

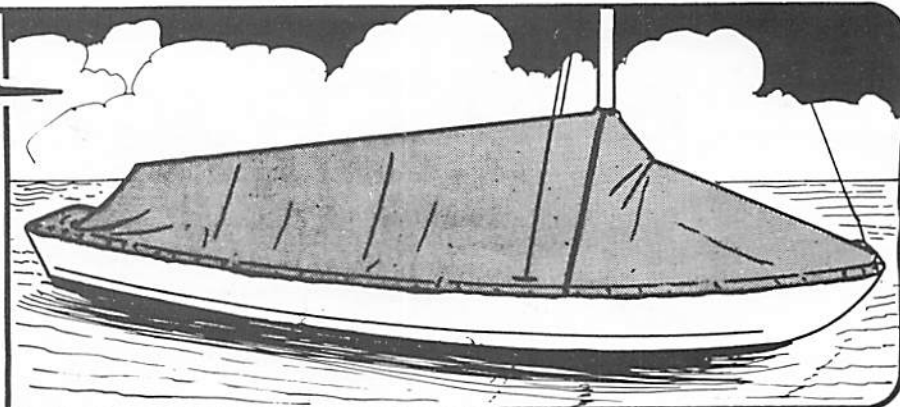


SNIPER BULLETIN



AUGUST-SEPTEMBER 1969

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Voice Of The People

ADVOCATES CHANGE IN REGATTA SCHEDULE

"The recent articles by super sailors: Elms, Seavy, Levinson, and others have been the most interesting and informative I have read, and are a welcome addition to the BULLETIN.

In the way of news from the Southern California area, there seems to be a growing movement to eliminate the 2-race Saturday, 1-Sunday Regattas. I, for one, think all regattas for small boats should be either: one day 3-race series or, for more important events, standard 2 day, 5-race series.

The drive to the launch site, launching and rigging, usual long sail to starting line, and then the return to long waits for crane and wash facilities, is hardly worth the effort for one race. Let's return this type of series to the bigger ocean racers.

Congratulations are indeed in order for Steve Taylor and crew for winning the OD-OY Best Sailing Event Trophy for the 1968 Nationals at Alamitos Bay. However, let's not forget the companion Wells Series and equally excellent job by Chairman, Lou Varalyay. Lou keeps in practice by running most important Snipe Regattas in this area. His presence always insures a straight starting line, good courses, a fair start for all (or recalls till sunset) and always the best of Regattas."

- Robert J. King
Covina, CA

WEIGHT REDUCTION A SENSIBLE THING TO DO

"I would like to comment on the article in the July BULLETIN on reducing the minimum weight of the Snipe. Because the Snipe was designed before the days of marine plywood or fiberglass it is an exceedingly heavy boat for its size. Any reduction in the minimum weight would a) improve its performance b) make it more competitive with other 16 ft. designs and c) make handling of the boat ashore easier. (We have just sold our Snipe for this last reason. We were tired of having to gather a team of strong men together each time we wanted to turn the boat over to paint or work on the hull).

I can already hear the howl of protest from the old timers of SCIRA: "we mustn't do anything to make Snipe 101 obsolete." But this is not a change that would affect all 18,400 Snipes: only those Snipes that are racing regularly, (and is 101?). Moreover, this is not a possibility of "the distant future". Already most of the really keen racers sail Snipes built in the last few years, and almost without exception these carry lead to make up weight to 425 lbs. Of the older boats that race regularly in club races, a good many have changed to aluminum masts etc., and either do, or should, carry lead to make up the difference. In most cases another 30 to 40 lbs. could be shed by changing to an aluminum dagger board at a not excessive cost. Looking at our own fleet (77) which is a large active one, I estimate that 50% of the boats which race regularly could reduce weight by removing lead; about 40% could do it by changing dagger boards and only 10% would be seriously inconvenienced.

Please do not let this suggested change die because a small minority of racing boats would be affected. If we do not reduce the minimum weight in a few years time, we will reach the ridiculous situation, where most of the boats racing will be sailing with 20 to 40 lbs. of lead in them anyway, while the weight of the skipper and crew can vary from boat to boat by easily twice that amount!

Incidentally, I represent the "tail enders" of our fleet, definitely not the "championship" group."

- Margaret E. Law
Belmont, Mass.

The subject of Weight Reduction is on the agenda for the National Secretaries Meeting at Luanda, Angola, PWA in October at the request of the European National Secretaries. It is expected that it will be hotly debated, for opinions vary widely as many feel now is the time to take action. What's yours?

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SNIPER BULLETIN

THE INTERNATIONAL SNIPE CLASS

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CHANGE OF ADDRESS

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

The Cover

This fine action shot was taken by Frederic Maura of the Bahamas Ministry of Tourism, and shows some quick "on-the-toes" action as 6 boats approach a reaching mark simultaneously. All eyes watch intently as the lead boat 14242 starts to swing around the mark to a new course. It is a tense moment, for skippers try to improve their positions in the maneuver and, at the same time, must avoid trouble and a possible foul.

THE SCORE

Numbered SNIPEs — 18474

Chartered Fleets — 667

Rather odd, but (no foolin!) the number of new Snipes in the last month was 67 - and that was exactly what we needed to bring our total up to 486, which is our annual average for 37 years. Now, anything up to October 1st will be a gain, so it looks like a good finish. Spain led all others with 30, the U. S. 19, Turkey 10, Portugal 4, Austria, Angola, and a new one, Transvaal, South Africa, with 1 each. It is encouraging to see Austria and Transvaal acquiring some new boats. Snipe continues to expand step-by-step.

Three new fleets were chartered.

Svend Rantil was quite disturbed when a recent BULLETIN reported no new fleets being formed in a 30-day period, so he rushed to charter one - the S. S. Sannans Snipe Fleet 665 at Villands Vanga, Sweden. And he also reports that another one is in the making.

Soon after, Aydin Koral of Turkey reported a 3-boat nucleus for a group at Galatasary and they got Charter 666.

But the best expansion news of recent date was notice from Carlos F. Carvalho of Barberton, E. Transvaal, South Africa, that he was applying for a number for a new Snipe which would join with 3 others to organize the country and form an official Snipe fleet. Charter 667 accordingly went to the Transvaal Yacht Club Fleet, and Mr. Carvalho will be the first Fleet Captain and acting National Secretary. His address is P. O. Box 2 at Barberton.

While there are other Snipes in southern Africa, this is the first country to officially join the Snipe Family of Nations (unless you count Angola and Mozambique as separate countries). Several enquiries have been made recently by other small and new nations in the area, so SCIRA may see some real tangible benefits resulting from the World Championship Regatta in Angola next month. We now have thirty-two active countries - quite a sizable and representative group!

