



SNIPER BULLETIN

AUGUST 1970



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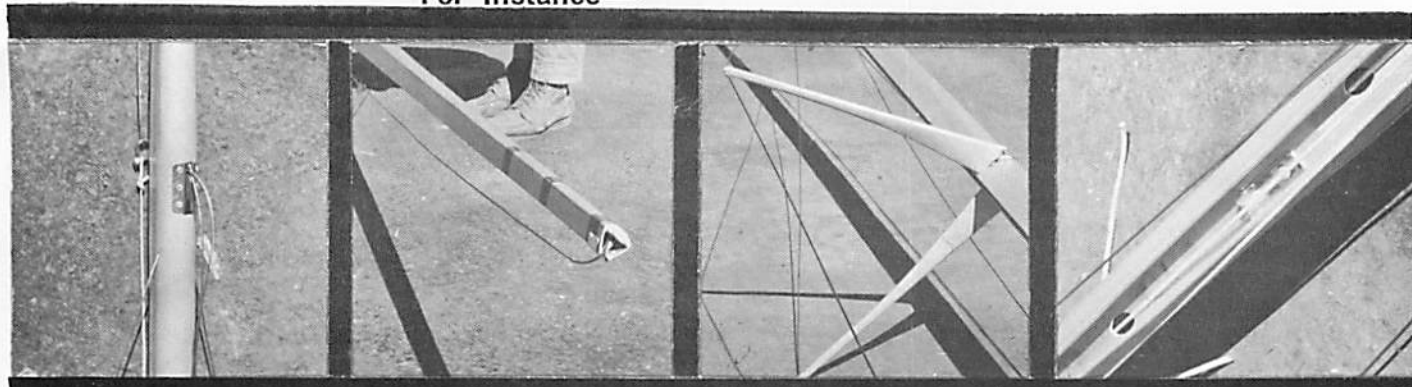
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Voice Of The People

WE HEAR FROM TEXAS - OLD IDEA CROPS UP AGAIN

" This probably wouldn't be such a good idea if I had to do the work myself, but because someone else will do the actual labor — this has to be a good thing!

The new Snipe owner has missed years of good information from the Snipe BULLETIN, and you can't keep repeating articles every year or so. So why not have SCIRA publish a book called "The Best From 20 Years of Snipe Bulletins".

This book would be worthwhile for all Snipe owners—new and old. Articles on tactics, rigging, boat handling, etc., combined with humorous articles and a WW here and there.

Perhaps you could give this serious consideration. "

— Ed Haynes Fleet #1
7236 Westbrook Lane
Dallas, TX 75214

Rather than an expensive bound book form, it would be more practical (and cheaper) to assemble the articles in a series of pamphlets similar to the present PSR (offset printing). Each volume could deal with a specified subject, like chapters in a regular book as proposed by Ed. Not as nice, but more likely of attainment. Some classes already do this. Would be a nice project for a retired Snipe one of these days when there is nothing else to do.

MORE FROM ED - A GOOD PROMOTION SCHEME

" SAILING MAGAZINE, in their Sept. 1969 issue, had a 10 page spread on the Snipe Class that was truly a fine tribute to our boat. I am sure that many Snipers have seen it.

Reprints of this article would make a tremendous hand-out for persons wanting information on the class.

I have contacted the magazine and find that they are more than agreeable to reprint these for us at slightly less than 4¢ per 10 page section (that is 10 pages with the front page blank for putting on your own message).

Every fleet should have a few hundred copies for distribution and recruiting. The more ordered, the cheaper the price will be, and if over 10,000, there could be another reduction in price.

I am taking on the job of coordinating this project - we have already ordered one supply, and if enough volume results from this notice, perhaps we can get more. \$4.00 per hundred for this large 10 page newspaper size spread (mostly pictures) is a bargain equalled only by the Snipe BULLETIN. "

— Ed Haynes (address above)

TEXAN STAR SAILOR LIKES SNIPE CLASS

"First, let me congratulate you on your excellent full page ad in a recent issue of One-Design and Offshore YACHTING. It appears to be the best class promotion I've seen.

Although Stars are my first love, as you may suspect, I have a very warm spot in my heart for the Snipe Class. Years ago, at the Houston YC, I had the honor and pleasure of meeting and talking with Mr. Crosby, the Daddy of Snipes.

During the olden days, prior to WW II (sic), I had several friends who used to come down and sail their Snipes at HYC. Recently, your own Gary Boswell of Dallas-Plano area in Texas crewed for me in a Star Class Midwinter series, and we won it. Gary has won several local area Snipe honors, and he and I have been trying for several years to work up an annual "home & home" series between Snipe and Star sailors of our respective fleets, in which we skipper their Snipes (they crew) and then they skipper our Stars down here (we crew). We're going to get this deal underway one of these days. "

— Paul Richmond
5618 Del Monte
Houston, TX 77027

Mr. Richmond is the Secretary for the 3rd District of the International Star Class. He enclosed a copy of a letter to him dated Aug. 10, 1935 signed by W. F. Crosby acknowledging an order for one of his books and telling him where he could buy plans for a Star Boat.

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AUGUST 1970

Vol. XIV No. 12

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\$2.00 per year. \$2.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPE BULLETIN.

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

With the adoption of new Rule 56 with effective date Mar. 1, 1970, the subject of flotation and sail-away ability has been uppermost in the minds of all active Snipers. It is a desirable and vast step forward, and marks a milestone in the history of the class.

Unfortunately, a capsized or "knock-down" is a vital part of small boat sailing. You can't get away from that constant possibility - the only concern is where, when, and how did it happen. Rule 56 tries to lessen the hard work connected with the event, and so Ted Wells made it the topic of his discussion in WWlast month. Then he went to a regatta - but read this month's Epilogue on his first article, and look at the picture on the page.

