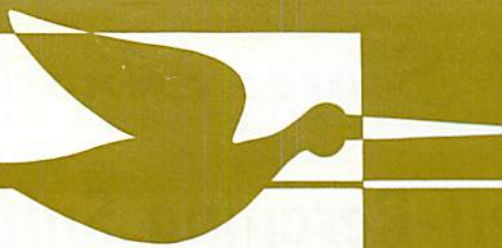


Snipe

BULLETIN



AUGUST 1968
Vol. XVIII No. 2

To Change or Not to Change - V. of P.

The Advantages of an Oval Mast

How to Measure a Snipe

Lofland Scores Another First

Self-Rescuing Snipes



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Voice Of The People

CHANGES ALLOWED HAVE INJURED HIS FLEET

"I believe that it is a serious disservice to Snipe owners to permit the multitude of changes in the class restrictions.

Three years ago, I purchased #14365. This was the first Snipe on the lake and resulted in the purchase of 8 more Snipes since that time.

At considerable expense, I have added every new gadget, permissible, to my boat so that I could stay competitive with outsiders. Today, I have the fastest boat on the lake, only, because every other boat is obsolete. As a consequence, the fleet that we have worked so hard to establish, is now threatening to drop Snipes and go to a class that has some stability. I know that this isolated incident means little in itself, but in how many places across the country is this same situation occurring?

If you have any hope for the solution of this problem, I would appreciate your reply, for I feel that the Snipe is an excellent design. — B. N. Trombley, Bloomfield Hills, MI

LACK OF CHANGE HAS INJURED HIS FLEET

"Just at present my feelings about Snipe racing are a little mixed, but here are some pertinent facts as regards my confusion:

1. Two years ago I lost my steady crew, and that has made a lot of difference in my activity.
2. There is no local active Snipe fleet now - we talk a good game, but that's it!
3. Another class of one-design is coming along very strong locally. Their performance is about equal to Snipe in most respects, but they are much less expensive.
4. I have enjoyed about 8 years of racing in sanctioned regattas, but it is frustrating to do so with so little practice.
5. In rough weather, Snipe is quite wet.
6. The cockpit is small for "social" sailing.

I realize that some of the above is strictly local, but I am sure that a study of some other classes could produce some changes in the boat that would make it even more competitive in the long run. Fields to investigate are: Cost (less); Weight (less); Dryness (reshaped gunwale or higher bow; Cockpit (larger); Spinnaker (of course!).

SCIRA has four great sources of strength - (1) unexcelled organization; (2) wonderful people; (3) unequalled activity; (4) a good boat. However, the boat can be improved. Change slowly - change cautiously - test every change - but CHANGE!"

— Bob Walch, Newfane, NY.

1953 Commodore Carl Zimmerman Replies to the Above Letter

1. The Snipe Class sold itself to the position of largest class in the World. It must have many advantages.
2. Sometimes in local spots classes of other types spring up through enthusiasm of a few local sailors. It means nothing on a national or international basis.
3. In rough weather experienced sailors find Snipe an outstandingly good boat and do things in wind and waves I don't believe can be equalled in other similar classes. (Especially in the Virgin Islands).
4. The cockpit is small, but it was not designed for social sailing. A new sailor soon gets tired of "social" sailing and if it were not for racing, very few if any of the present small racing boats would amount to anything nationally or internationally. One never gets tired of racing, even if he is low down on the pole.

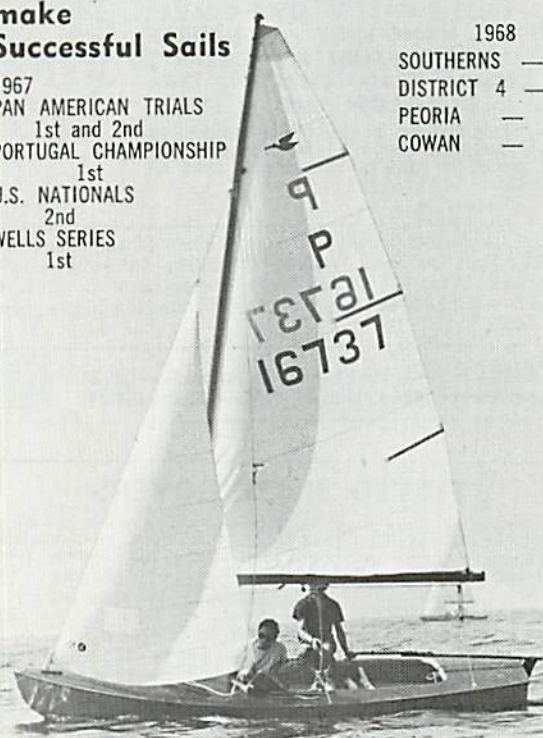
WELL SATISFIED AS IS!

"I wish to say that I must emphatically endorse Bob Vreeland's article (in the April BULLETIN) relative to changing the Snipe radically just to try to make it an Olympic sailboat. We lose sight of the fact THAT SNIPES RACE AGAINST SNIPES, and not Dutchmen or Finns or other classes. The only time Snipes really compete with other classes is in a not too important One-of-a-Kind regatta!" — Edward A. McHenry, Hornell, NY.

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The SNIPE BULLETIN is edited and produced monthly for the INTERNATIONAL SNIPE CLASS by Birney Mills, Executive Secretary.

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The Cover

The leeward mark at the District 7 Championships. The photographer had set up his telephoto camera at the mark, expecting to see some fast action as the boats rounded. A split second prior to his taking the picture, the fitting at the tack of boat 14973 (Don Waggoner) came unfastened. So, instead of the safe leeward position he expected, boat 10600 (Dave North) and 13480 (Paul Potter) plus another boat whose mast is barely visible between the two leading boats quickly left 14973 behind while the tack was refastened using a piece of baling wire. The tack fitting is now carefully checked before each race on 14973!

— C. Vern Warfield

THE SCORE

Numbered SNIPIES — 17891

Chartered Fleets — 656

The tempo increased perceptibly this period when 86 new Snipe numbers were issued. Last time it was only 36. But even this increase saw SCIRA lose more ground compared with last year, for we have 512 now compared with 569 then, or 57 less. While this stacks up well against our 36 year average of 483, it is rather clear now that we will not exceed last year's total of 762, as that would mean 250 boats over a 2-months period. Our flat prediction is that it won't be done!

Spain continued her unprecedented demand for Snipes by taking 51 of the numbers; Denmark next with 20; Canada 1; and the U. S. the remaining 14.

3 official SCIRA fleets were established during this period.

About a year ago, a small group of sailors in Northern California started to form a Snipe fleet in the area and picked the appropriate name of the Redwood Empire Fleet before they even got their boats lined up. It seemed that later some of their prospects left for Minnesota with their Snipes, but recently they got enough solid numbers to finish the application. So Charter 654 went to the Redwood Empire Snipe Fleet with Al Nicolaisen, 343 Jones St., Ukiah, the first FC. Write to Mrs. Vera Hunt, 614 A Myron, Ukiah, for further information if desired.

Looks like the Carribean Circuit is taking another step forward with the formal granting of Charter 655 to the St. Thomas Snipe Fleet. They, too, started last year and now have 4 boats in good standing with the expectation of 6 more before the summer is over. John K. Jouett, P. O. Box 270, St. Thomas, USVI, is the first FC. National Secretary William Chandler of Christiansted, St. Croix, can take a bow for his part in helping the new fleet get to the starting line.