SPECIAL NOTICE

Important Change of Address

For the first time in 16 years, SCIRA has a change of address. After July 15th, all correspondence either to the organization or to the Executive Secretary should be sent to 856 Sunnyside Ave., Akron, OH 44303.

You can help make this change easier - and get better service - by seeing that your mail is properly addressed as above.

You will also note that this is a combination issue of the BULLETIN for two months, so if you did miss an August edition, don't think that perhaps our records were fouled up and you became included in the delinquent list of those dropped as announced in the July BULLETIN.

Actually, that program has not been carried out yet - everyone has been treated alike this time - but the October BULLETIN will be a different story.

Statements have been sent out to all who haven't paid their 1969 dues, their stencils pulled, and record cards placed in "the dead box." So send in your dues right away, and let's keep SCIRA the strong organization it is.

SAILING — the beauty of sail

About a year ago, a new sailing publication appeared in the mail, and made an instant impact. About the size of a newspaper, it is devoted to the beauty of sail, carrying pictures of all kinds of boats and water, both large and small. The photographs are beautiful, and those by Peter Barlow especially striking. It is always a delight to the eye and a pleasure to pick up.

Holger Petersen, the One-Design Editor, informs us that SAILING will be running approximately 16 pages of action-packed Snipe pictures in the issue for September. No Sniper should miss it, for it will undoubtedly contain many unusual photographs which the BULLETIN never gets. So enquire for it at your newstand, or better yet, write to SAILING, 125 E. Main St., Port Washington, WI 53074 for a copy and the reasonable subscription rates. You will not regret it - and anyone giving such publicity to Snipe certainly deserves our support.

World Championship Series Next

The BIG Snipe event of the year, of course, is the World Championship Series in Angola, Portuguese West Africa next month. (Details in this issue).

A series of 3 International Races open to all will be run October 24-25, with the main event starting on the 27th and ending Nov. 1st.

The schedule is complete with much entertainment, climaxed by a 2-day safari to the Quissama Game Preserve on the Quanza River. It looks like a grand affair, and a most wonderful experience for Snipe sailors to hold probably the first major World Championship Regatta ever held by a one-design class on the continent.

There will be an all-day meeting of the Board of Governors Sunday Oct. 19 at Indianapolis. It is expected most of the U. S. members will attend to consider some important pending proposals before presentation at a continuance of the meeting with other Board members in Europe for their opinions and final action.



A Limit to the Number of Sails

by Dick Tillman

As this is the month of the U.S. National Championship, I will take this opportunity to depart from the prescribed format of interpreting new rules and discuss a situation that has become increasingly apparent in the development of Snipe racing and in particular, racing in the National Championship. This situation could be applicable to other countries as well as the U.S.

At present there is no restriction imposed by SCIRA on the number of sails a skipper is allowed to use in the National Championship or any other regatta. Thus, a skipper could show up with three or four or more suits of sails, have them measured and use any of them as he desires. If not controlled, this could have a considerable effect on the cost of competing, apart from the time and effort on the host club to measure and stamp all these sails.

It is a recognized fact that new unstretched, unwrinkled sails are faster than used sails which are to some extent stretched and wrinkled. A new sail necessarily has a superior aerodynamic shape and a smoother surface than a used sail, both of which are qualities conducive to faster speed. Because of these properties, someone could use a new suit of sails for each race at considerable advantage. This should not be allowed.

My proposal is to limit the sails any one individual can measure and use for the National Championship and other regattas. The purpose of this would be to control the cost of participating in the championship and to make the regatta a fairer contest between sailors rather than sails. As to the number of sails permissible, I would suggest two. Although a few skippers use only one all purpose sail, the majority have a favorite suit for light weather and another for heavy weather. Others have one all purpose suit and either a second jib or main. These skippers have bought their sails for racing throughout the season and would be expected to use them for as many years as possible. A few skippers may decide to buy one new set just for the regatta and a few who want to win at any cost may bring two or more new sets. I submit that more than two is beyond the reasonable limit.

Racing rules have evolved in a continuous attempt to insure that one sailor does not have an advantage over another. Equally important to our class should be consideration to limit the number of sails used to maintain fair racing for all within reasonable cost. For many years we had a class rule that only 2 suits of sails could be purchased in any one season. Let's go back and pick it up!



On the Lighter Side

by Judy Lundmark

I am a firm believer in the fact that no matter what sport you engage in it naturally requires a certain amount of coordination. And sailing is no exception, especially when it comes to handling the whisker pole.

To get that pole up and down with split second accuracy on a downwind leg with a strong wind takes practice. I can think of a few times I managed to lose the jib sheets under the bow of the boat while trying to jibe the pole. The lines under the bow of the boat makes it very difficult to get the jib in the right position again, and as my husband says, it slows the boat considerably. He also says a few other things which I don't care to mention.

I think the most amusing incident I have ever seen happen because of that pole occurred last summer at Cowan Lake. I noticed one of our fellow Snipers trying to eat his lunch while sporting a large white bandage on his chin. It seems that his wife, while trying to be an efficient crew, misjudged her distance while taking the pole down and pushed it into his chin. We all laughed, although I don't think he thought it was very funny. He did not, however release her from her duties and she continued to crew for him.

Another thing that bothers me is that there never seems to be a nice convenient, quick place to get rid of the whisker pole, once you have taken it down. Our pole always manages to get caught in the jib sheets, hiking straps, and, of course, my skipper's feet. I just know, however, that one of these years we will finally be so organized in our racing that everything will have its place and get there when it should.

A Boating Accident

We were shocked and saddened by the death of Rich Nagy, a member of our San Francisco Snipe Fleet #12. Nagy, George A. Dornin III, and Priscilla Dornin all drowned Saturday July 5, when the Thistle they were racing capsized offshore in Santa Cruz. George Dornin was skippering the McDUFF in a qualification race for the Thistle National Championship to be held later this year in Portland. The boat overturned late in the day in 6-foot seas and a 25-knot wind, and it was the object of a Coast Guard search over the weekend. More than half the boat fleet of 20 also capsized in the rough weather, which sprang up after the race was originally postponed for lack of wind.

Rich was an active participant in the Snipe fleet's activities. He and his brother Bob formed an effective sailing team, compiling an excellent record in 10567. It was with a tremendous sense of loss that we received the news of his death. — Fleet 12's SNIPE SCRAPS.

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10 TRAILING COVER \$60.00

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LUANDA —Site of the World Championship Regatta

By Ruy Moreira



Snipes in a Race in Luanda, Angola, Portuguese West Africa. Town is on the right.

The 24th World Championship of the Snipe Class has been awarded to Portugal and will take place at Luanda in Angola, Portuguese West Africa, from the 23rd of October until 1st of November.