His experience was most timely, but the best coincidence was receipt in the same mail of a fine action shot of a really classic capsized just at the time it was the last thing skipper Ralph Swanson and his daughter crew least desired.

It occurred right at the mark in one of the races for the District I championship series on Lake Quassapaug, CT. The telephoto lens slightly exaggerates the actual distance and space between the boats, but you can see the speedy action and it doesn't take too vivid an imagination to visualize what happened. But in the bottom photo, the lead team sails serenely on, seemingly oblivious to the exciting drama just behind them. Some sailors would have been so goggle-eyed looking back that they would have hit the mark. But not this pair!

Well, it is an interesting and timely picture and it gets prominence as such. Some might demur that it will scare off some-doting mothers who wouldn't want their offspring in such a "dangerous" sport, but it is safe to say this cover will attract universal attention.

These excellent pictures were taken by Donald Young of Wakefield, Mass., and were sent in by the handsome bald-headed gent in 10951 (Donald L. Simpson) riding down the line to Ralph's left. (Looks like this could be the jam-up at the leeward end of the starting line in the 3rd race, when winds ranged from 20-35 mph). Bet Ralph is all for flotation now, if not before.

THE SCORE**Numbered SNIPES — 19021****Chartered Fleets — 691**

With a goal of 98 numbers set for the last 3 months of the fiscal year, we didn't make much progress when only 28 new ones were issued. 21 went to the U. S., 5 to Romania, and 1 each to Brazil and Bahamas.

The only distinguishing thing about this block was that it contained #19000, and that eye-pleasing combination went to Jose Evaristo San Roman of Rio de Janeiro, the National Secretary for Brazil. He will take good care of it, you may be sure.

Thirty fleets have been chartered since

Romania established their first Snipe fleet in September 1968, the Snagov Fleet 661. Now Charter 691 has gone to the Clubul Nautic Univesitar Fleet in Bucuresti. They have 5 boats for a beginning. Certainly is encouraging to see such activity in that area.

DUES and RULE BOOKS

All Snipe owners should have their dues paid by now, and we hope this message sinks in. As announced last month, this is the annual cleanup of our membership and mailing list. Rather an unpleasant task, but after a 4-month period of grace, it is time to take action. You can make it a lot easier by sending in your dues direct if you haven't been approached by your local fleet officers, or if you are an unattached owner.

Judging from many enquiries (and wrong amounts submitted) lately, many members, especially the old-timers, seem to have no idea what the dues are. So here goes again: (See Page 142 of the Rule Book)

\$7.50 for individual members
\$5.00 each for co-owners; thus 2 individuals sharing one boat pay \$5.00 each, and not \$12.50.

Statements have been sent to all on the delinquent list now - simply indicates that, according to OUR records, you have not renewed your SCIRA membership this year. We may be in error (mixup of titles, etc) and will be happy to make corrections when so informed.

Send in the name and address (with zip, of course) of your crew, too, so he may get his free copy of the BULLETIN, which with paying your dues.

So - do you have your little yellow 1970 SCIRA card? Don't be embarrassed when the question is asked. Why not get one today? We'll all be happy then!

1970 Western Hemispheres

The latest word from Bermuda is that everything is "GO" for the most important Snipe regatta held in the Western Hemisphere this year.

15 nations are eligible to send 2 teams each to this 11th biennial event to determine the area championship, so, at least 20 teams should show up.

Japan (included in the Western Hemisphere regatta since 1960) won the title in 1968 at Jacksonville, and since they have never missed a series, it is concluded that they will defend their honor. Colombia and Venezuela are also good probabilities.

Bermuda, of course, welcomes all sailors and their friends to the week's festivities with racing starting the 12th and lasting through the 20th. Headquarters will be at the attractive Spanish Point Boat Club on Great Sound at Pembroke, and Carlos Bosch, P. O. Box 720, is the man to contact for both entry blanks and general information. He will even tell you about the many golf courses and lovely beaches of pink sand which you can enjoy when there is no racing. Better plan a little vacation with your sailing friends and watch the champions perform at the same time. - Chance of a lifetime!



On the Lighter Side

LAKE WINDS

by Ruth Bockelman
Iowa-Nebraska Fleet 309

We who sail the inland lakes read about conditions prevailing in off-shore coastal regions with a little awe and longing. Who could imagine a sea-breeze or a land-breeze that changes only a little in either direction or intensity. Although the vast expanse of water frightens us a little, we think those wind conditions must be ideal.



We are always impressed when the local experts say they will start a race at 1:00 PM because "the wind always comes up at 11:00 o'clock", but just imagine our reaction when an exact prediction of velocity and direction is confidently made "because that was the condition a year ago today"; (as they did at Luanda in Portuguese West Africa at the World Championship races).

Most particularly we think they must be just ideal, when we've just sailed in what is known in our region as a "spring wind." This is one that veers and backs half-way around the compass, with no regularity or predictability, and at the same time gusts over 25 or drops to a whisper that becalms every boat.

At the spring and fall seasons of the year such winds, while not our constant fare, are not at all unknown. A skipper needs to be most wary of his gear. Such sudden changes put strain on all the equipment. He also needs a very quick reaction time, plus enormous patience.

In learning to cope with such winds, we have lost the tiller and done a 360 degree turn before regaining control. And we have come very close to jibing our boat to the bottom. I'm quite sure we are not yet through "learning" about our kind of winds. It is something that just goes on and on.

But the real thrill comes when we get a series of shifts that enable us to sneak upwind and lay the mark without an extra tack. This makes up in some degree for the days when every tack you make is the wrong one and the wind shift makes it necessary to tack right back.