Having the Nationals in an area certainly creates good publicity and the desire for others to join in the fun. While it is not exactly true in this case (there had been talk for some time),

the Santa Barbara Yacht Club of California decided the Snipes provided to junior sailors by their Youth Foundation should be organized into an official SCIRA fleet so they could properly enter top competition. So it did not take long for their counselor, A. H. Schuyler, Jr., (with the guidance of Fred Schenk) to get things lined up and meet all SCIRA requirements. Charter 656 was issued to the Santa Barbara Snipe Fleet early in July and they are all ready to jump in. This fleet starts with 6 Varalyay fiberglass hulls with North sails and most active skippers will be juniors for the time being. It is a great opening for the future. Mr. Schuyler, head of the YF, will be acting Fleet Captain.

New Officers Elected - Changes of Address

One of the 6 Soares who sail Snipes in Bermuda has been elected National Secretary there. Wayne, well-known as both skipper and crew in many international regattas along with Conrad and Bobby, is also the Fleet Captain this year and now commands 14 boats, among them Carlos Bosch who is living there now with his wife and 2 children. They increased their fleet by getting some of their older boats into shape and out sailing every Sunday. So send all Bermuda mail to him at "Ticky Brae", Sousa Estates, Devonshire, Bermuda.

Erling Olsen sends notice that he has taken over the National Secretary job in Denmark because Bjorn Pedersen could no longer spare the required time. He starts off with an order for 20 new numbers and says, "I will promise you that I will do my best to keep the Snipe Class growing in Denmark and the Scandinavian countries." If Mr. Olsen can do as well as his predecessor, all will be well in Denmark. His address is Hovvej 75, Espergaerde, Denmark.

Notice has been received that henceforth all mail to SCIRA Vice-Commodore Dr. Angel Riveras de la Portilla should be sent to him at Juan Vigon, 23 - Madrid 3, Spain.

All 3 of the above changes are important and should be marked down in your rule book.

PLEASE NOTE: Routine SCIRA mail received in August will be answered as promptly as possible, but any requiring personal attention or action by the Executive Secretary will have to wait upon his return from the U.S. National Regatta in California. Your kind indulgence will be appreciated.

Hull Measuring Made Easy

While discussing the new rule book at the SCIRA/USA meeting at Ft. Gibson last summer, Herb Shear, California boat builder, made the remark that the section dealing with measurement should be thrown out and/or entirely revised and rewritten. As usually happens, the severe critic finds himself with a job, and Herb started working on "his baby" as soon as he returned home.

He drafted the services of Richard Grob and between them, they came up with an article replete with pictures and diagrams, with Dick making the excellent sketches. It was first printed in the rule book with 12 pages replacing the previous 3. In order to get wider distribution, it is now reproduced on pages 8-9-10-11 in this issue. These pages will in turn be made into a small pamphlet for distribution for measuring information requests in the future.

While designed especially for Snipe hulls, the method can be used on any small boat hull, and though it may seem complicated at first, once the tools have been made, it soon becomes a quick and easy task with a little familiarity and practice.

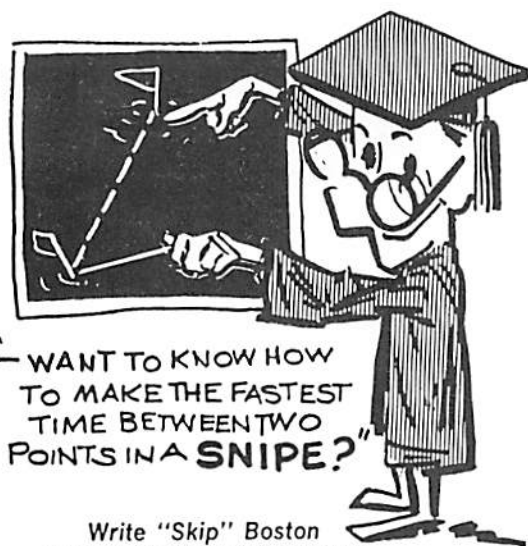
SCIRA owes grateful thanks to Herb and Dick (and all others who assisted them) in producing this article. It is to be used in conjunction with the current Measurement Data Sheets and class Rule Book. It should make measuring much easier for many who have been stymied in the past.

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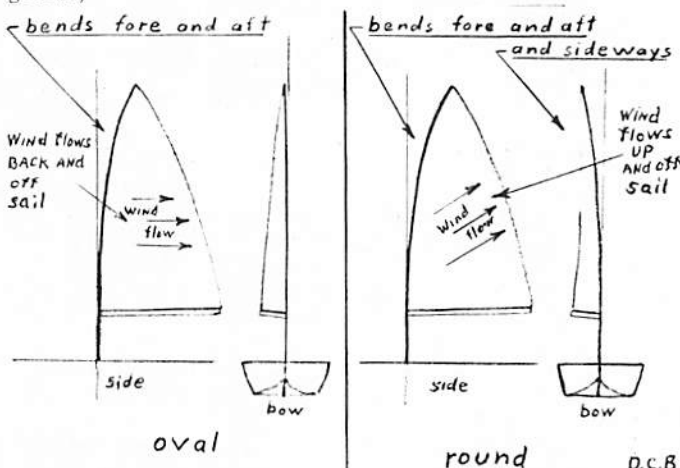
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Ron Blair

The Advantages of an Oval Mast

The basic difference between an oval mast and a round one is that the oval mast is designed to have greater fore-and-aft flexibility than side-to-side flexibility. Any good mast is designed to bend enough to take part of the draft out of the main sail while going to weather. To do this it must bend fore-and-aft. If we compare a round mast and an oval mast with equal fore-and-aft flexibility, we find that while sailing to weather, the round mast bends both fore-and-aft and sideways; the oval mast bends fore-and-aft an equal amount while not bending nearly as much sideways. (see diagrams)



If the mast bends sideways, the sail will spill wind that could be used to drive the boat forward. Some people claim that spilling wind over the sail decreases the heeling force (which it does), but this heeling force can be decreased by reducing the draft of the sail with more fore-and-aft bend in the mast and without spilling any wind.

On a reach the oval mast will not reduce the draft in the main as much as a round mast of equal fore-and-aft flexibility. This is because the oval mast will not bend sideways as much as a round mast. Since you want sail draft on reaches, this is good.

Finally, an oval mast with the same fore-and-aft flexibility as a round mast should be stronger than the round one. This will decrease the chance of breakage and perhaps allow a little more fore-and-aft flexibility, if you want it.

It is regrettable that complete credit can not be given to the author of the nice little item above, but the only clue visible are the initials D.C.B. It was received several months ago and if a letter accompanied it, diligent search of our files fail to turn it up; neither can we find anyone with the same initials. If the author sends in his name, recognition will be given him.

Incidentally, letters are received everyday with incomplete information on them, which leaves the entire office force up in the air. Name, complete address with zip code, boat number, fleet, and other details from previous correspondence (especially why the money is sent in) should always be included. Office help is usually at a complete loss to pick up a letter which merely says; "Here are dues for 1968. John.", or "I have paid my dues for the year. Henry.", without mentioning how or when (by what fleet, etc) they were remitted. Nothing is more aggravating or time consuming to try to trace down the proper file, and there are too many of them to presume that everyone knows everyone else by name in the Snipe Class and can place them in the proper fleet without further reference. Too many times the expression, "What is this all about?" is accompanied by a blank stare. So don't take anything for granted - be sure and identify yourself along with details of your business, please!