The program and racing instructions have been approved by SCIRA and they will be distributed through the National Secretaries in July so I need not give all the details. I would however, like to give the Snipe BULLETIN readers some information about this forthcoming event particularly because I just returned to Lisbon after having spent some weeks in Luanda.

Where actually lies Luanda?

Luanda is the capital of the Portuguese Overseas Province Angola, and although Portugal lies in the Southwest of Europe, Angola is situated in the Southern Hemisphere on the Atlantic coast of Africa; it is a vast territory with a large strip of coast with about a thousand miles facing the Atlantic, surrounded in the North and Northeast by Congo Kinsbasa (former Belgium Congo), Zambia (former Northern Rhodesia) to the East, and South Africa on the South.

Luanda is the beautiful capital with a population of about half a million people and the town has a very modern aspect with its growth keeping up at a very fast pace.

What makes Luanda particularly attractive is its situation facing the sea which forms a magnificent twelve-mile-long and four-miles-wide bay with sheltered and tepid waters; to the West there is a long strip called Luanda Island with wonderful beaches and rich vegetation; to the South there are plenty of small wonderful islands which can be reached easily both by yachts as well as by motor boats.

The races take place in Luanda Bay which is free from currents except those of the in and outgoing tide, but considering that not more than four feet difference in level of tide exists, the course is excellent, the more so as prevailing winds are steady and blowing always from the sea, and they are hardly deflected by the so-called island, which is very flat.

I have myself taken part in three National Championships at Luanda and have found it easy to adapt myself to the prevailing conditions; normally wind starts to rise around noon increasing for two hours to 15 to 20 miles per hour

and dropping away by sunset at 6 p.m.

Luanda is very near the Equator which means that it is relatively warm with temperatures ranging in October from 25 to 30°C which is equivalent to 80 to 90°F, yet the rather high degree of humidity makes it warm for European standards.

Rain never occurs in October/November and during the night there is a relative cooling off of the temperature.

Luanda has a number of good hotels with air conditioning, and the food of the hotels and the restaurants is certainly of a high standard.

The Luanda Airport is served with plenty of flights there being as much as twelve weekly direct flights to and from Lisbon, all on 707 Boeings apart from direct flights to South Africa (Johannesburg, Salisbury, Windhuk) and to Mocambique (Portuguese East Africa). Portuguese Airlines have in addition connecting flights to the United States, Brasil, and practically all other European countries and they sure will know how to cater for those of you who come to Luanda.

The host club will be Clube Desportivo Nun'Alvares whereas the sailing clubs, Clube Naval de Luanda and M.P., will cooperate with the organization.

In former years representatives of Clube Desportivo Nun'Alvares have taken part in at least three World Championships (Orlando Sena Rodrigues - Adriano Silva) and four European Championships; we are proud that the present European Champions (Paulo Santos - Fernando Silva) are members of the host club.

The basic organizing committee comprises representatives of the Portuguese Yachting Federation, the Provincial Council for Sports, and the Association of Watersports. I had an opportunity to watch how carefully and how keenly everybody is cooperating in the organization both in Luanda as well as at Lisbon where we hope to meet contestants to the World Championship. The sailing clubs are situated on the Island, but it only takes five minutes by car from the hotels.

Luanda is undoubtedly a cosmopolitan town and there is lots of entertainment and interesting things to visit.

Furthermore, I have no doubt in stating that you will see the traditional hospitality at its best in Luanda where everybody makes it a point to make everybody feeling just like home.

For those of you who may not be travelling to Angola I would like to say a few things more:

Portuguese seafarers have reached Angola in 1482; honours to DIOGOCAS; a few years later BARTOLOMEU DIAS passed there on his way to the Cape of Good Hope and again it was VASCO DA GAMA who after passing Angola discovered the maritime route to India (I guess in those days this was a performance almost as hazardous as setting foot on the moon!)

Portuguese settlements have consequently been established almost 500 years ago and attracted development, culture and civilization to places which in those old days were desert; today the population in Angola is estimated at five million people who depend on their ability in the farming, mining and industrial fields.

Angola is one of the biggest coffee, sisal and diamond exporters in the world apart from that large petrol fields and iron-ore mines have recently been developed; fishing industries, copper mines, gold mines, timber and lumber, all kinds of fruit are part of Angola's assets. Tourism in these days where distances no longer exist play also an important role and safaris are something quite common in Angola; after all sunshine and bathing at 25°C (81°F) and marvellous beaches are something wonderful.

Those of you wishing to know more about Luanda and Angola can apply to the information center C.I.T.A., P.O. Box 1240 at Luanda or to the Portuguese Snipe Class Association who will gladly correspond with you.

OFFICIAL PROGRAM

- Oct. 23. Arrival at Luanda
Official reception in the evening.
- 24. Measurements
1st Open International Race
- 25. Measurements
2nd & 3rd International Races.
- 26. Measurements in A. M. only
Opening Ceremony at 11:30 A. M.
Tour around Luanda
- 27. 1st and 2nd WC Races
- 28. 3rd WC Race.
- 29. 4th & 5th WC Races
Tour that evening to beautiful Luanda Open Air Cinemas.
- 30. Free Day - make-up races
Visit to Mussulo Islands by boat
local folklore and lunch, etc.
- 31. 6th WC Race
- Nov. 1. 7th WC race and any make-up necessary. At 8:30 dinner with ceremony at Piscina de Luanda.
Closing ceremony.
- 2. Departure by bus to Quanza River thence to Quissama Game Reserve with overnight stay in bungalows.
- 3. Game watching.
Arrive by at Luanda by noon and depart for Lisbon on Nov. 4th.

It is evident that Portugal is sparing nothing to insure a spectacular success.

Luanda Scenes



A. View from a Skyscraper. Sailing course in background.



B. View from the Sailing Club on the Island of Luanda



C. Luanda from the Castle — All photos by Gabinete Fotografico



D. Sportsmen Hostel adjoining the Host Club "Nun Alvares."

Earl Elms Wins National Title for 4th Consecutive Time

GETS THE HEINZERLING AND GRIFFITH HIGH-POINT TROPHIES, BUT LOSES THE CROSBY TO ALAN LEVINSON BY A SMALL MARGIN. DAVE ULLMAN MOVES UP TO SECOND PLACE AND THE SLAUSON BOWLS; AUGUSTIN DIAZ TOOK THIRD. BOB ROWLAND IS WELLS VICTOR; JUDY CALL GETS ELEANOR WILLIAMS MEMORIAL TROPHY (HIGH-SCORING WOMAN).



EARL HAS A FIRM GRASP on the Heinzerling Trophy (left) while Brad McFadden, General Chairman of the Regatta, holds a permanent tray trophy and the Griffith High-Point tray; Mike Shear holds his PLYC 110 crew championship cup along with a permanent 1st place tray. An awful lot of nice silver for two fine sailors!