Those of us who sail the inland lakes, or "mud puddles" as I've heard them derisively called, would sometimes wish for a little less variety in velocity and wind direction, but on the whole we find a challenge to make the most of what there is available. And we wonder if our kind of sailing wouldn't be a challenge to an off-shore sailor, even without the vast expanses of water he's accustomed to seeing.



Miscellaneous Equipment

BOAT LIFTS FOR SNIPE

by Stu Griffing
Cowan Lake Fleet 433

(One of a series of articles concerning how to select Snipe equipment).

At your lake, has it proven impractical to install electric hoists, and awkward to launch your boat from a ramp for each race? If so, a boat lift might be the ideal solution. A good mechanical lift allows you to moor alongside a dock, and to elevate your boat clear of the water on proper supports. The convenience of wet sailing is gained without the deterioration of the hull caused by algae, scrubbing or sanding. We all know that Snipes, whether wood or fibreglass, are not meant to be left in the water.



The photograph shows the single model which has been approved by the State of Ohio for use at Cowan Lake, as an example of how one lift operates.

The upper surface of the lift remains horizontal as the lift is lowered. The upper surface or lin deck is supported by three nearly vertical members which pivot at their lower end. The handwheel and winch, on the stationary vertical member, operate a cable to raise and lower the boat.

Look for these features in a boat lift:

Structure made of pipe, to minimize damage if a boat hits it.

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Automatic safety brake winch: good mechanical advantage.

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The lift pictured has these features, and is made of 1½ inch pipe (1.9 inch O.D.). The lift deck is about 14 feet long, and near bolster 5 feet wide. The height is about 4 feet; the vertical travel of the boat is 37½ inches. Capacity is 1000 pounds, shipping weight 330 pounds.

The bow support which is supplied is normally discarded in favor of a customized trailer type support; the real bolster can be moved and modified. With the sup-

(CONTINUED 3rd column bottom Page 7)

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U.S. National Secretary Does His Good Deed for SCIRA

Fleet 571 in La Crosse, Wisconsin, has joined the academic institutions and was fortunate enough to entice Buzz Levinson to function as its first "visiting professor".

Many Snipe sailors have found that competitive sailing is indeed a science, more often than not, admittedly empirical. However, some parts of sailing can be taught and many fleets use their local teaching talent, but there is usually a limit to their competence.

The "Snipers" in La Crosse, Wisconsin, were exceedingly fortunate to be able to lure Buzz Levinson to come and teach for a whole weekend. Buzz does not need an introduction to Snipe sailors as being one of the most modest, kindest and considerate sailors of our class. Nobody would question his competence as a performer and certainly the Indianapolis fleet has known him to be an excellent teacher. Over the weekend on June 7, 1970, the La Crosse Fleet joined the large group of his admiring students. Since there was no wind on Saturday, he gave us dry sailing lessons and we talked about equipment tuning and basic sailing techniques. Even after eating our hot dogs and the usual consumption of beer by his students (the teacher does not touch that material) the lessons went on until late to allow discussions of rules and tactics.

On Sunday there was at least some wind and in a series of short races, Buzz went into some of the boats as crew and looked at the boat, the skipper and his performance.

The "professor" really showed his true ability when he crewed for Jim Horn, one of our previous fleet champions who had some difficulties to make his Varalay move during the past few years. This was for a regular Sunday race and Jim Horn won that very race (by a few feet). In the next race, the same Jim Horn ended up last without the "professor" as crew and he showed for the first time in his life suicidal tendencies. The "professor" was in another boat by that time, but even he is fallible, or rather the stopwatch, by getting his student over the line too early. And a windshift did not help by providing only reaching legs where real talent could not be displayed.

The teacher left tired, hoarse from talking and the fleet joined his large group of admirers, deeply grateful to have the expert visit a fleet in the "Snipe hinterlands."

The above account contains the germ of a good idea - why not have a Snipe Class Speaker's Bureau? There are veterans in each district who are experts in Snipe sailing, organization, and executive class duties who could provide both instructive and interesting programs. Services could be provided all the year around according to subjects, and a small gratuity (at least enough to cover travel expenses) would be in order. Someone would have to organize it.

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SNIFE IN CHICAGO BOAT SHOW



Once again the Chicago Snipe Fleet 86 took on the task of running a Snipe booth at the great Chicago Boat Show last April 10th through the 19th. This is always a big undertaking with much responsibility to be spread around among the area Snipers, for they must supply all the exhibit properties plus manning the booth at all hours.

They have done it before, and under the direction of Lou Spencer, Chr. of the Boat Show Committee, with the able help of Mr. and Mrs. Brain Sherry (who ran the booth last year), the booth was a huge success. It was all for the glory of Snipe and SCIRA, and such dedicated and hard-working people are what makes our organization so strong and noted throughout the world. Here is a report from Lolli:

I would say the show was most successful. During the nine exhibit days we obtained the names of 175 interested people. I collected these names every evening so that fleet literature, a used boat list and an invitation to our next meeting could be sent out immediately. We were pleased to find 40 people at that meeting, even though it had been pouring all day and evening.

As you know, Lofland Sailcraft of Wichita, Kans. allowed us to use their booth, which was a big help since it put us in a better traffic area than a free space would have done. Our displays, which I made, are shown in the photos enclosed.

The large poster-type display on an easel is a 20" x 30" black and white blowup of an 8 x 10 photo. It was made by a local photographic processing house and mounted on 3/8" cardboard at a cost of \$21.00. This will be a permanent display piece for us. The black and white lettering was cut from contact paper which adheres to the photo.

We consider the expense of making blow-ups like this well worthwhile in extra impact. Although displays made up of a collection of small snapshots are inexpensive, they often fail to attract attention. Hardly anyone who passed by failed to see and read this photo mural.

