	Indianapolis IN	12 1067.3				
21364	Frank Pontious	Diamond Lake MI	7 1255.7	16115	Joe Fernon	Seattle WA	7 1064.7				
17141	Paul Adams	Memphis TN	6 1252.2	20930	Dick Madden	Indianapolis IN	9 1064.3				
17766	Bill Williams	Clearwater FL	10 1251.5	22390	Greg Mayes	Diamond Lake MI	6 1063.8				
14280	Pam Hall	Akron OH	27 1251.1	11662	Bruce McCord	Privateer TN	6 1058.5				
12694	Al Brazdzionis	Middlebury CT	27 1251	15168	E Criddle	Cowan Lake OH	9 1051				
7192	Hi Finegold	Cowan Lake OH	9 1251	21717	Don Dolan	Privateer TN	15 1043.8				
19344	Rob Stalford	Sequoyah OK	5 1249.4	19827	Chas Chambers	Indianapolis IN	7 1037				
19339	Kathy Menzies	Cowan Lake OH	14 1249	20906	Bill Carr	Indianapolis IN	6 1033				
20993	Gib Zeratsky	Green Lake WI	5 1248.2	6938	Robert Olson	Green Lake WI	8 1032.5				
16658	Tim Turner	Lincoln NB	7 1246.2	16728	Joseph Lassaux	Indianapolis IN	13 1029.2				
22220	Gunnar Pilens	Wichita KS	25 1245.3	18934	Bill Buscher	Topeka KS	15 1028.3				
17500	Terry Fowler	Seattle WA	8 1243.3	21627	Harvey Griffith	Atlanta GA	14 1020.2				
18015	Dean Hearn	Privateer TN	8 1243.3	19395	Ev Kitchen	Cowan Lake OH	11 1016				

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Jeff Lenhart Romps In 'Biggest Ever' Midwinters

Four firsts in heavy weather series at Clearwater is too much for 61-boat fleet.

Jeff Lenhart won the biggest ever Midwinter Regatta at Clearwater, February 27 - March 1, with a neat round zero points. Jeff, who likes light weather, topped the fleet of heavies in the roughest weather the Midwinters has experienced lately. The 61 boat fleet managed to complete only 4 of the 6 races scheduled for the event.

John Dunkley, Nassau, Bahamas, was second; Dirk Kneulman, Oakville, Canada third; Vice Commodore Bruce Colyer, Ft. Lauderdale, 4th; and Vincente Brun, Clearwater and Rio de Janeiro was 5th.

Don Hite, Detroit, was 6th. Pierre Seigenthaler, Nassau, Bahamas, finished 7th, despite losing his mast in the first race when an unsecured shroud pin came loose. Jim Belford, Oakville, Canada, in 8th place, had his wife Phyllis as crew. She received special recognition as the highest placing woman in the series. Earl Elms, San Diego, with a DSQ, and Van Wesley, Chattanooga, with a capsize, completed the top ten.

The new location of the Club on Clearwater Beach allows easier access to both the Gulf and the South Bay. Regatta

Chairman Don Cochran announced that the bay course would be used in high winds, and the gulf course only in lighter winds. Because of a large entry list, the boats were divided into fleets for two starts per race.

SATURDAY — For the practice race, the winter-weary northern troops headed for the Gulf in winds of about 16. The beat was wet, and the reaches had nice easy planing conditions. The only casualties were one capsize and one rudder adrift. (Do make sure your rudder is firmly and positively attached — it's a rule AND doing unplanned 720s among planing boats while you replace it is trying on the nerves.) Bruce Colyer finished first — but Jeff Lenhart dropped out with a huge lead. Don't win the practice race.

SUNDAY — At the 11:00 o'clock skippers' meeting, boats were still getting a few things fixed before having their new black and white 1977 decals attached. Sail measuring had to be moved under a tent borrowed for the occasion, as winds were blowing smartly out of the S.S.W. at 25+. Because of a threatening front moving down from the north, and already high winds, the committee postponed the start of the first race.