When a young man entered the U.S. Snipe National Championship Series in 1966 at Chautauqua, New York, he came with little advance notice, but was known and that he had a home-made boat and suit of sails which he had made himself. It was his first introduction into bigtime national Snipe competition - and what a day that has turned out to be!

For not only did he clean up the field in an unassuming manner with a 2-1-1-5-1 and 13 pts., but he served notice on all that the "Elms Regime" was now under way. The following year, he made an incredible record of five first places for a perfect score of 0 pts at Ft. Gibson, OK; last year at Los Alamitos, CA he came through from behind with 2 firsts in the last 2 races to win by 8.8 pts in 6 races; and then this August on the waters of the St. John River in front of the famed Florida Yacht Club at Jacksonville, he drove in yet another nail with a 3-5-1-1-2 and 18.7 pts, 14.7 over the next man. There were 60 entrants from 15 states (California to Massachusetts - Michigan to Florida), and all were convinced now that Earl is for real. His 4-year record shows his average lead over No. 2 man is 13 points.

CROSBY SERIES

The Crosby qualifying and elimination series started Saturday noon with 5 races

necessary. The 60 boat fleet was split 6 fleets and 3 divisions in a round robin series. The early afternoon race was

FINAL RESULTS - CROSBY RACES TO QUALIFY for the Heinzerling Series											Drop one	
BOAT	SKIPPER	Town	Races	1	2	3	4	5	Pts.	Fin.	Pts.	Fin.
18063	Alan Levinson	Indianapolis,IN	2	1	1	1	1	2	6	1	3	1*
17471	Earl Elms	San Diego,CA	1	2	3	1	2	1	8.7	2	3	2*
17753	Roger Stewart	San Diego,CA	2	1	1	2	3	1	11.7	3	6	3*
18016	Rudy Hornung	San Francisco,CA	6	3	5	2	1	1	30.4	4	18.7	5*
18111	Augustin Diaz	Miami,FL	5	5	4	1	2	3	31	5	21	6*
16421	Dave Ullman	San Diego,CA	3	4	2	5	4	3	34.7	6	24.7	7*
6995	Francis Seavy	Clearwater,FL	4	dnt	3	2	1	40.7	7	16.7	4*	
13018	Terry Cronburg	Winchester,MA	4	6	1	5	10	41.4	8	29.7	9*	
7428	Buzz Lamb	Chattanooga,TN	1	1	7	9	4	43	9	28	8*	
17514	Stovv Brown	Annapolis,MD	6	6	3	4	4	45.1	10	33	11*	
18424	John Call	Indianapolis,IN	3	7	4	5	7	46.7	11	33.7	12*	
13046	Dick Tillman	Indianapolis,IN	5	10	2	3	7	47.7	12	41.7	16*	
16853	Peter Duvoisin	Chattanooga,TN	7	8	7	4	2	51	13	37	13*	
16861	James Grubbs	San Marco,OA	1	2	7	10	14	52	14	32	10*	
16025	Ted Wells	Wichita,KS	4	9	2	8	12	58	15	40	15*	
17999	John Swanson	Winchester,MA	3	5	15	12	3	60.4	16	39.4	14*	
17600	Eugene Lemke	Indianapolis,IN	8	4	10	7	6	62.7	17	46.7	19*	
17518	Mike Walbolt	Clearwater,FL	5	5	9	6	3	62.7	18	46.7	20*	
16228	Tom Nute	San Diego,CA	14	3	8	3	14	65.4	19	45.4	18*	
12453	Don Cochran	Clearwater,FL	6	11	6	13	4	67.4	20	48.4	21*	
12999	Ralph Swanson	Winchester,MA	7	7	13	11	3	67.7	21	48.7	23*	
18048	Terry Finn	Memphis,TN	dnt	7	8	5	3	70.7	22	44.7	17*	
17252	Benny Mitchell	San Francisco,CA	10	3	13	4	17	71.7	23	48.7	22*	
6040	Bruce Colyer	Miami,FL	7	8	8	6	13	71.7	24	52.7	25*	
17465	Geoff Andron	Chicago,IL	8	11	6	9	11	74.7	25	51.7	30	
9554	Charles Fowler	Miami,FL	11	7	4	14	11	75	26	53	26	
6258	Franklin Johnson	Atlanta,GA	12	10	9	8	7	76	27	58	31	
17463	Chuck Loomis	Boston,MA	15	2	10	dnt	8	79	28	54	27	
16699	Fritz Gram	Olean,NY	18	12	5	8	8	80	29	54	28	
18118	Stu Griffing	Cincinnati,OH	9	6	16	13	8	81.7	30	59.7	32	
15940	Carl Zimmerman	Akron,OH	9	dnt	6	7	10	81.7	31	55.7	29	
17388	Jeff Lenhart	San Diego,CA	2	dnt	11	7	13	82	32	52	24*	

While the weather did improve a little, winds were fluky and constantly changing when they did come up, and it was exasperating to have to call off an almost completed race within moments of the 2 1/2 hour prescribed SCIRA time limit. So the Race Committee did an excellent job of getting in 5 races (and lucky, at that!), but that meant that all races had to be counted and none could be dropped (SCIRA rules).

Earl's closest competitors were his fellow Californian, David Ullman of Santa



SECOND PLACE HEINZERLING winners with the Slauson Bows and permanent Santa Maria trophies. David Ullman, skipper, on the right; crew Bruce Humann, left.



THIRD PLACE HEINZERLING winners with the Santa Maria replicas. Augustin Diaz (left) with his father and crew, Gonzalo, himself a former Cuban National Champion.

Monica Bay (4th last year, and young newcomer Augustin Diaz of Miami, who had just won the 1969 Junior National title the week before. If a dropped-race series had evolved, it is hard to say what the outcome might have been, for Ullman had a 16-1-3-3-1 for 33.4, and Diaz, in his first big test, 41.

At no time during the week were winds over 20 mph, and then only in an occasional gust. Earl, being a Pacific Ocean sailor, yearned for a blow, but it is significant that he sailed his new Chubasco fiberglass hull (equipped with Elms sails, of course!) to victory under all conditions. It was easy to make mistakes on the river over an 18 hour period with changing tide and currents (tide annual average is 1.1 ft), and many suffered by a wrong guess or lack of experience. But Earl seemed to be there when necessary - in one race he came screaming in on a plan on a port tack high on the windward mark while the rest of the fleet was beating up the middle; he passed the mark on his way to victory before those on the stake boat realized who was on first. Several times, Earl worked his way up steadily to the top spots to fight it out with Ullman and Diaz, but in the 2 races he won, he got beautiful starts and it was Elms right straight through to the finish line.