The second display piece proved to be attractive and very practical. It is based on a wooden folding screen purchased from Sears for about \$15.00.

The panels are filled in with colored cardboard (red, white and blue) over which a Chicago area fleet map, pictures, Snipe BULLETINS and information were placed.

Again, for the sake of impact, we used 2 16'x 20" blowups rather than a group of small snapshots. I feel that the important job of a boat show display is to attract passers-by. The casual viewer responds more readily to a large easy-to-see display than to one that looks like it might take concentration to look at and read.

Because the folding screen idea was so versatile, I would recommend it for other fleets. It can be set up to take advantage of any space available. Where space is no problem it can be spread out to full view as in photo 2. In limited space it can be folded into a triangle like a kiosk as in photo 3. When the show is over the screen folds into a compact package which protects the photos from damage. When slipped into its carton it is easy to store and likely to be in good shape for the next year.

In addition we provided an inquiry box (visible in photo 4) and cards where people could leave their name when the booth was not manned. We chained the copy of How to Build a Plywood Snipe to the mast of the display boat so that it was accessible.

Bob Sheldon, one of our longtime members, arranged to have the enclosed brochure, which I designed and wrote, printed free of charge. We distributed about 1200 copies at the show and are able to use them freely for mailing pieces.

We also had literature from Fleet 579 at the show, as well as the back copies of Snipe BULLETINS you sent us.

One of the most successful parts of our entire recruiting program was the maintenance of a complete used boat list. Because we were sharing Lofland's space we did not distribute these at the show, but did send them to any interested parties. Brian, my husband, compiled the list by checking with all area fleets, including Peoria and Springfield. He then called anyone advertising a Snipe for sale in the newspaper. None of these people objected to having their boat plac-

ed on our list. In addition, Brian was able to encourage them to refer any new buyer to us for fleet membership, or to have interested people call us after his boat was already sold to someone. By constant checking we built the list up to 17 boats. Most were sold and the buyers have joined a local fleet.

We also obtained publicity for the show in the newspaper's Boat Notes column by playing down commercial aspects and stressing the fact that fleet sailing information was available to anyone who stopped by the booth.

(BOAT LIFTS FOR SNIPES from Page 5)

ports spaced as they are on your trailer, and made of 2" x 6" padded material, you're in business. However, if you are likely to move around in the boat in the fully raised position, the side pipes of the top deck should be reinforced before installation to prevent bending them.

The lift can rest on a smooth sand or gravel lake bottom. If the bottom is soft, pressure treated 4" x 4"s should be bolted to the cross members to spread the load. If the bottom is grossly uneven, add concrete blocks to the corners.

Tie-downs from the boat to the lift are needed to prevent the boat blowing off during a squall, and it is convenient to use mooring lines to position the boat before lifting. If your wood supports cause the lift deck to float, and weight to prevent it; the cable will otherwise jump off the sheaves.

Last of all, if your lake is subject to rapid and extreme flooding in a downpour, leave the suction bailer open to permit the boat to fill rather than having the boat float the lift away! At Cowan Lake, we spike the lifts to the lake bottom with pieces of pipe through the 4' x 4' supports, because the lake can rise three feet.

While other models are available for deeper water and heavier boats, this lift works well for Snipes when installed as noted.

This is the Rolfe "DELTA" lift, available from:

Kilbourne Machine Co.
Box 238
Wisconsin Dells, WI 53965

The price (February 1967 list) is \$181 F. O. B. Wisconsin, and with freight plus material cost for supports might reach a \$240 total cost.

This lift is essentially as advertised in Snipe BULLETIN in July, 1961.

EX-SNIPERS IN THE NEWS



On the cover of the April 1964 BULLETIN, the winner of the Midwinter Championship title was shown holding the prize trophy. It was none other than famed Charles Morgan, Jr., of St. Petersburg, Florida, and he was a 3-time winner with victories in 1961 and 1962. Here is a reprint showing him alongside old friend Francis Seavy of Clearwater.

Since that time, Charley has really been in the sailing news. Seeking fame and fortune in the sail making and boat building business, he formed his own company and this year reached the ultimate as he completed construction of the "Heritage", a 12-meter defense contender of the America's Cup. He designed and built the boat himself.

Charley will be the helmsman in the preliminary trials in July when the yacht will be one of 4 contenders for the final choice. The last elimination series starts August 18th and will be watched all over the world as the U. S. picks its representative for the Lipton Cup Races.

40-year old Charley, as a young boy and man, was a friend and protoge of Guy Roberts, famed sailmaker of Clearwater, Florida. He started in Snipes, and he so admired Guy's accomplishments, that when he died. Charley acquired his famous 6156, which he sailed to many victories. He continued to make sails in the Roberts pattern, and many of both makes still exist today. Then he indulged in boat designing. His first product, PAPER TIGER, was sensational in the SORC a few years ago; his 38-foot sloop SABRE then finished 2nd a year later. He crewed on the 6-meter COLUMBIA in 1962 in the Lipton Cup trials; the bug bit him; and now here he is! He certainly has the best hopes of all Snipers for victory.

Last winter, Francis Seavy, a skilled wood craftsman, was thrilled to work on the HERMITAGE construction crew. It is all wood with a natural varnished hull and blue deck. A beauty!

The cover of the August 1967 BULLETIN consisted of two photographs: the top one showed a British sailor skippering Snipe BLUE HEATHER flying along at a good pace; the lower one showing a rubber rescue raft being skippered by the same distinguished-looking gentleman.

Well, here he is again! But this time known throughout the entire world as the Prime Minister of England.