At 1:30, with the winds diminishing, and the forecast improving, the committee fired a harbor gun, hoping for a 2:30 start. The wind continued to diminish as a fog bank rolled in, at times completely obscuring the scene. After a couple of windshifts, a late change in the forecast led to cancellation of racing for the day. Just as the last boats arrived at the club, the predicted thunderstorm with heavy rain moved in from the north.

MONDAY — After the cold front moved through late Sunday night, Monday morning was clearing and windy with a forecast of northerly winds of 15 to 20. One of the two hoists kinked up, and the slow down in launching forced a delayed start. On the way to the South Bay



Jeff Lenhart and Eric Krebbs sailing to weather on Clearwater Bay. (Weber photo)

MIDWINTER REGATTA
Top 25 of 61 Entries

Boat	Skipper/crew	Fleet	Races	Points	Finish
20560	Jeff Lenhart/Eric Krebs	Mission Bay	1-1-1-1	0	1
19066	John Dunkley/David Weir	Nassau	3-1-5-1	15.7	2
21716	Dirk Kneulman/John Haire	Oakville	4-4-1-4	24	3
20002	Bruce Colyer/Jim Marten	Ft. Lauderdale	1-10-3-2	24.7	4
22286	Vincent Brun/Keith Crum	Clearwater	2-9-3-2	26.7	5
19267	Don Hite/Tim Dixon	Lake Angelus	7-5-2-9	41	6
20306	Pierre Siegenthaler/Scott Brown	Nassau	nf-2-2-2	44.7	7
20690	Jim Belford/Phyllis Belford	Oakville	5-3-12-6	45.4	8
21643	Earl Elms/Carl Hultgren	Mission Bay	4-2-4-dq	48	9
21021	Van Wesley/Steve Cooper	Privateer	10-6-9-3	48.4	10
21713	Gonzalo Diaz/Bob Russell	Miami	6-5-7-8	48.7	11
20369	Jerry Thompson	Lake Angelus	5-3-14-15	52.4	12
20818	Pete Fenner	Dallas	5-6-13-7	53.7	13
22585	Ed Trevelyan/Jamie McArthur	Mission Bay	8-7-6-10	54.7	14
19091	Pete Duvoisin/Jane Duvoisin	Privateer	6-11-4-14	56.7	15
18327	Tom Nute/Diane Cook	Mission Bay	9-8-6-13	59.7	16
22800	Bill Buckles/	Cleveland	9-15-7-7	62	17
20988	Carl Levinson/Buzz Levinson	Indianapolis	nf-4-10-5	62	18
22699	Bob Bloomquist/Glenda Bloomquist	Annapolis	12-10-13-11	70	19
21955	Gregg Fisher/Dan Neri	Cleveland	nf-12-5-5	71	20
22543	Jim Grubbs/Kurt Langford	Los Angeles	nf-13-11-4	72	21
19057	Phil Nelson/Ed Nelson	Clearwater	13-19-11-6	72.7	22
20259	Robin Gales/Randy Smith	Mission Bay	nf-7-8-8	74	23
16104	Don McNair/	Clearwater	7-9-25-9	74	24
6995	Francis Seavy/Scott McConnell	Clearwater	12-8-15-17	76	25

course several boats capsized in the channel's tricky wind shifts as the wind continued to build.

The first of 3 planned races got underway after a few delays, and the first fleet was rounding the windward mark in less than 10 minutes. Bruce Colyer rounded the mark in third, but gained on the two

reaches, and was in 1st place at the end of the 2nd beat of the two triangle plus beat course. In the second fleet, it was Jeff Lenhart all the way. He had a comfortable lead at the first mark, and increased it to 1 minute 20 seconds at the finish.

Meanwhile, back in the fleet, capsizes and breakdowns were routine, with 5

boats over at one time at the jibe mark. Most were up and away without much trouble.

The winds continued to increase after the finish, with the RC clocking gusts of 35+. The remaining races for the day were cancelled, with a scheduled 10:00 o'clock start for Tuesday.