DAILY IDLE THOUGHT: Wonder how the Canadian Snipers will get through this month of National racing when there is no mail service? We have a bag containing all July BULLETINS and 1st-class mail sent to Canada returned to SCIRA today.

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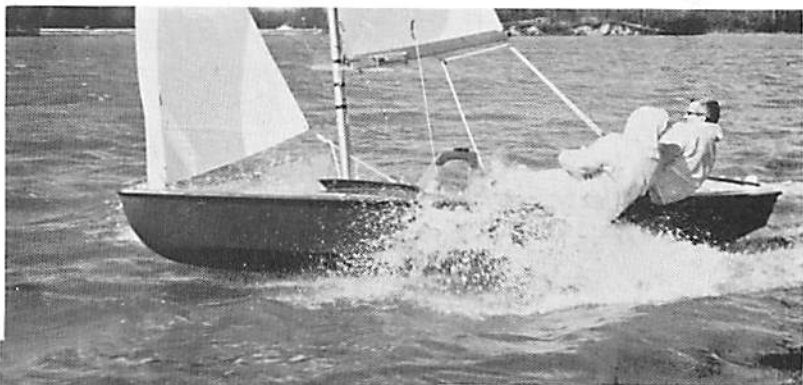


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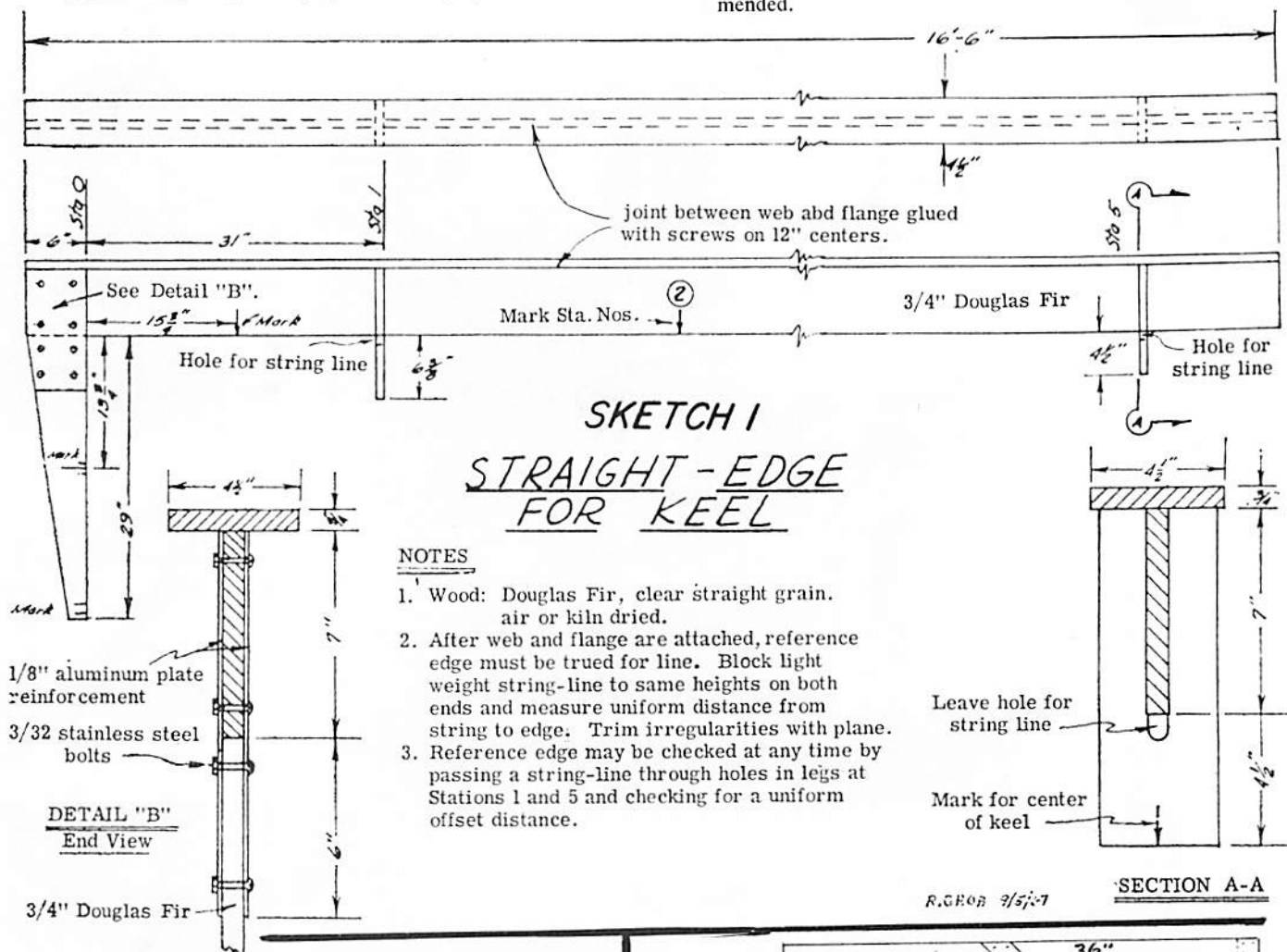
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How to Measure a Snipe

4. In order to check for compliance with the restrictions contained in the Measurement Data Sheet, the following measuring procedure, using the equipment shown by the sketches

found on the following pages, is recommended because of its accuracy and reliability. A minimum of two persons are necessary to perform the measuring, but three are recommended.

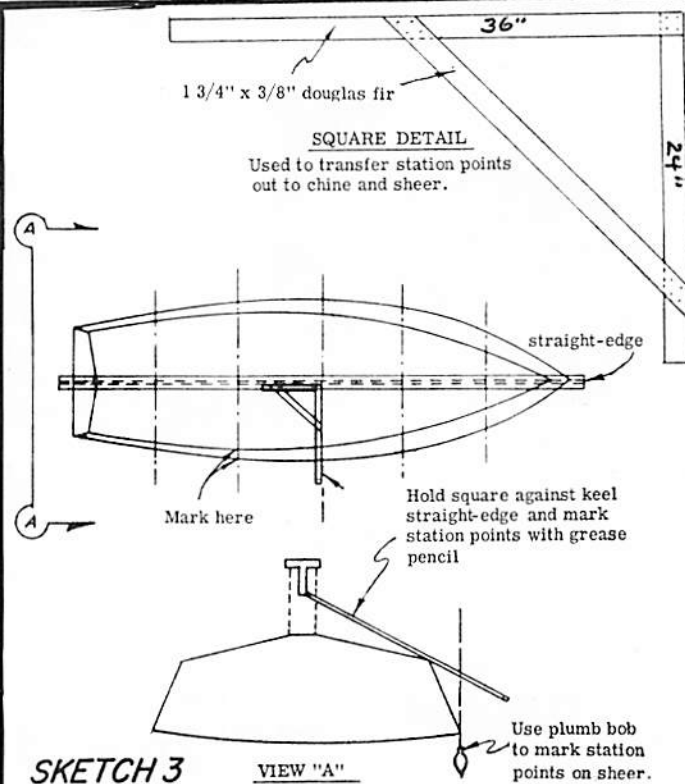


5. First the hull is inverted on a boat trailer or other suitable support. The boat should be securely blocked in that position with the chines approximately level across. Place the keel straight-edge along keel center line making sure the stem head is touching the square extension part of the straight edge. (Sketch 1 and figure 1.)