16-year old Mike Shear, who was his accomplished crew for the 3rd year in a row, will go with Earl to have the honor of representing the United States in the 1969 Snipe World Championship Races at Luanda, Angola, Portuguese West Africa this Oct. 23 - November 4. Naturally, the U.S. expects big things from this talented team with more than an even chance to get the title, after a long U.S. drought. Mike got a special leave of absence from high school to make the trip. Best wishes of all will accompany them.

Final Results - 1969 U. S. NATIONAL CHAMPIONSHIP Races - St. Johns River

BOAT	SKIPPER	TOWN	Races	1	2	3	4	5	Pts.	Fin.
17471	Earl Elms	San Diego, CA	3	5	1	1	2	18.7	1	
16241	Dave Ullman	Newport Harbor, CA	16	1	3	3	1	33.4	2	
18111	Augustin Diaz	Miami, FL	4	8	2	2	7	41	3	
17733	Roger Stewart	San Diego, CA	5	11	9	10	5	68	4	
18068	Alan Levinson	Indianapolis, IN	2	9	5	5	dsq	70	5	
16025	Ted A. Wells	Wichita, KS	9	2	10	13	14	73	6	
18424	John Call	Indianapolis, IN	1	20	13	20	3	76.7	7	
13046	Richard Tillman	Indianapolis, IN	6	7	25	4	8	77.7	8	
17232	Benny Mitchell	Santa Monica, CA	11	3	25	8	6	79.4	9	
13018	Terry Cronburg	Winchester, MA	8	4	16	7	20	83	10	
17514	Stovy Brown	Annapolis, MD	7	12	21	6	15	90.7	11	
17388	Jeff Lenhart	San Diego, CA	20	6	7	21	9	92.7	12	
18016	Rudy Hornung	Lake Merced, CA	23	19	11	12	4	97	13	
7428	Buzz Lamb	Chattanooga, TN	17	10	4	23	16	98	14	
18048	Terry Timm	Memphis, TN	13	16	8	15	17	99	15	
17600	Gene Lemke	Indianapolis, IN	19	15	6	14	18	101.7	16	
6995	Francis Seavy	Olearwater, FL	15	13	18	19	10	105	17	
17518	Mike Walbolt	Olearwater, FL	21	17	10	9	11	108	18	
16861	James Grubbs	Santa Monica, CA	10	dnf	14	11	dns	115	19	
12453	Don Cochran	Olearwater, FL	18	14	17	16	21	116	20	
16228	Tom Nute	San Diego, CA	24	18	12	17	dnf	125	21	
16853	Pete Duvoisin	Chattanooga, TN	14	21	23	18	19	125	22	
12999	Ralph Swanson	Winchester, MA	25	22	15	22	13	127	23	
17999	John Swanson	Winchester, MA	12	dsq	22	24	12	129	24	
6940	Bruce Colyer	Miami, FL	22	23	19	25	22	141	25	

WELLS SERIES

by Peggy Davis, Atlanta Fleet 330

Meanwhile, the consolation Wells Series, comprised of the 35 who didn't make the Heinzerling, was sailed over different courses, but under the same wind and water conditions. They likewise found it difficult to get in scheduled events, and even though they started early and stayed out late, only managed to get 4 races, the smallest number in years.

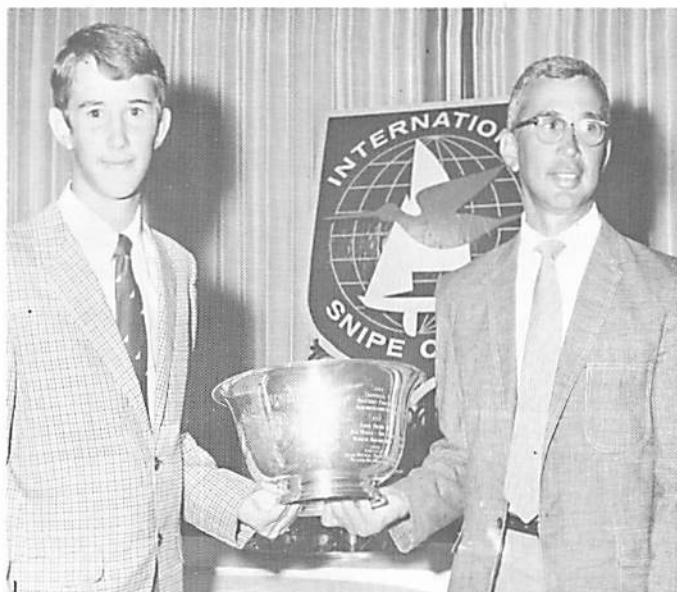
Hopes that with a new series better wind would arrive were quickly dispelled Wednesday morning as the 1st

race was not completed within the time limit. In fact only 8 boats ever rounded the first windward mark. Those that were used to current cursed the lack of wind and those used to drifters were thwarted by the current. That afternoon the 1st race was gotten off with minor difficulties like general recalls. (Fear was expressed that the naval station was going to return fire if we didn't stop firing so many guns.) More recalls, a threat of storm, and shifting winds caused much sailing and starting practice, but no 2nd race that afternoon.

Thursday morning was a repeat of (CONTINUED on next page)



TED WELLS HAD THE PLEASURE of presenting his own trophy to winner Robert Rowland (left), skipper from Cowan Lake, Cincinnati, Ohio. And since it was his crew's birthday, all joined in happy song and best wishes to young Carl Levinson, another sailing son of Buzz and Winnie Levinson.



ALAN "BUZZ" LEVINSON AND SON, FRANK, of Indianapolis, have an equal grasp on the Crosby Trophy, highest score in the 5 race series of qualification. Frank was fourth in the Junior Championship Series.

—All photos by L & S Photography, Jacksonville.

Wednesday, with the race called at 2½ hours with one leg remaining to be sailed. Few who were at the last windward mark will forget the logjam caused by boats trying to round and run against the maximum ebb with no wind. Then Fritz Gram of Cubalake Yacht Club, N.Y., topped it all by CAPSIZING there when a 1 knot puff hit! Honest Injun! Two races were finally gotten off that afternoon under skies that threatened storms.

Friday morning brought such a millpond that no attempt was made to start a race. Boats were towed out, anchored, and the skippers transferred to the Race Committee boat and taken on a tour of the city. After lunch the final race was held in moderate winds, and the Wells Series was history, with only 4 of 7 races sailed.

Bob Rowland of Cowan Lake, Cincinnati, OH, didn't seem to mind as he ran away from the rest of the fleet with 1-3-1-2 for 8.7, a very decisive lead over his closest rival, the oldest sailor in the fleet, Carl Zimmerman of Akron. Bob's wife, Sandy, crewed for him until the last two days despite the fact they're expecting their first child December 1st. A Captain in the Air Force, Bob has won this year's regattas in Richmond, IN; Lansing, MI, and the Illinois State Championship.