TUESDAY – Winds were still out of the north west at 15 to 20, but were predicted to shift easterly and diminish during the day. Three races were scheduled back-to-back in South Bay. The conditions were more of the same as Monday, but not so violent. The course was the same, 3 wet beats, 2 reaches and 2 runs. The day's only damage was to muscles and hands made tender from months of inactivity.

Jeff won all three of his races, although he was over early and had to restart in the last race. Earl Elms, who had a 4-2-4 going into the last race, finished first in his fleet, but was disqualified for having touched a mark, dropping him from 3rd to 9th in the standings. John Dunkley was moved into first for that race, and also won the first race of the day. The other first place was taken by Dirk Kneulman.

(Continued on next page)

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Midwinters...

A FUNNY THING HAPPENED ON THE WAY TO . . .

Although Monday's workout was grim after the first fifty or so buckets full of cold water came flying over the spray rail, it had its funny side too:

Don Hite capsized at the jibe mark, and after the race went back to find what he was doing wrong — and capsized again

. . .

Bruce McPhee lost the main halyard for the second time on the way in, decided the heck with it, pulled in behind a breakwater near downtown Clearwater, and got a taxi home from the course.

When Bill Buckles decided to dive and get better leverage to right his capsized boat, he found the water was only a little over waist deep.

WHAT'S NEW?

One of the best things about the Winter Circuit is finding out what's new.

Earl has a new Cobra mast that is bendy, and fast. He has promised us an interview about the mast which we will try to get for a summer issue of the BULLETIN.

Clearwater Yacht Club has a new home on Clearwater Beach just north of the causeway. The clubhouse is under construction, but the hoist for small boats was in operation in time for the

regatta. The new location allows easy access to both the inside and outside courses.

Bob Blomquist has a new boat which he built — a natural finish plywood beauty done by the "West" method. Jim Grubbs sailed Ron Fox's new Phoenix Boat built on the west coast. He finished 21st in spite of a DNF in the first race.

Jeff's new bride Peggy was there. AND Augie and Julie Diaz have a new baby daughter.

SOCIAL SCENE: As usual, the hospitality of the Clearwater Fleet, under the direction of Fleet Captain Stan Mitchell, was more than gracious. Coffee and donuts were provided every morning by the ladies of Clearwater Yacht Club. Leo Murphy and Fritz Gram of District 5 gave a champagne party at Leo's family's beach house on Saturday night. Joanne and Frank Levinson entertained the whole bunch with a lasagne supper which Joanne had planned for an outside event. Ever have a sit down dinner for 200 hungry sailors during a Florida rainstorm? The awards dinner was at the Hilton. Among the celebrities attending (in addition to the sailors previously mentioned) were Past Commodores Taver Bayly and Carl Zimmerman.

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Traffic jam on Clearwater Bay during Tuesday's races. Winds were 15-20 knots. (Weber photo)

Wells Wanderings



by Ted Wells

APRIL 1977

ANNUAL RIGGING ARTICLE

Bill Crosby used to keep reminding me that there is a new bunch of skippers each year who need information, and the same stuff published the previous year, is brand new to them. So here goes – the current version.

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 21'6". 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 22 feet 3".

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 recommends 16" 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. A basic principle is that as the water gets bumpier, the fairleads should be farther out. I have heard that Augie Diaz had his all way out to the sheer at Association Island in last year's Nationals because of the heavy chop there.

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 reaching hooks and/or those gadgets used on Snipes

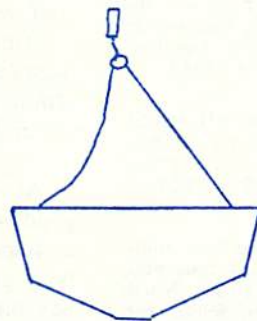
before the Barber twins knew what a sail boat was, let alone the so called "Barber Haulers".

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.

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.



*Non-travelling
main sheet traveller.*

Now for a bit of updating. Some skippers, especially outside the U. S. are sailing with the rigging much tighter than has been common in the past. I haven't tried it so I can't comment. Also – apparently there needs to be revived interest in what might be called the non travelling main sheet traveller. This may be accomplished either by tying a piece of string around the ordinary rope traveller so the block which is hooked to end of the boom remains in a fixed position on the traveller, or an auxiliary traveller may be used. In either case, the idea is to slack off on the mainsheet when on the wind, freeing the leech and letting the main twist. A mast aft-puller should be used to hold tension on the jib luff. Use of this traveller system is apparently essential for light wind windward work, with most mainsails now being built.