The Honorable Edward Heath, Member of Parliament and Leader of the Opposition, owned Snipe 15564, built by Olympic Boats of London - an all fiberglass light blue hull with white deck. He was a member of the Broadstairs Snipe Fleet 388 and the pictures showed him at his favorite sport on the water he loved on his 51st birthday, July 10, 1967.

He moved up to his present exalted position as a result of a surprise victory in the June elections and is now forming his cabinet. We assume that he has little time for personal small boat sailing, but his name, like Charley Morgan's, crops up constantly in big boat off-shore yachting. Snipe sailors throughout the world extend congratulations to an old fellow Sniper and wish him fair breezes and smooth sailing in his political career.

A Little Reminiscing

Incidentally, back in the early fifties, the Saturday Evening Post in a publicity on the young senator from Massachusetts, described his sailing activities then and mentioned he chartered a Snipe to sail on the Potomac. Plans were being made for the 1954 U. S. Nationals at Mentor Harbor, Ohio, and the new SCIRA Executive Secretary Birney Mills, inspired, sent a letter to the Washington office of Senator John F. Kennedy inviting him to attend the racing and closing ceremony as an honored guest. Back came a letter from his personal secretary explaining that he had been suffering from back pains and greatly regretted that he could not come. Such is fate - a nice memory!

ODE to Beer, Wine, and Other Libations

The Soul may be a mere pretense
The Mind makes very little sense
So let us value the appeal

Of that, which we can taste and feel!

— Halloween Regatta at Atlanta, GA.



CHILE SNIPES UNDER FULL SAIL

NATIONAL CHAMPIONSHIP RACES BIG SUCCESS

by German Pfingsthorn V.
National Secretary for Chile.

During the season beginning September 1969 and ending March 1970, we had competitions for all 3 fleets. 4 of the races gave points for the main prize, the "SNIPE TROPHY" including our National with double score.

22 boats reached points in this trophy out of 29 now registered in our Chilean Association and 3 under construction.

Our big regatta, of course, was our National Championship which took place in Papudo March 6-7-8, 1970. We had 17 boats on the starting line, a fitting crown in my effort to have a large number of contestants. We had the highest number compared with other classes in the Chilean Nationals (Lightning 16; FD 6; Finn 9).

We sailed 5 beautiful races, dropping one. The Elgueta brothers (16 and 14 years old) topped the fleet with 3-1-1-1-4 and only 5.7 points. 2nd place, but 16.3 behind, were the Rawlins brothers with 2-2-2-7-8; in 3rd place came Juilo Rojas and his daughter with 1-3-6-8-10. Rojas had a good season, for he also won the aforementioned SNIPE TROPHY.

I personally came in 5th place with 7-13-8-3-1 and 32.7 pts., racing with my 11-year old son, whom I expect to mold into a good skipper.

As you can see, the fight for 3rd place was very hard.

After this competition, we went with 8
1970 National Championship of Chile (Top 10 boats)

BOAT	SKIPPER - CREW	Races	1	2	3	4	5	Pts.	Fin.
17966	A. Elgueta-F. Elgueta		3	1	1	1	4	5.7	1
17969	J. Rawlins-C. Rawlins		2	2	2	7	8	22	2
16053	J. Rojas-M. Rojas		1	3	6	8	10	31.4	3
17831	E. Planas-S. Planas, Jr.		4	11	5	2	6	32.7	4
16404	G. Pfingsthorn-F. Pfingst.		7	13	8	3	1	32.7	5
17957	R. Viancos-S. Viancos		10	7	3	13	2	38.7	6
17971	A. Allende-G. Larrain		15	dnf	4	9	3	49.7	7
17965	A. Tirado-G. Lagreze		9	9	9	5	9	55	8
16612	R. Diaz-J. Diaz		5	4	11	14	16	55	9
15962	P. Peralta-G. Peralta		13	5	dnf	11	5	56	10

CORK Sail Week '70

Now being billed as North America's Biggest Regatta in 1970, CORK, the "Premiere" Olympic Course Racing Regatta in Canada promises now to meet the most 'hopeful' expectations of the Canadian Yachting Association to stage an event rivalling famous Kiel Week in Germany.

The regatta will be held in Kingston, 180 miles from Montreal (the site of the 1976 Olympic Games) where the official sailing events will take place. Thus Olympic training under Olympic conditions will be provided for all North American helmsmen and crews. The 7 classes directly involved in the Olympic events will have many international entries as well, to total over 1,000 sailors alone.

They will bring with them 450 boats of 11 different classes, and several thousand friends and spectators.

members to Montevideo for the IV South Atlantic Championship Regatta that took place in Puerto Buceo March 23-29th. We went with 4 boats crossing the Andes mountains by road. It took us 3 days to get there.

11 boats from Argentina, 6 from Brazil, 4 from Chile, and 25 from Uruguay made 46 at the starting line. Brazilians took the first 5 places with Marco Antonio Paradedda from Porto Alegre winning. Nelson Piccolo was 4th. The best Argentinian was Obarrio with Manuel de la Orden with a 6th. Pedro Garra and Federico Latourette from the host club was 7th. Our boys came in 27-29-38-43, but it was our first international experience and I think we learned a lot.

I am amazed, though, that this championship, the most important in South America, has so little publicity in the BULLETIN. We must not forget that Argentina, Brazil, and Uruguay have so many and so good Snipers. I know you will print whatever is sent in, and perhaps we can get more articles and pictures in to you in the future. (If you do, they'll be printed -Ed)

The National Secretaries from the 4 countries participating held a meeting and it was approved to make an International Regatta in Chile by the end of January 1971. This will be a great event for us.

Chile has been officially nominated for the Pan-American Games in 1975 and already the Chilean Federation is taking the

first steps in yachting. They are planning to import all new boats. Our class is interested in about 15 fiberglass Snipes to be bought in a 3 year term (5 each year) -start now. Bids acceptable.