Carl, although in his late seventies, showed the youngsters how to do it with 2-9-2-8 for 35 pts, and a nice lead over Don Hite of Detroit, MI, in 3rd with 43.7. "Jimmy" has been sailing Snipes for over 30 years and has missed only 5 U.S. Nationals. He received a standing ovation when he was handed his trophy at the banquet Friday night.

The Florida Yacht Club was a perfect host with their pleasant surroundings,



Wells Series Chr. George Webb has an affable grin as he prepares to go out once again to try to get through another race. His patience was outstanding. Thanks!

affable committees, and friendly members with Southern Hospitality. Billy McQuaid, Jr., taking a very paternal attitude, kept everything going on a smooth plane for satisfied sailors. Frank Allcorn, ably assisted by wife Dee and Wells RC George Webb, bore the irritating responsibility of getting the races in. A very fine regatta, and one that will not be soon forgotten, for our good friend, Old Joe, put on a most unusual "star" performance! Now for PWA!

For the 3rd year, a SCIRA District (4) was responsible for staging the Nationals. Seems the new plan is working out very well.

Final Results - 1969 WELLS SERIES - Jacksonville, FL.

BOAT	SKIPPER	Town	Races	1	2	3	4	Pts.	Fin.
18250	Bob Rowland	Cincinnati, OH	1	3	1	2	8.7	1	
15940	Carl Zimmerman	Akron, OH	2	9	2	8	35	2	
17556	Don Hite	Detroit, MI	6	1	16	5	43.7	3	
8653	Brad McPadden	Atlanta, GA	17	5	4	7	54	4	
17465	Geoff Andron	Chicago, IL	8	7	14	4	55	5	
18115	Bud Hook	Indianapolis, IN	19	8	3	6	56.4	6	
18118	Stu Griffing	Cincinnati, OH	12	2	7	15	57	7	
18001	Frank Levinson	Clearwater, FL	9	12	5	11	60	8	
9554	Charles Fowler	Miami, FL	4	10	17	14	67	9	
6258	Frank Johnson	Atlanta, GA	3	20	12	13	68.7	10	
17463	Chuck Locmis	Boston, MA	7	13	dns	18	69	11	
16422	Bryson Lesley	Shreveport, LA	13	15	11	9	72	12	
18104	Tom Rolfe	Cincinnati, OH	23	4	10	19	75	13	
13999	Russell Cook	Winchester, MA	11	22	19	3	75.7	14	
8747	Dan Williams	Chattanooga, TN	20	14	8	10	76	15	
16699	Fritz Gram	Olean, NY	29	6	6	18	82.4	16	
17892	W.H. Schwarz	Annapolis, MD	5	dnf	9	23	90	17	
14378	Neal Fendig	St. Simons, GA	24	16	18	15	97	18	
12884	Means Davis	Atlanta, GA	14	24	dnf	12	101	19	
16711	Bob Blomquist	Annapolis, MD	10	18	dns	24	102	20	
17516	L. Johnson	Lake Mohawk, NJ	16	11	dnf	33	107	21	
17473	J. Zanzinger	San Francisco, CA	15	21	25	34	108	22	
13300	Henry Wade	Atlanta, GA	26	23	15	23	111	23	
16602	Bert Verwey	Jacksonville, FL	21	25	21	24	113	24	
13011	Scott Overton	Lake Mohawk, NJ	25	17	dnf	20	113	25	
8598	Bob Welbon	Clearwater, FL	31	19	20	22	115	26	
18314	Chuck Myers	Clearwater, FL	28	dnf	13	32	123	27	
11662	Bill Simons	Chattanooga, TN	27	26	22	26	125	28	
10351	John Friss	Valdosta, GA	30-27	24	27	132	132	29	
17710	Bob Lane	Annapolis, MD	18	dns	dns	dns	135	30	
16948	Harold Horn	Lincoln, NE	22	dns	dns	dns	139	31	



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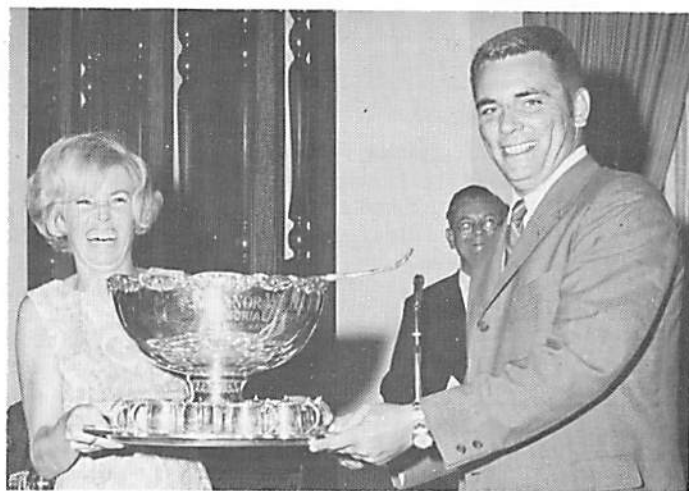
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Tini Diaz and David Albury New Junior Champions

ROGER STEWART OF CALIFORNIA TAKES 2nd - ONLY 4.7 POINTS SEPARATE NEXT 5 PLACES - JAMES GRUBBS 3rd.



PAST COMMODORE BUD HOOK, now U.S. National Secretary, proudly backs up the two new national junior champions with the Owen Duffy Bowl. David Albury (left) crewed for Augustin Diaz, skipper, on the right. Both boys are from Miami Fleet #7.



JUDY CALL of Indianapolis appears overwhelmed as Brad McFadden presents the Eleanor Williams Memorial Trophy to her as the woman (skipper or crew) getting the highest score in all races of the championship. Her husband John skippered their boat into 7th position in the Heinzerling.

SCIRA District IV sailors have been well aware that they had a budding young sailor in the area who would bear watching over the next few years, and when he continued his winning ways of last summer to take the Clearwater Midwinter title in February, they were sure he would star in national events. And they were not disappointed, for young Augustin Diaz, now 16, with 15-year old Dave Albury, also of Miami, crewing for him, rather handily won the title after trailing for 2 races behind Roger Stewart of San Diego, California, by taking the last 3 races with 3 very fine first places.

The National Snipe Junior Championship was held July 29 - August 1 at the lovely Florida Yacht Club in Jacksonville. The five race series, with a morning and afternoon race scheduled each day, preceded the National Snipe Championship held the following week. Eighteen skippers with crews all under 19 years of age gathered from throughout the United States to fight wind, chop, current, and no wind on the St. Johns River.

As many had prophesied, Augustin Diaz of Miami ran away with the point results, winning four of the five races. California juniors took 2nd and 3rd places. Roger Stewart of San Diego was second with Jerry Stewart crewing, and James Grubbs of Los Angeles was third with Jeff Norman crewing. Frank Levinson of Indianapolis with Dave Young crewing was fourth and John Swanson of Winchester, Mass. with Susan Swanson crewing was fifth.