Figure 1

Lay a spirit level on top of the keel straight-edge and level the entire hull fore and aft by placing blocks under the trailer. Check the fixed height of Stations 1 and 5 along the keel before performing any further measuring. The bottom of the keel straight-edge is now positioned correctly for a baseline as shown on the MDS sketch. All vertical measurements will now be made from a plane defined by this baseline.



6. Using the wooden square (sketch no. 3) and a plumb bob, mark the station points on the chines and sheer with a grease pencil as shown in Figures 2 and 3.

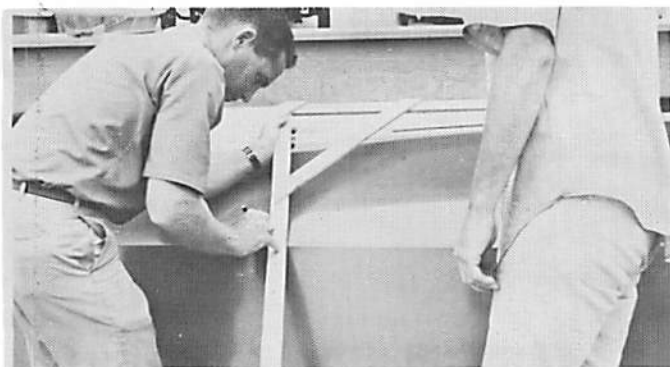


Figure 2

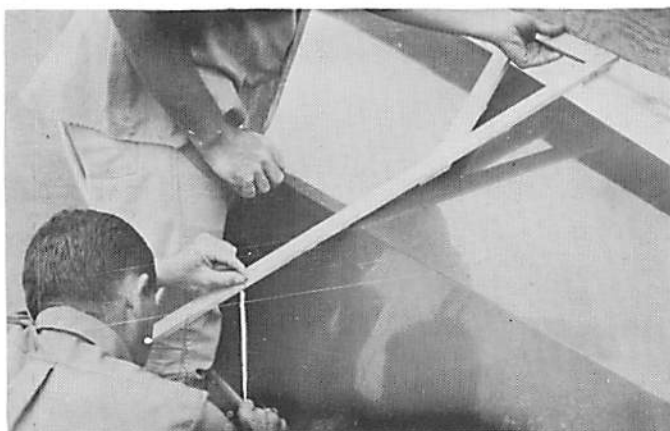


Figure 3

7. To determine the over-all length of the hull, first mark the transom sheer line. As shown in Figure no. 4, a plumb bob is used to mark this point on the keel straight edge. The over-all length may now be measured directly or compared against pre-marked tolerance points on the straight-edge. Variation in over-all lengths occurs between Station 5 and the transom.

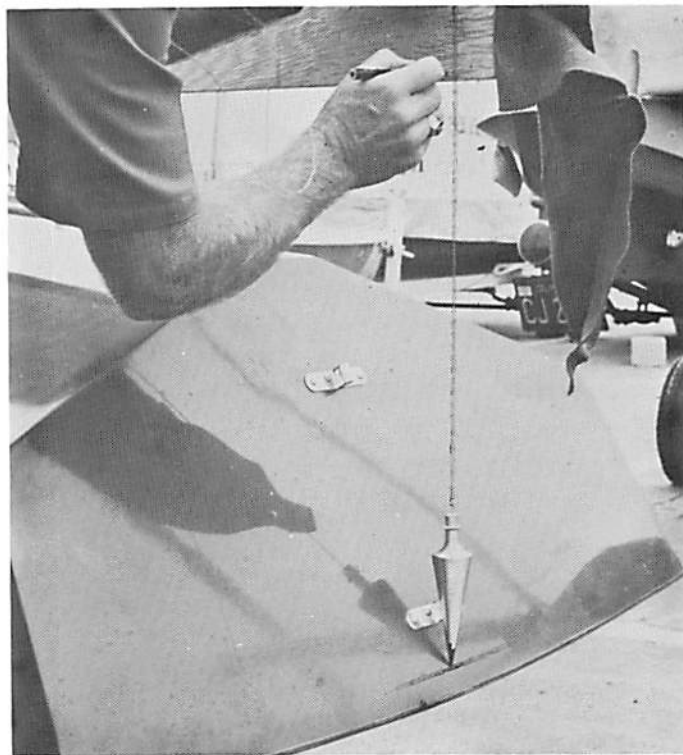


Figure 4

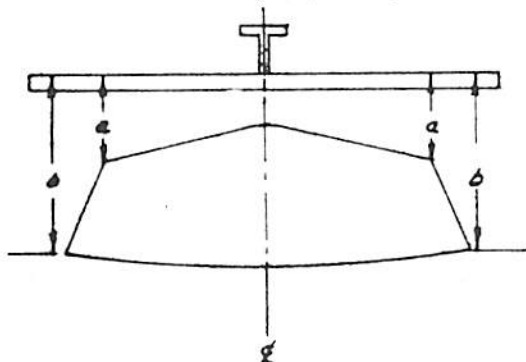
— 6 ft — STRAIGHT-EDGE (Made from an aluminum extension)

TO MEASURE CHINE HEIGHT

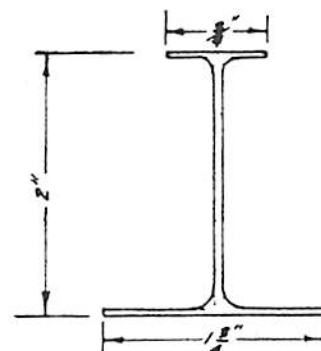
1. Use two steel rulers as shown in Detail "A".
2. Place 6-ft. aluminum straight-edge under keel straight-edge directly at station points.
3. Adjust 6 ft. straight-edge vertically until both readings of (a) are equal.
4. Measure to $1/32$ of an inch.

TO MEASURE SHEER HEIGHT

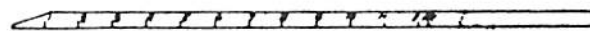
1. Use two standard steel rulers with hook at zero end. Check that both rulers are calibrated the same.
2. Hook over top of 6 ft. straight-edge and adjust until both readings (b) are equal



SKETCH 2



End View of Straight-edge



DETAIL "A"
Cut 18" section from steel measuring tape and trim zero end to a $1/16$ " wide point.
Make Two

NOTE: Measuring chine and sheer heights requires a minimum of two people. A third person is useful to hold a 6 ft. straight-edge firmly up against bottom of keel straight-edge while measuring is being performed.

8. Measure the keel heights 15 3/4" aft of bow, at Stations 2, 3, 4 and stern using a short section of steel tape (Sketch no. 2). Check the bow control point with a small square, as shown in Figure 5.