Assoc. Clase Snipe de
Chile, Casilla 9858,
Santiago de Chile, Chile.

The Snipe Class will be having its first North American Open Championship, and will draw people like Buzz Levinson and Augustin Diaz as well as some from South America. You are all entitled to enter and have the experience of sailing with the best.

Races start with a warm-up Aug. 29th followed by daily races to Sept. 4th. Entry cost is from \$12 to \$35 per boat for the entire regatta, depending on type.

There are numerous social activities throughout the week, and the awards presentation will follow Olympic procedure.

A main feature will be seminars in every class where arrangements are made for all sailors to talk to the top men in their class about boat-tuning, tactics, and sailing skills.

Computerized race results will handle all the statistics. So come to the biggest sailing event you have probably ever attended. It will be an experience!

Newcomer Defeats Veterans for District I Title

JOHN SWANSON JUNIOR CHAMP AGAIN

The District I Championship for 1970 was held on Lake Quannapowitt in Wakefield, Massachusetts on June 20-21. This is the first time that the Quannapowitt Yacht Club, the oldest inland yacht club in the United States, was privileged to hold a qualifying regatta.

The facilities of this 1-1/2 x 3/4 mile lake were more than adequate to handle the 32 boats who arrived on a clear, warm and windy Saturday morning.

The first race that afternoon was held in 15 mph winds with the veteran Champion Terry Cronberg following form and finishing 1st. The race was brisk and without incident, and the 2nd race was started immediately in slightly rising winds.

Terry again finished first, but was later disqualified as a result of a protest and first place went to his perennial arch-rival Tom Legere of Winchester.

As winds increased steadily, the third race was run in winds up to 35 mph. It was here that Ralph Swanson, just about to cross the starting line, capsized in front of a pack of Snipes bearing down on him just 3 feet from the line. A little confusion resulted, but the race continued and Rick Bowie of Annapolis Fleet 532 proved to be the top rough weather boy. Winning this race put him in a nice commanding lead for the day.

The average length of these races Saturday was 5 miles and the average wind from 20-25 mph. After 15 miles sailing in those conditions, the banquet that evening was somewhat subdued with everyone eating and going to sleep as soon as possible.

Sunday also opened up bright and sunny. However, the winds were not so strong, only 7-12 mph. This made for ideal sailing and 2 races were quickly run. Rick Bowie's 2nd win in the 4th race and his 4th in the last 5th event were quite adequate to give him the championship title. Tom Legere finished 2nd and Terry Cronberg 3rd in spite of his DSQ in the 2nd race.

Bowie's victory over these two skilled veterans (Legere won in 1964-1965; Cronberg in 1968-1969; both from the strong Winchester fleet) was the more impressive as he sailed with a badly injured hand he got caught in a band saw earlier in the week. Hardly the way to prepare for a bout with a tiller and mainsheet.

These 3 thus qualified to enter the 1970 National Championship regatta in August.

At the same time, the District I Junior Championship title went back to John M. Swanson, also of Winchester 532. He was the first winner of the Commodore Hook District Trophy last year, so now he gets to keep it on his mantle for another term.

QYC was very pleased to host this regatta and many of its members will long remember the sight of a Snipe planing the full length of the lake in 25 mph winds. Quite a thrilling sight, really!

— Donald L. Simpson
Quannapowitt Fleet 628

1969 Season High-Point Scores

Here are some more point scores carried over from last month.

You will recall that Joe Cacoperdo of Sequoyah Fleet 62 in Tulsa, Oklahoma, won both the main trophies - the international Reichner Trophy and the U. S. National Minneford Trophy. He sailed 20 races for a high total of 1738. 15 points, which was 2. 95 points more than Tom Legere in 2nd place and 6. 12 more Marshall Jenkins in 3rd. Gary Boswell of Dallas, TX, than Marshall Jenkins in 3rd. Gary Boswell of Dallas, TX, Carl Cheney of Pine Beach, NJ, and Francis Seavy of Clearwater were the only other sailors who scored over 1700 points during the season. The year before, only 5 went over that mark.

As you can see, participation in this class score activity consists chiefly of U. S. boats (which is at a good level); only a few other countries send in a list. Again, the point is made that, if each National Secretary would send in the top 25 high-scores in his area, the international aspect would take on more meaning and could develop into a very interesting comparative analysis of sailing activity. Wish they would do it!