Stewart was the leader by 10 points, after the first 2 races, but, on Thursday Diaz capitalized on the 18-20 knot wind during the day's racing to maintain his position of 13 pts. intact while Roger moved to a total of 27 with a 5 and 8. The last race Friday morning was sailed in

a medium breeze and Diaz won by a large margin to get the Owen Duffy Trophy for Juniors. Albury received the Gilreath Trophy as his winning crew.

Many old-time Snipers say that this is the fastest group of Juniors ever. Their results in the senior Nationals would seem to bear this out. Eight juniors sailed in the Crosby Qualification Series and five of them made the Heinzerling Championship Division. Not only that, but three of the top ten trophies in the nation were taken by juniors. Benny Mitchell of Marina Del Rey, Cal., with Brad Jackson crewing, placed 9th in the Heinzerling. Roger Stewart of San Diego, Cal., placed 4th and Augustin Diaz of Miami, Fla., placed 3rd. Quite a record for the juniors!

Winner of the Commodore Owen E. Duffy Memorial Trophy as Junior National Champion, Augustin Diaz is one of the hottest sailors of any age sailing today. Only 15 now, he started sailing prams 5 years ago. He quickly learned the finer arts of sailing from his father, Gonzolo Diaz, twice Cuban National Ch-

ampion. Augustin won the 1966 and 67 Windmill Junior Southern Championships and the 1968 and 69 Florida State Snipe Junior Championships. He placed 4th and 2nd in the District IV Championship in 1968 and 69, winning the D4 Commodore Hook Trophy this year. He also won the Snipe Midwinters Championship at Clearwater this year and was 2nd in the Miami Don Q Rum Series. This is his 4th year sailing in the Snipe Junior Nationals, with places of 5th, 2nd, and 4th preceding his 1st this year. More amazing is the fact that "Augie" is even more of a winner on the shore than off, being amazingly popular with all ages and bearing this popularity with a maturity far beyond his years.

The high quality of this important national activity was upheld as in the past, and these regattas are deemed highly successful over the most recent years. As one old-timer remarked, "You have to see them to believe what a bunch of tigers we have spawned!" (Sic!)

- Peggy (Mrs. R. Means) Davis, Atlanta
Chr. District IV Publicity.

Final Results - 1969 JUNIOR NATIONAL CHAMPIONSHIP REGATTA

BOAT	SKIPPER	TOWN	Races	1	2	3	4	5	Pts.	Fin.
18111	Augustin Diaz	Miami, FL	7	1	1	1	1	1	43	1
17733	Roger Stewart	San Diego, CA	1	2	5	8	2	30	2	
16861	James Grubbs	Los Angeles, CA	16	5	2	2	6	49.7	3	
17460	Frank Levinson	Indianapolis, IN	2	9	8	5	4	50	4	
17999	John Swanson	Winchester, MA	13	3	4	3	7	51.4	5	
17463	Steve Cromble	Winchester, MA	3	8	3	6	9	52.1	6	
17232	Benny Mitchell	Santa Monica, CA	4	6	10	7	3	54.4	7	
12453	Barry Cochran	Clearwater, FL	8	4	9	10	5	63	8	
17471	Mike Shear	San Diego, CA	14	7	6	4	8	66.7	9	
16853	Van Wesley	Chattanooga, TN	6	12	7	13	11	77.7	10	
16605	John Brown	Jacksonville, FL	5	10	11	9	14	78	11	
14379	George Ference	St. Simons, GA	11	11	17	15	12	96	12	
17388	Steve Suddath	Jacksonville, FL	18	13	12	16	10	99	13	
18514	Chuck Myers	Miami, FL	12	dnf	13	11	15	99	14	
18023	Peter Timmer	Santa Barbara, CA	17	15	18	12	dnf	100	15	
11662	William Simons	Chattanooga, TN	9	16	14	17	16	102	16	
15117	Wm. Fendig, Jr.	St. Simons, GA	10	daq	16	14	13	105	17	
8598	Bob Welbon	Clearwater, FL	15	14	15	18	17	109	18	



RACE COMMITTEE

Why Protest?

By Stanley A. Brander, Jr.

Note to the Editor: Mr. Stanley Brander is a Vice President of the International Lightning Class Association and a member of their Rules Committee. He is a fine gentleman, sportsman and sailor. He is well remembered for the outstanding job he performed as Chairman of the Protest Committee for our 1967 Snipe Nationals at Western Hills Lodge, Lake Fort Gibson, Oklahoma.

When asked by Steve Taylor to comment on "Why Protest?", two main thoughts come to mind. I remember several years ago when an article was published in one of the leading yachting magazines entitled: "Nice Guys Do Protest". Many times I have heard the question raised by skippers as to why they should protest.

In my opinion a skipper should protest if he thinks the circumstances warrant. For instance, if a skipper that has a firm knowledge of the racing rules fouls when attempting to gain a tactical advantage, knows he has fouled, and continues to race, a protest is certainly in order. On the other hand, should a beginning skipper commit a foul and continue to race, probably a protest should not be filed. The skipper should be contacted after the race and be ad-

vised of his error. If he continues to make the same mistake in later races, then protest him.

Many times unavoidable fouls take place on the race course. A skipper that thinks he has been fouled must use his own judgement regarding protesting. The so called unavoidable fouls usually take place when there is little or no wind. Should a boat drift down on another in a dead drifter, there is no real violation on the part of the skipper of the weather boat if he has made every attempt to avoid the foul, so probably the protest should not be launched.

Nice Guys do Protest. It really isn't fair to the other skippers or yourself to allow a deliberate violation to go unpunished. After all, we, for the most part, are sailing one-design boats where we are putting our skills against those of other skippers. No one should be allowed to gain an advantage at the expense of others by violation of the rules. Most of the top skippers protest without hesitation, and they are seldom protested because they are familiar with the rules, and avoid situations which might produce fouls.

I well remember one skipper that committed a foul in the initial race of a five race series. Through elocution and a rather poor Protest Committee,

he beat the rap and recorded a good finish in the race. In the fourth race, he hit the leeward mark. Again he beat the rap by simply ignoring the fact that he had hit the mark. This contact was witnessed by several other skippers, but they did not protest. They did however, constantly remind the offender, and I'm sure that the series, is not his favorite although he placed quite high in the final standings. I think that this story also emphasizes the fact that if you don't protest a violation, then it should be forgotten.

"Should I Protest?" -- sure, go ahead and fly your flag, when conditions warrant. There is no better way to become well acquainted with the rules, and a better knowledge will help you on the race course. Be sure and get your Protest Flag flying in the main rigging at the first reasonable opportunity. To quote in part of Appeal No. 3: "In all ordinary circumstances when a flag could be flown, if it was not flown, the Committee should refuse to hear the case. The spirit of the rule is that the protesting party must signal his intention at the time prescribed."