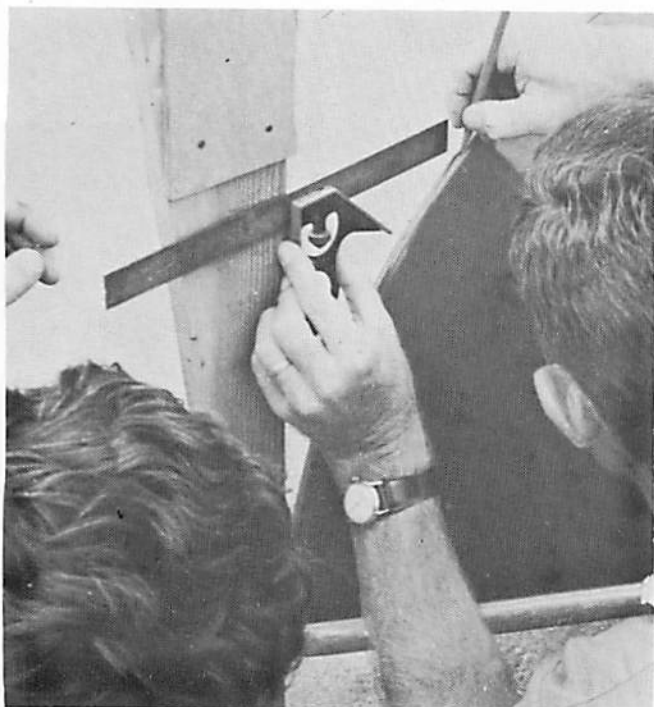


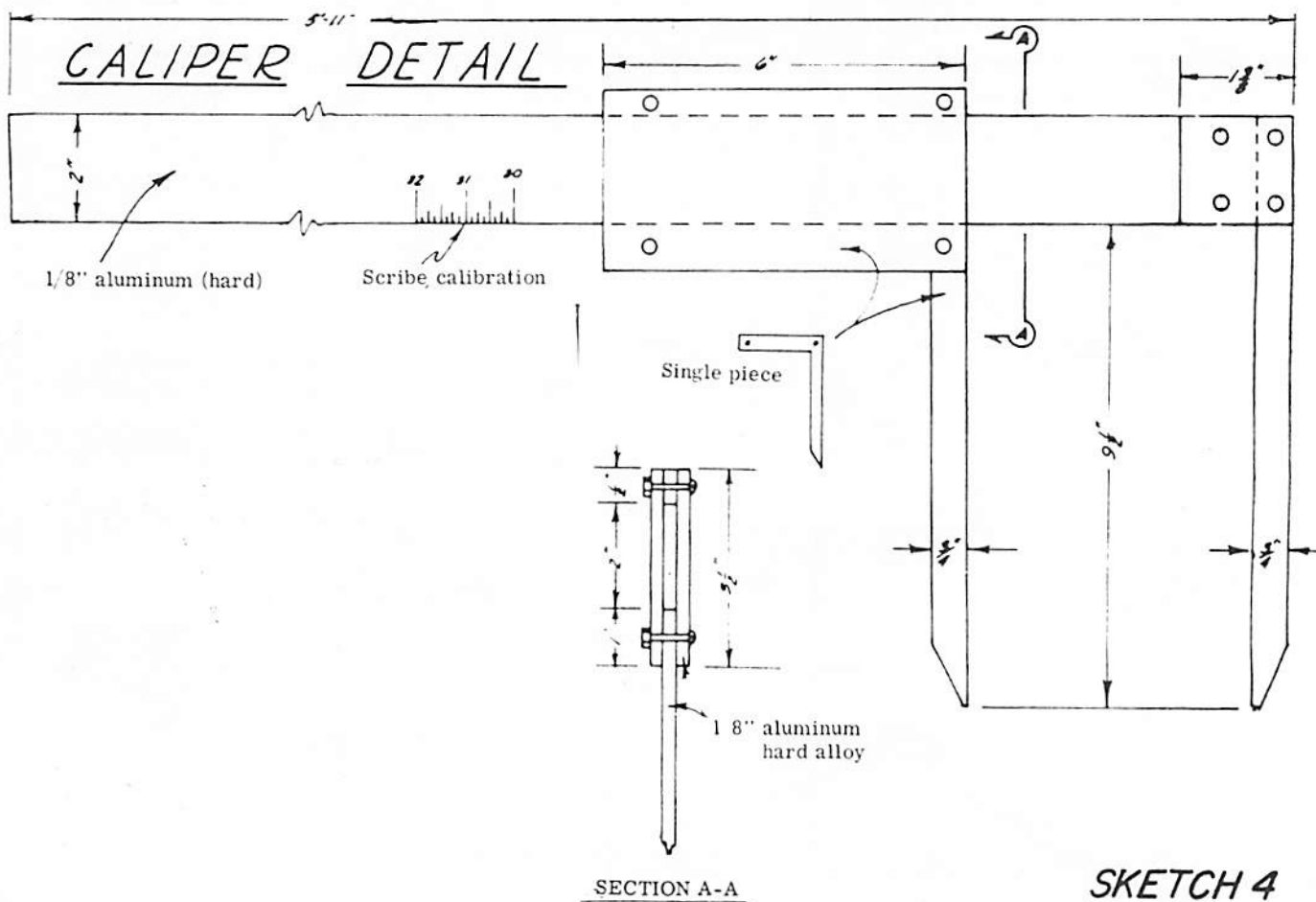
Figure 5

9. Measuring the chine heights requires a minimum of two people, with each positioned on opposite sides of the hull. (See Figure 6). A straight-edge (sketch 2) is held up against the base-line at the station points and vertical measurements are made on each side from the straight-edge to chines. Measurements on both sides are compared and adjusted until each person has the same reading. This will give the average chine height at any station. A third person is helpful to hold the straight-edge up firmly against the base-line.



Figure 6

Sheer heights are measured in a similar manner as were the chines. (See Figure 7).



SKETCH 4



Figure 7

11. Using the calipers shown in Sketch 4, measure the chine widths while the hull is still inverted. After the hull is righted, but before sheer widths are measured, the point of intersection between deck and hull must be marked. If deck does not project beyond hull sides this is not necessary. Using the template shown in Sketch 5, mark this point on deck with a grease pencil (See Figure 8). Measure the sheer widths between these points, as shown in Figure 9.

Mark intersection here
with sharp grease pencil.