1969 SEASON HIGH-POINT SCORES

BOAT	SKIPPER	FLEET	RACES	PTS.
15157	Fred McMichael	Shreveport, LA	12	1472
15060	M.A. Casellas	San Juan Blue, PR	5	1472
13629	Ed Geiser	Acton, OH	9	1471.8
16237	Ed Grier	Peoria, IL	9	1470.4
11232	Siller Freaza	Bahia, Brazil	5	1470.4
15708	Burnice Bedford	Galway, NY	28	1470.1
14968	Ed Kane	Seattle, WA	6	1467.5
18115	A.F. "Bud" Hook	Indianapolis, IN	19	1467
14610	Dr. Clifford Reusch	Wichita, KS	40	1446.62
14638	Donald Stewart	Woodstock, Canada	5	1465.6
13359	Bob Meadows	Chattahoochee, GA	5	1465.2
7198	Paul Whittier	Chattahoochee, GA	5	1465
12884	Means Davis, Jr.	Atlanta, GA	26	1464.31
16497	Pete Fenner	White Rock, TX	8	1463.87
16236	Park Johnston	Grand Rapids, MI	27	1463.4
9589	Marvin Lee	Nuncie, IN	7	1462.3
13644	Harley Hopkins	Magnolia, MS	9	1462
17756	Charles Fletcher	Magnolia, MS	9	1462
16730	Lou Leber	Peoria, IL	11	1461.6
18300	Fred Soltero	Lake Merced, CA	17	1461
14100	Arkenburg	Shawnee, KS	12	1461
14330	Earl Huff	Chicago, IL	9	1461
13023	Ed Probeck	Chicago, IL	6	1459
16230	Douglas Brogden	Lincoln, NB	29	1458.9
18109	Herb Brokhof	Crystal Lake, IL	19	1458.1
17691	Terry Gilkison	Crystal Lake, IL	10	1457.8
18303	Ken Blenkarn	Sequoyah, OK	12	1455.4
14420	Reginaldo Kuhlman	Santos, Brazil	6	1455
13183	Mark Harrison	Lake Worth, TX	6	1455
14850	Ray Tallau	Lake Mohawk, NJ	15	1454
18298	George Drake	Lake Angelus, MI	6	1454
15348	Siezma, George	Bow Mar, CO	5	1453.4
9871	Bill Reid	Peoria, IL	8	1452.5
17689	Dr. Wolfgang Bauman	La Crosse, WI	23	1452.3
12963	Dick Kersey	Wichita, KS	17	1452
16616	Ralph Swanson, Jr.	Winchester, MA	5	1451
17191	Howard Harshbarger	Wolf Lake, MI	17	1444
17747	Leigh Melvin	Gull Lake, MI	14	1443.6
8646	Carlson	Quassapaug, CT	21	1442
13911	Edgar Asher	Santos, Brazil	6	1441.8
10061	Graham Hoffman	Keuka, NY	14	1440.71
11601	Young	White Rock, TX	9	1439.88
4502	Thomas Dixon	North Cove, NH	9	1437.3
17142	Ian Smith	Annapolis, MD	17	1436.6
16680	John McKoe	Shreveport, LA	5	1434.4
13633	James Noelke	La Crosse, WI	21	1434.2
17749	Glyde Sheely	Ponca City, OK	13	1432.8
17098	Ronald Rasmussen	Chippewa, OH	26	1432.5
11463	H.J. Stevenson	Chippewa, OH	26	1431.35
18400	Jack Wagener	Lincoln, NB	32	1430.7
14203	Warren Inarr	Ponca City, OK	7	1430.3
11767	Edwin Starr	Santos, Brazil	6	1429.6
13456	Arthur B. Kenat	Chippewa, OH	26	1428.19
17466	Stan Salzenstein	Peoria, IL	6	1428.3
15950	Fields	Shawnee, KS	11	1428
13668	Chuck Lamar	Diamond Lake, MI	17	1426
13087	Jerry Murphy	Potomac River, DC	10	1425.7
13439	Howard Weeth	Sierra, NV	10	1425.4
18340	Arthur Yost	Lincoln, NB	19	1424.7