Don't forget that, in all other sports, penalties for rule violations are almost automatic. Sailing is unique in that enforcement is mainly up to the participants.

CHAMPIONSHIP VICTORIES

68 EUROPEAN CHAMPIONSHIPS (Izmir, Turkey) 1st—2nd—3rd

68 MIDWINTER CHAMPIONSHIPS (Clearwater) 1st—2nd—4th

68 UNITED STATES NATIONALS 1st—2nd—5th

67 WORLD CHAMPIONSHIPS 3 OF TOP 5

NATIONAL CHAMPIONSHIPS

68 PUERTO RICO

68 YUGOSLAVIA

68 BELGIUM

68 BAHAMA

68 CANADA

68 SWEDEN

68 FRANCE

68 SPAIN



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Wells Wanderings



by Ted Wells

AUGUST 1969

TAKING ADVANTAGE OF WIND VARIATIONS

One problem connected with the new editorial policy of the BULLETIN is that WW is supposed to tie in with the feature articles on Racing Tactics, but I don't have any idea what the other authors are going to say. It would make dull reading if we all said the same thing. I'm going to cross them up by changing my title from the one they have been assigned - "Reading Windshifts".



I feel that a compass is essential in detecting and keeping track of wind shifts. Lots of good skippers get by without one, but life is a lot easier with one. In the diagram above, the wind is basically from the south (180°). The compass reading on the starboard tack varies from 125° to 145° and on the port tack it is 215° to 235°. What this means very simply is that if you are on a starboard tack and the compass reading drops from 145° to 135°, the lift you have been riding has disappeared. If the reading continues to drop, you are getting a header and the port tack will take you closer to the mark.

Whether or not to tack on a header depends on a lot of things. In light winds on smooth water it generally pays. In extremely light and variable winds you can get false headers. A sudden decrease in wind velocity as a result of sailing into a hole has the same effect on your apparent wind direction as a header does. Generally you should not tack on these. In high winds, especially in waves where a lot of speed is lost coming about (and where getting in irons is a distinct possibility) you should tack only on major shifts.

One big problem in using a compass is that you can get car-

ried away watching it and not notice other things. In the first of three races on Saturday at the Iowa Nebraska regatta in a wind of about three to ten mph, about half way up the first beat, I found myself behind and to leeward of a local boat that hadn't gone too fast up to that time, so I tacked away from him even though he was in first place and I was in second. Tacking intently on shifts I ended up approaching the mark in the lee of some high trees where I knew I shouldn't be, but there I was. It had also become apparent by this time that some tricky things happened near a point of land near where I tacked away from the leader, who was still in the lead at the windward mark where I was in about twentieth place.

The next leg was a broad reach, parallel to the shore with the high trees, and here is where I took advantage of a wind variation. Most of the boats ahead were doing the standard stunt of trying to get to windward of each other (and thereby closer to the trees). I headed 45° to leeward of the course immediately after rounding the windward mark. The boat which had been in second place dropped to about fifteenth. I picked up to fourth, but just to show that maybe the whole thing wasn't very scientific after all, the boat that rounded the windward mark after me just headed more or less straight for the next mark, passing boats to windward and to leeward ending up third.

There were two more races that day, with a little more wind from the same direction. In these I sailed the shifts, but any time I could, I headed for the point I mentioned earlier, passing it on a starboard tack as close as possible (it was to leeward) and coming into the mark on a port tack, avoiding the effect of the trees as much as possible. These tactics resulted in two first places, which are awfully nice to have with the Olympic scoring systems.

Cuba Releases Clemente Inclan

July 29th in Miami, Florida.

Just a few hurried lines to let you all know that Dr. Clemente Inclan was released from prison in Havana and sent by plane to Madrid, where he arrived yesterday morning. We expect to have him in the States pretty soon to remain here with his family and friends.

Although he is not in the best shape, we expect him to recover his health in the near future.

I take advantage of this opportunity to thank those friends who did so much to save his life in 1965 when he was captured in Cuba, as well as the rest of the members of SCIRA all around the world for their continuing efforts on his behalf. We are all happy to express our thanks through the columns of the BULLETIN.

Gonzalo Inclan

For several years, SCIRA officially petitioned the government for the release of this noted Snipe sailor. Good news, indeed!

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Brian Sherry, 1649 E. 50th St., Chicago, IL 60615
SEPTEMBER 13-14 LAKE LOTAWANA Snipe Regatta, Missouri YC, Lake Lotawana, Lee's Summit, MO. Bob Ruppert, 6325 W. 101 Terr., Overland Park, KS 66212.
SEPT. 20-21. OHIO OPEN Championship Regatta, Chippewa YC, Chippewa Lake, Medina, Ohio. Art Kenat, 17819 Naragansett Ave., Lakewood, OH 44107.
OCT. 4-5 OXFORD INCIDENT, Hueston S. A., Acton Lake, Oxford, OH. E. L. Griffith, 1224 Laurence Rd., Cincinnati, OH 45215
OCTOBER 24-25-26 INTERNATIONAL OPEN Regatta preceding the World Championship Races.
OCTOBER 27 - November 1 1969 SNIPE WORLD CHAMPIONSHIP REGATTA, Luanda, Angola, Portuguese West Africa. Under the auspices of the SCIRA/Portugal. Details have been sent direct to all National Authorities, but if more information is desired, contact General Chairman: E. Guedes de Queiroz, National Secretary of Portugal, Quinta de S. Jose de Ribamar, Alges, Portugal.
OCTOBER 25-26 HALLOWEEN Regatta, Atlanta Yacht Club, Allatoona Lake, Atlanta, GA. Mrs. R. Means Davis, 6620 Wright Circle NE, Atlanta, GA. 30328. Tel: 252-1715.

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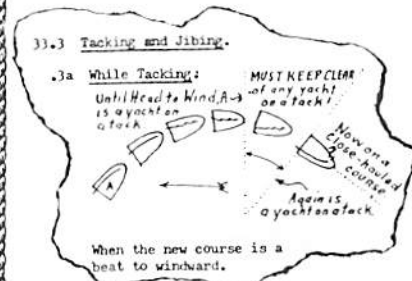
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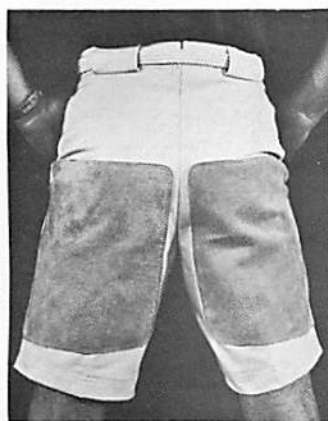
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