This system is very effective in wind velocities up to the point where hiking out is necessary. At this point, you should be able to quickly cut things loose so you have the regular travelling traveller.

In case you have spent the winter lightening an old boat and modernizing it, remember that if you lower the top of the centerboard trunk, you must comply with the flotation requirements of paragraph 56.

As I watched some old boats being pulled in submerged after capsizing last year it occurred to me that the skippers of these boats could make themselves a lot more popular with rescue personnel by cutting holes in the transom like the newer boats. It doesn't take too big a power boat to tow a submerged Snipe fast enough so that the bow will rise and water will run out the transom if the skipper and crew are hanging onto the stern (preferably in the water to make the boat float higher). This boat modification will even save a pound or so and make a microscopic reduction in the moment of inertia.

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Practical aspects of rudder design

A Low Drag Rudder Section

Which rudder is best? Is fat where it's at? Is thin in?

Tim Prince, PhD in aerodynamic design, takes a look at the Snipe rudder and gives us an opinion (with diagrams) as to which is the best shape within the specs and why.

Tim and his wife Liz sail with the Cowan Lake fleet in Cincinnati. They were 4th in the Wells series of the US Nationals in 1975, and 5th in 1976.

As several writers have pointed out, good centerboards and rudders are nearly as important as good sails in making a boat go fast. Even so, most sailors who buy one of the best available suits of sails every year or two pay little attention to their rudders.

Like me — the only time I got a new one was when the first one broke, and then I was looking for the quickest way to get back into commission. Since the Snipe rules permit a very effective rudder, there isn't much excuse for this apathy.

Good articles have appeared in the past (references 1 and 2), so I will try to avoid repeating common knowledge. Those who want to investigate the theory can use references 3 and 4, but I hope to cover the practical aspects in this article.

In order to relate one airfoil or hydrofoil to another, we think in terms of cross-sections. Although this over-simplifies the situation at the ends, it gives a good idea of the performance over most of the span of a high aspect ratio airfoil. Of the many sections described in reference 3, the best for rudders are denoted 0006 and 0009. The final digits are the thickness in percent of chord. In figure 1, the drag is plotted against lift for these

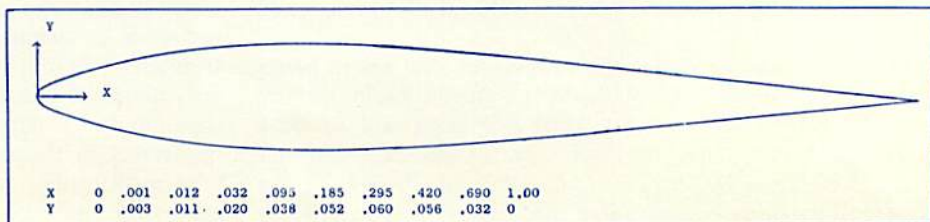
sections. Unfortunately, the test conditions were equivalent to a higher speed than a Snipe will attain. Still, the relative performance of the sections should be about the same.

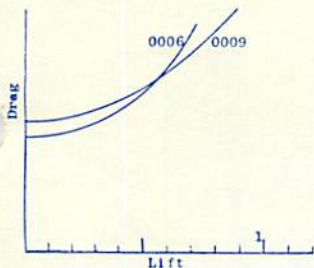
Experience and calculations show that the area of a Snipe rudder is at least adequate, and the lift coefficient when not maneuvering will be under .4 if the boat is properly tuned and sailed. From figure 1 we can draw the conclusion that 0006 and 0009 will be about equally fast. When the boat is temporarily slowed or bearing off, higher lift is required, so the 0009 will perform better.

The lift-drag polars of the NACA 0009 and 63-009 sections are compared in figure 2. The 63-009 has a low drag "bucket" for low lift, but most of the time its drag will be higher than with the 0009, and it would stall easily.