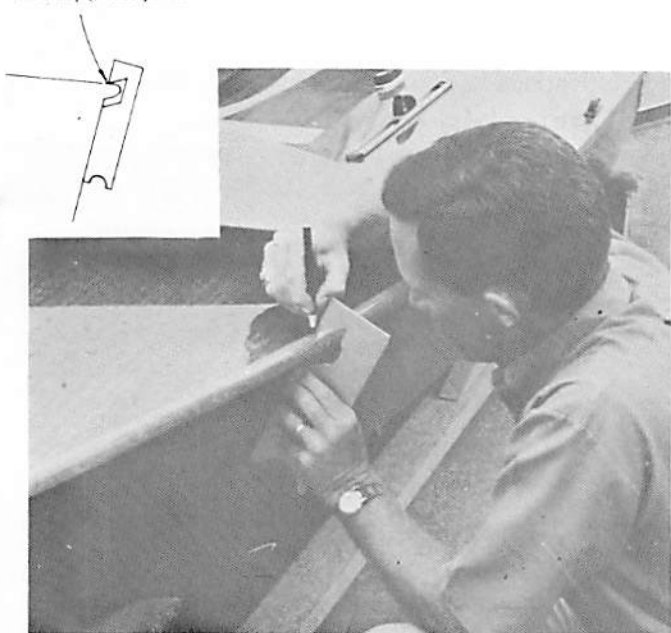


Figure 8

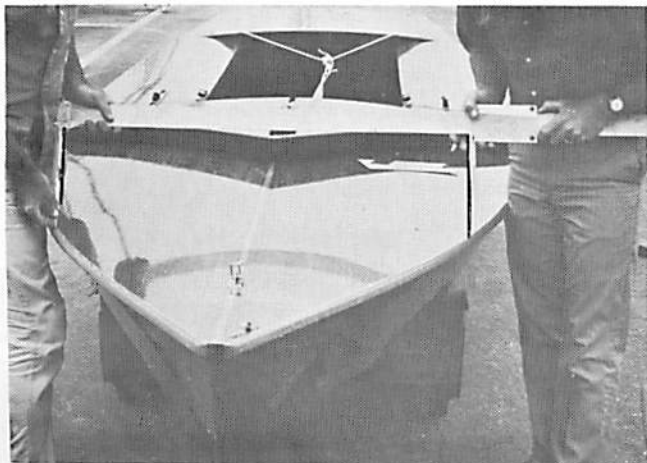
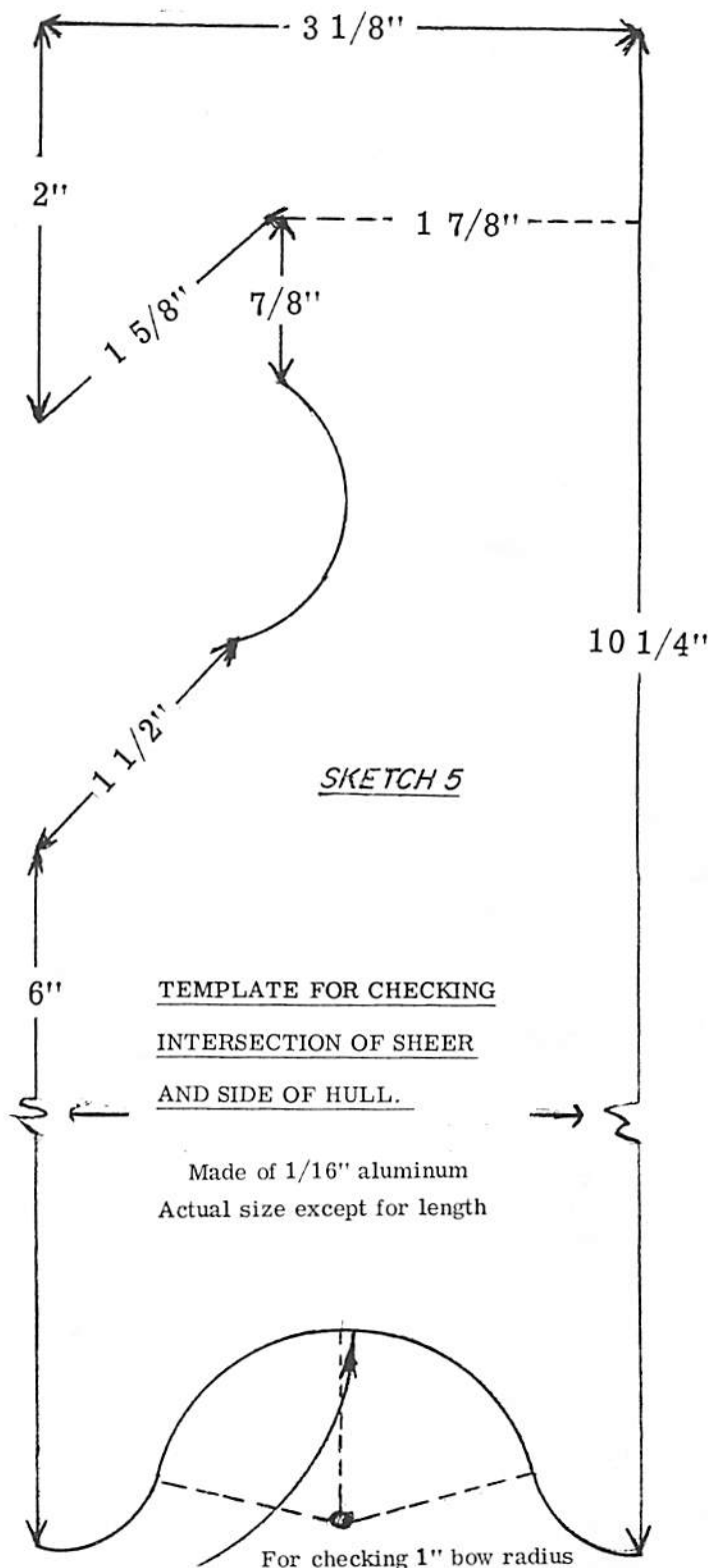


Figure 9



15. Establish a mark on the aft side of the mast by snapping against it a chalkline stretched taut between the 1 foot marks of two rulers placed vertically on the opposite sheers. The mast should be vertical when this measurement is made. Measure mast heights and jib stay location from this mark, adding 1 foot. Crown of deck must be at least 7 inches below this mark. (Heights may not be measured from deck because of varying crowns.)
16. Jurisdiction and duties of Measurers. Measurers elected or appointed by local fleets shall have sole power to recommend Measurement Certificates. Measurers shall use the Measurement Data Sheet as a guide to their duties. Upon request by an owner, a Measurer shall, at his earliest convenience, pass upon the boat by filling out this sheet completely. Measurers shall not pass boats which, in their opinion, contain expensive refinements or such departures from the plans and restrictions as shall infringe the letter and/or spirit of these rules.

Quality made from the finest available army duck. This pearl gray pre-shrunk material is vivatex treated. Expertly sewn with Dacron Thread. Reinforced at stress points. Rust proof grommets.

COCKPIT COVER - Fits over boom or flat - \$16.50

DRY SAIL COVER - Protects entire deck and top sides - adjustable closures for closing around mast and stays, properly vented - grommets for tie down - - - - - \$70.00

TRAILING COVER - Encloses the entire boat for trailing or winter storage. One piece construction with zipper closure full length of boat - \$80.00

SNIPE RUDDER COVER (foam lined) - - - \$10.00

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Exact replica of a Snipe showing every detail. Picture to left is approximate size. It is made of polished sterling silver and has a stick pin clutch fastener.

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Jim Richter, 801 N. Shortridge, Indianapolis, IN 46219



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

Completely washable available in natural color only with sailmakers suede leather seat.
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M120LSP Same version as above padded (with light polyfoam).
 Same sizes \$19.50

RB121 Rope Belt Sizes same as shorts \$2.50

W221 Sailing shorts also available for ladies in colorful 8 oz. 100% cotton duck in sailing blue, red, tan, white, light blue, and black.
 Sizes 10, 12, 14, 16, 18 \$13.95

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Have you ever wondered how long your Fiberglass boat will last? Have you ever listened to the dockside ignoramus spout "Fiberglass starts to break up after—years," then looked askance at your gleaming pride and joy as she rode carefree and innocent in her berth.

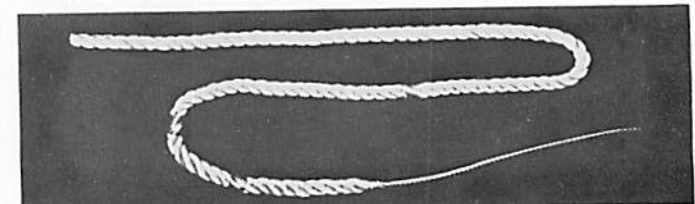
If you have, read on... because recent navy tests of some long-term rugged duty of a Fiberglass submarine fairwater tell an important story about Fiberglass and longevity.

The U. S. Naval Applied Science Laboratory conducted the tests on the fairwater, which was being retired from service on the U. S. S. Halfbeak to make way for an even larger all-FRP structure, of advanced design.

"Fairwater" is the U. S. Navy's name for streamlined structures used to replace the less than hydrodynamic conning tower and topside hardware on vintage submarines.

The first all-FRP fairwater was mounted on the U. S. S. Halfbeak in early 1953. Strong enough to withstand a 1,000 lb. "wave-slap" as required for submarine hulls, it remained virtually unaffected by salt water corrosion throughout its eleven years of service life, and required a minimum of maintenance during that time.

The navy tested two panels which had been on the Halfbeak for the full 11 year term. Evaluating the data obtained in these test, the official navy test report concludes that, "The reinforced plastic fairwater on the U. S. S. Halfbeak (SS-352) suffered no significant degradation after eleven years of service. The mechanical properties of the material after this service period did not differ substantially from those of the material in its original condition. The material in its present condition still meets the requirements of the applicable specifications." — Owens-Corning Fiberglass Corp.



West Products is pleased to announce a new service of splicing Stainless Steel Wire to famous Sea/Line "Dacron" to make "rope tail" splices for such important uses as halyards, furling gear, etc. On a Snipe, the wire halyard used in a hollow mast can be spliced to a rope to lead through a sheave at the base of the mast and then to a cleat on the side of the trunk where it can be controlled by hand, a simple method of sail control preferred by many experienced sailors. No fouled drums or winches!

Type 316, 7x19 construction Stainless Steel is employed in preference to Type 302 because it delivers greater corrosion resistance, which causes far more failures than those due to strain. The tapered splice supports much flexing and is neatly served, fused and drawn. Line can be Du Pont Type 67 fiber in either regular laid or braid construction. Choice of 1/8", 5/32" or 3/16" wire is available. The correct thimble can be added.

Sea/Line Poxo-Paste is a new, clear, moldable epoxy with hundreds of uses afloat and ashore. It virtually eliminates the need for screws, bolts, and nails when mounting or repairing because of its ability to adhere to any surface or to itself.

Poxo-Paste can be used for repairing, bonding or filling on fiberglass, wood to fiberglass, wood to aluminum, all metals to metals, glass to glass, etc. Poxo-Paste is a versatile epoxy compound for hundreds of repair jobs. The contents of the two tubes, when thoroughly mixed together adhere to any surface. Poxo-Paste sets in 1-1/2 hours and cures completely in 12 hours. Sea/Line Poxo-Paste is moldable, hardens like steel, will not run or drip and is unaffected by temperatures up to 175° F.

Complete information on both items is available from West Products, P. O. Box 707, Newark, New Jersey 07101.

Weather Lore:

"Long foretold, long last"

On the basis of the October Telltale forecast of Indian Summer in the North-East several readers postponed hauling their boats for the winter and enjoyed three extra week-ends of fair weather boating. We take our hats off to our forecasters. While we recommend the inside pages of the Telltale as the basis for such decisions, there are visual ways of forecasting the duration of a fair spell.

If the barometer shows a rapid increase in pressure the fair weather will only last a day or two. If the fair weather is preceded by a slow rise of pressure it will stay fair for four to six days or longer.

Another doggerel that can help you forecast sunshine is "Mackerel sky, twelve hours day." Most sayings however have to do with the nastier weather: when will it come? How long will it last?

"If the rain comes before the wind
Lower your topsails and take them in
If the wind comes before the rain
Lower your topsails and hoist them again."

This alludes to the fact that a squall front is preceded by wind and passes quickly. A more reliable verse for forecasting rainy weather is:

"Long foretold, long last,
Short notice, soon past."

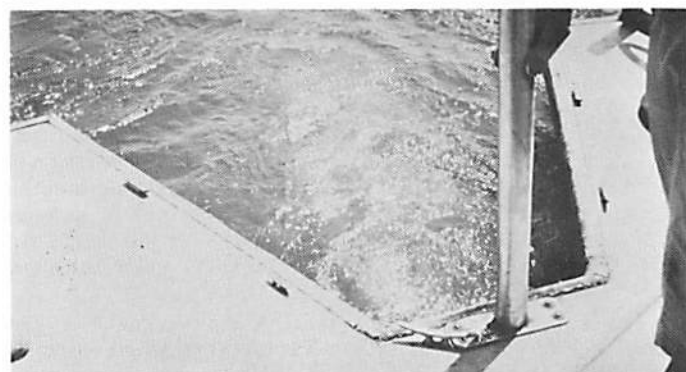
We'd be delighted to print your tips on weather forecasting (augmented with comments by our weather expert.) Remember however to tell us the water location in which the forecast works.

— from Owens-Corning Fiberglas Corp.'s TELLTALE

NOTICE: The beautiful black-and-white scale drawing of Snipe by Ted Brennan made available by Owens-Corning last year, can still be furnished. However, cost of framed copy is now \$5.50 from SCIRA only. A real bargain - desirable - a fine present!



This general utility pontoon boat (or raft) patrols the course during races on Lake Cowan, Ohio, home of Fleet 443. Used mainly for rescuing disabled craft, it has an unique and efficient feature of a wide notch cut into the stern. The bow of the boat



is pulled into the opening, the stem is fastened to the cleat and pole, and then side spring lines used on each side to hold the bow firmly into place. Unable to move forwards, backwards, or sideways, the two units become practically one with no trouble of steering, sidesway, etc. A clever, practical idea!

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- 1, 2, 4 — Clearwater Midwinter Championships
- 1 — Bicardi Cup, Nassau
- 1, 3, 4 — San Remo Pre-Olympic — the best Snipe sailors in Europe were there.
- 1, 2 — St. Thomas Midwinters, Virgin Islands
- 1, 2 — Cruzan Gold Cup, Virgin Islands
- 1 — Atlanta Open

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Wells Wanderings



by Ted Wells

AUGUST 1968

JOE BLFSTK

It had to happen sometime. It was inevitable; and as perennial Regatta Chairman of the Wichita Sailing Club, I have had nightmares in which it happened here. This happening of historic importance was the first no race regatta I've attended. I've participated in a number of one and two race regattas over the years, but there has to be a first time for everything.

It happened at the Oklahoma City Boat Club, and they did it up in proper style--it was scheduled as a three day, five race District II Championship on Friday, Saturday and Sunday. For three days, the wind seldom got below thirty mph and then only for a moment. Most of the time the electric anemometer at the Club read 35 to 45 mph, hitting 50 as often as it did 25. It hit 60 on a few occasions. At the nearby airport, they were giving a minimum of 26 knots and a maximum of 41.

Several novel methods of comparative measurement of wind speed were introduced. Steve Taylor says when an empty coke bottle is blown off the dock, it is time to stay put. A local club member claimed the anemometer at the Club was reading low, because his top speed on his motorcycle going south at the Club was 25 mph, whereas he could go 35 mph at the airport. Even such drifter haters as Kilpatrick, Nelms, and Wells sat on shore willingly.

Which brings up the mystery of where Joe Blfstk was on June 22 and 23, when Wichita had 42 boats for the Midwestern Championship and Kansas Centennial regattas. I've had no report from Peoria or Columbus, Georgia, both of which had regattas the same date; but he must have been at one of them.

Wichita had perfect weather--the best of any regatta I've attended this year (which admittedly isn't saying much).

We sailed a five mark "X plus 1" course (two beats, two reaches and one run per lap) with 23 boats in one fleet and 19 in the other, and there was something for everyone. At the first windward mark, it was almost a drifter -- about 5 mph wind and 45° shifts. The reaches and runs varied from soggy to flat-out planing for several hundred yards. Some felt that the progress from 15 mph to 25 to 5 back to 15 again at the second windward mark was sometimes a bit fast and there were a few capsizes, but no swampings. It didn't rain and it was warm which was a pleasant change. Old Joe didn't even send a representative. I guess he decided that standard Santa Fe Lake conditions didn't need any help from him. I did alright, but Louis Nelms did better. For several years, I've won regattas everywhere except at home.