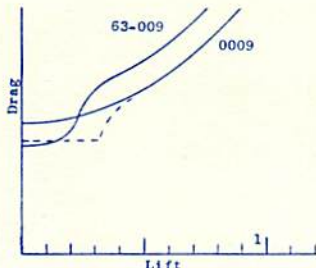
A conclusion to be drawn from figure 2 is that special sections could be designed which would perform better than any of the NACA sections when the thickness is permitted to be over 8%. The 0009 is too blunt for low drag at low angles of attack and the 63 series has its thickness too far aft for good performance at normal and high angles of attack.

The computerized method of reference 4 permits design of airfoils for special requirements including those of rudders, centerboards, and even mast sections. With proper design a rudder should perform well over a wide range of lift as shown in dashes in figure 2. Centerboard and rudder sections should have maximum thickness close to 30% chord. At 5% chord, the thickness should also be close to 5% of chord, so that the nose of a fat rudder should be relatively





1. Effect of Thickness



2. Effect of Thickness Location

fine. The table gives my recommended section coordinates. These coordinates should be scaled to the local chord, which is nearly 10" except close to the tip.

The recommended thickness of 12% seems to be too much "middle-of-the-road" for most Snipe sailors. If you go the maximum allowed thickness, you can get higher lift (which you seldom need) but the drag will be higher at low angles of attack. With hollow fiberglass construction, the thicker section also may be lighter and stiffer. If your rudder is thicker than the new rules allow, sell it to someone who isn't convinced by this article.

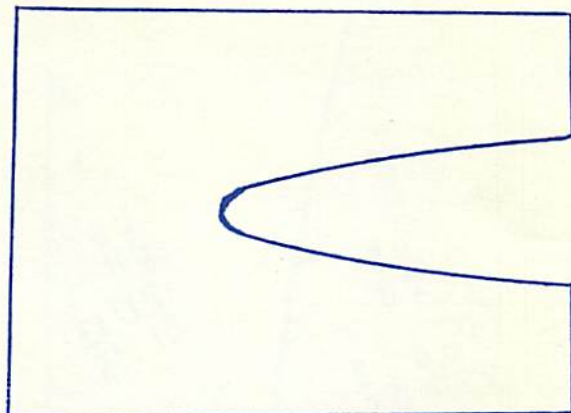
An effective way to shape the leading edge is with the use of a cardboard template as in figure 3. Plane until the template fits. The shape of the after part is not as critical as some writers have claimed, so don't compromise the

strength.

Most existing Snipe rudders perform well at least under some conditions. If your rudder section is much different from the recommendations of this article, it should be possible to improve performance under most conditions without losing out where your rudder works well now.

References

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2. Moffatt, G. "Centerboard and Rudder Design" Yacht Racing, April 1969



3. Leading Edge Template

3. Abbott, J.H., and von Doenhoff, A.E. *Theory of Wing Sections*, Dover (1959)

4. Nonweiler, T. "A New Series of Low Drag Aerofoils", report No. N69-25696, Nat. Tech. Info. Service, Springfield, Va. 22161



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AUGUST 21-29, 28th SNIPE WORLD CHAMPIONSHIP, Skovshoved Sejlklub, Nils Toftgaard-Hansen, Skovshoved Sejlklub, Shovshoved Havn, DK-2920, Charlottenlund, Denmark.

AUGUST 27-28, SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet 597, Phil Morse, 4416 W 13th St. Topeka, KS 66604.

SEPTEMBER 2-4, LABOR DAY REGATTA, Lake Worth Fleet 53, James A. Holcomb, Rt. 2, Box 785, Lake Worth, TX 76135.

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SEPTEMBER 17-18, OHIO OPEN, Chippewa Fleet No. 621, Paul Elsbree, 420 Dorechester Road, Akron, OH 44320.

SEPTEMBER 24-25, KEUKA CHAMPAGNE REGATTA, Keuka Fleet No. 382, Bill Hamilton, 141 Ontario Street, Honeoye Falls, NY 14472.



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