The weekend after the Oklahoma City fiasco, it looked like the Iowa-Nebraska Sailing Association regatta might be trying to set another record -- a three day, six race regatta with no races due to no wind, but they managed six races -- sort of after a fashion in some cases, but under the circumstances no one complained.

They had 44 entries, and the traffic jams at some of the marks were terrific. (Lake Manawa, like Santa Fe Lake is pretty small and the wind direction is seldom ideal). The voluntary division into two fleets with separate, but equal trophies has worked well in Wichita and other places and has many merits. They dropped one of the six races, which was fortunate for me, because the Racelite shackle on the main halyard opened in the first race, and by the time we drifted to shallow water where we could tip the boat over and fix it, we had our drop race.

Old Joe showed up in person to get some practice on his way to Long Beach. I got three firsts for which I was very thankful, a fourth which didn't bother me as Bob Harding took third, and an eighth in which Old Joe really went to work on me. His triumph came when I had the regatta in the bag with Joe Ramel behind me and Bob Harding well back in third as we approached the finish line in the last race. Old Joe hit the port lift-wind increase button for Bob. I retained my first place by inches, but I needed Joe Ramel between me and Bob. All the way home I tried to figure out how I should have sailed that last beat. I still haven't.

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

FOR SAIL: Snipe 13152 - Leon Irish fiberglass self-bailing hull; deck-stepped mast; 2 suits sails - one Roberts and the other 1967 Bostons. \$900.00. Write or call Howard Linder, 1200 Chesterfield, Birmingham, MI 48009. Phone 313-646-0274.

FOR SALE: 10657. Dry-sailed; wood; fiberglassed covering lifting slings; trailer; steel board, mast stepped on keel; one suit North sails. Ready to race - \$450.00. Frank Castelli, 1504 W. Garfield, Decatur, IL 62526. Phone: 423-0657.

FOR SALE: SNIPE 8569 - wood planked hull. Designed and built by Mills. Mint condition, Green measurement card. All racing equipment, 2 suits sails. \$925.00. New trailer add \$150.00. New (never used) Elms sails add \$175.00. Ed Naugle, 1207 Kapok Kove Circle, Clearwater, FL 33515. Phone 813-726-4265.

FOR SALE: LOFLAND FIBERGLASS SNIPE 16294. Good condition; dry-sailed; deck-stepped mast; racing fittings; Levinson sails. Boat and sails \$800.00. John Kinghorn, 2515 E. 86th St., Indianapolis, IN 46240. Call: 317-255-3050.

MIDSUMMER SPECIAL: LEMKE 16396. Winner of Wells Trophy 1966 Nationals. Proctor E mast and all go-fasts. Excellent condition. Boat, trailer, and Levinson sails all for \$1350.00. Berkley Duck, 443 W. 83rd Pl., Indianapolis, IN.

FOR SALE: LOFLAND FIBERGLASS SNIPE 15757. Levinson full sails. T boom. Varalyay 6-ply deck-stepped mast, and other Varalyay equipment. Boat dry-sailed. Orange with white deck. \$1150.00. Bryan Simmons, 643 Dudley Dr., Shreveport, LA.

FOR SALE: LOFLAND FIBERGLASS SNIPE 15667. One set Levinson sails and Lofland trailer. Will sell boat, sails, and trailer for \$1100.00 delivery Akron, Ohio. David E. Waddell, 751 Springwater Dr., Akron, OH. Call: 666-9879 or 535-4121.

FOR SALE: VARALYAY FIBERGLASS SNIPE 14678. Green hull and deck like new, including trailer. Kept in garage. Completely rigged with all racing gear; keel-stepped Proctor E mast; two suits North sails including one used only 4 times. Sailing fast. Must sell immediately at sacrifice. John Scarborough, 2290 Byron St., Palo Alto, CA 94301. Tel: 415-321-6516.

FOR SALE: VARALYAY SNIPE 13204. Fiberglass hull - white-mahogany deck. 2 suits of sails by North plus 1 extra jib, also by North. Special Varalyay mast; trailer, fully equipped, etc. Perfect condition - \$1250.00. Jack Cummings, 31 North St., Marcellus, NY 13108. Tel: 315-679-5491.

FOR SALE: EICHENLAUB 15505 ("Super Snipe II"). Keel-mounted Proctor E section mast; minimum weight; deck mounted legible compass; jib luff control; drum boom vang; adjustable traveler. 1 set Elms light weather sails. Excellent racing record. \$1250.00. Daniel E. Wesselhoft, 7032 Miramar, Peoria, IL 61614. Phone: 691-4490

FOR SALE: SCHOCK FIBERGLASS 14490. Racing condition, dry-sailed. 2nd Ohio Open 1967. Sails; 2 masts. \$1100. Henry Young, 2915 Millboro Rd., Cuyahoga Falls, O. Tel: 923-2909

SANCTIONED SNIPE REGATTAS

- SEPTEMBER 7-8 LOTAWANA SNIPE Regatta, Missouri YC, Lake Lotawana, MO. Earl Nygren, K-3 Lake Lotawana, Lees Summit, MO 64063
- SEPTEMBER 7-8 INDIANA OPEN CHAMPIONSHIP Regatta Indianapolis SC, Geist Reservoir, Indianapolis, IN. David Schmidt, 5910 Indianola Ave., Indianapolis, IN 46220
- SEPTEMBER 14-15 INDIAN SUMMER Regatta, Burnham Park YC, Lake Michigan, Chicago, IL. John L. Pilon, 425 Malden Ave., La Grange, IL.
- SEPTEMBER 17-26 EUROPEAN SNIPE CHAMPIONSHIP Izmir, Turkey. National Secretary of Turkey has promised more about this regatta in a short time.
- SEPTEMBER 21-22 OHIO OPEN CHAMPIONSHIP, Acton Lake, Hueston SA, Oxford, Ohio. Alfred J. Kibler, 322 Brydon Rd., Dayton, OH 45419
- OCTOBER 20-25 WESTERN HEMISPHERE SNIPE Championship, Florida YC, St. John's River, Jacksonville, FL.
- NOVEMBER 2-3 HALLOWEEN Regatta, Atlanta Yacht Club, Allatoona Lake, Atlanta, Georgia. R. Means Davis, 6620 Wright Circle NE, Atlanta, GA 30327.

fleet 515 hosts the "oxford incident"



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All Snipe Regatta - Fleet 557

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September 7-8, 1968

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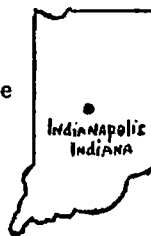
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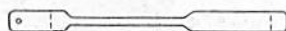
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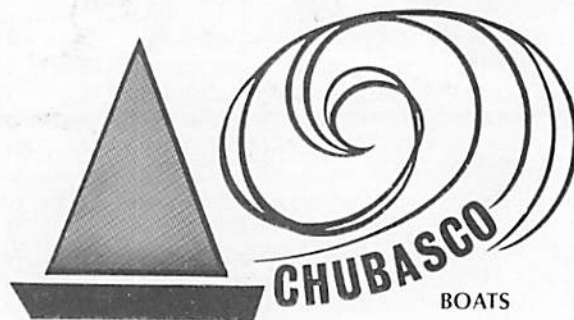
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