10377	Robert Posson	Galway, NY	29	1424.6
13659	Fred Fago	Chicago, IL	5	1423
14690	Rich Mieling	Chicago, IL	5	1422
17319	Anselmo Botelho	Pajussara, Brazil	5	1421.4
17892	Bill Schwarz	Annapolis, MD	20	1421.3
10178	Ralph Bush	Pine Beach, NJ	25	1420.7
16288	Dick Grant	Grand Rapids	11	1418.5
14759	William Minzner	North Cove, NH	15	1418.3
13085	Jerry Sams	Dallas, TX	17	1417.82
13043	Mario Garli	Guarapiranga, Brazil	6	1417.8
13105	Tom Clark	Peoria, IL	6	1417.5
13180	Jay Goetz	Lake Lotawana, MO	11	1416.8
17509	Don Parfet	Gull Lake, MI	12	1416.3
17398	John H. Fyffe	Chippewa, OH	28	1415.54
16294	Norm Tanner	Bow Mar, CO	8	1415.25
17768	George Steiner	Annapolis, MD	31	1415.9
16233	James Martin	Lake Worth, TX	8	1414.50
10212	Don Harper	Keuka, NY	11	1414.45
15700	Chuck Lapp	Crystal Lake, IL	14	1411.6
16344	Linda Kreuter	Green Lake, WI	9	1411.4
14114	M. Lombardi	Winchester, MA	28	1410.9
17802	John Zone	Loon Lake, NY	7	1408
16327	D. Smith	Sequoyah, OK	8	1408
10700	Tom Harriok	Portage Lakes, OH	13	1406.31
11752	Joe Buch	Keuka, NY	15	1406.07
16809	Roger Gaisen	Bow Mar, CO	11	1405.73
10899	Fred-Wally Bunkler	Chautauqua, NY	7	1405.69
10169	J. Auto-M. Guimaraas	Pajussara, Brazil	5	1404.4
18106	T. Morse	Newport, NY	12	1402.2
15302	Bill Fithian	Miami, FL	12	1401.5
16242	Ed O'Brien	Potomac River, DC	11	1401.4
15280	Paul Campbell	Peoria, IL	7	1399.6
13030	G. Griffin	Clearwater, FL	9	1399.1
10376	Dr. John Senn	Galway, NY	28	1396.9
9318	Dr. Kilbourne	Green Lake, WI	5	1395
14302	Richard Swanson	Winchester, MA	24	1394.8
14375	Tom Athanas	Birch Lake, MI	17	1393.4
17166	John Kendrick	Lake Washington, CA	6	1393.2
17338	Richard Duxbury	Lincoln, NB	24	1393.2
14352	Bill Landfair	Dallas, TX	20	1392.8
14408	Eduardo Paira	Salgadinho, Brazil	6	1392.5
9477	Phinius Ayers	Salgadinho, Brazil	6	1392.5
14485	Chuck Crowe	Seattle, WA	5	1390.6
13517	Wm. Rice	Pine Beach, NJ	15	1389.7
11320	Francis Keany	Dallas, TX	31	1389
12575	John Cory	Portage Lakes, OH	19	1386.37
18532	Arnaldo Lopes	Brasilia, Brazil	15	1386.8
14713	A. Carlos-B. De Sailes	Bahia, Brazil	16	1386.6
16070	Eugene Christain	Galway, NY	10	1386.2
10322	Andrew Orr	Tulsa, OK	6	1382.7
14355	Vince Goeres	Lincoln, NB	21	1381.5
7885	Phil Paul	Quassapaug, OT	15	1381
16381	Conway	Winchester, MA	5	1380.8
17392	J. McMinn	Willamette, OR	5	1380
12006	Eichelberger	Rocky Mtn., CO	8	1380
7613	W. Kornrich	Newport, NY	12	1379.6
18045	Bob-Paul Richards	Grand Rapids, MI	13	1379.5
17906	Peter Dawson	Willamette, OR	11	1379.5
15107	Henry Jonait	Woodstock, Canada	5	1379.2
5245	John Davis	Keuka, NY	7	1379
15181	Mel & Doug Gill	Wolf Lake, MI	17	1379
18117	Norton Jensen	Chicago, IL	5	1378.2
14117	L. Tutten	Clearwater, FL	7	1376.4
12561	Warren Johnson	Lake Washington, CA	8	1376.2
12759	Haven Jones	Grand Rapids, MI	26	1375.8
13837	Tom Wuester	Diamond Lake, MI	16	1375
7790	Montminy	Winchester, MA	8	1371.8
18068	Alan Levinson	Indianapolis, IN	9	1371
17377	Ronald Barber	North Cove, NH	10	1370.8
17474	Flavio P. Corqueira	Bahia, Brazil	18	1370.6
11300	Gathy Curran	Chautauqua Lake, NY	5	1369.93
13900	Edw. J. Metzger	Chippewa, OH	22	1368.96
17043	R. Bettenhouse	Lake Worth, TX	6	1368.50
17165	Charles Wright	Acton, OH	13	1368.8
15779	Dale Williams	Crystal Lake, IL	15	1368.7
13676	Dan Webster	Dallas, TX	14	1368.2
15395	Foster Rankin	Deep Creek, MD	6	1368.1
9136	Bill Thornton	Bow Mar, CO	7	1367
16338	Bob Sheldon	Chicago, IL	6	1366
17677	Dale A. Swann	Galway, NY	19	1365.5
17469	Joseph Horn	Lake Merced, CA	17	1365
17765	Bill Hawk	Gull Lake, MI	14	1363.4
13300	Henry Wade	Atlanta, GA	24	1361.25
16609	Jon Rigdon	Seattle, WA	10	1361.1
17683	Gary Lofland	Wichita, KS	18	1360.61
14796	Jack Sieg	North Cove, NH	13	1360.5
17517	Terrell	Dallas, TX	11	1360

17924	Bob Peugh	Wichita, KS	32	1358.62	14711	Marcelino F. Hiermida	Brasilia, Brazil	14	1291.4
13019	Dick Ohastain	Indianapolis, IN	24	1358	13844	Dr. D. Walker	Sequoyah, OK	5	1290.4
14448	Bill Richter	Willamette, OR	12	1357.58	15251	Werner Beug	Santo Amaro, Brazil	6	1290
9299	Bill Bouroughs	Diamond Lake, MI	16	1357	14476	Chuck Felton	Diamond Lake, MI	14	1194
12741	Goethe M. Vianna	Brasilia, Brazil	6	1356.8	13873	Post	Quassapaug, CT	6	1287
17103	Russel Hibbard	Lake Angelus, MI	6	1356	8000	Ned Walker	Potomac River, DC	7	1286.1
15125	Dr. John Fulton	Wichita, KS	13	1355.84	7116	Wolfe Rowe	Diamond Lake, MI	22	1285
14280	Roger Ream	Portage Lakes, OH	18	1355.55	9900	Victor Anderson	Portage Lakes, OH	12	1280.92
15306	Parizek	Lake Worth, TX	9	1355.55	17468	George Van Mater	Annapolis, MD	23	1280.5
12604	Davis Clay	Wichita, KS	8	1354.57	16929	Brian Sherry	Chicago, IL	11	1278
17559	Charles Bartache	Chippewa, OH	26	1354.27	14973	Jim Wolford	Willamette, OR	1276.5	
13500	Bob La Scala	Lake Lotowana, MO	12	1354.7	16336	Bob Kagel	Lake Mohawk, NJ	5	1276
18010	Rachel Turner	Gull Lake, MI	11	1353	13650	Randy Moore	Bow Mar, CO	7	1275.7
16651	Cesar Castro	Brasilia, Brazil	5	1351.6	14061	Fred Braht	Wichita, KS	14	1274.57
16660	Chet Orr	Seattle, WA	8	1351.1	16608	Jerry Peterson	Indianapolis, IN	25	1274
15050	Roger Moorman	Lake Lotowana, MO	20	1349.85	8661	Curt Mathews	Chicago, IL	9	1273
11920	F. Carvalho	Pernambuco, Brazil	5	1346	10508	Hugh Donald	Annapolis, MD	7	1271.9
15949	Ed Dickerson	Lake Worth, TX	6	1344.83	16879	John Ertel	Acton, OH	13	1271.2
11944	Chuck Myers	Miami, FL	11	1344.2	18248	Guy Perry	Diamond Lake, MI	20	1271
13303	Kenneth McGarr	Chippewa, OH	28	1343.18	16054	J. Stanchi - C. Filho	Bahia, Brazil	6	1270.6
9285	Grant	Winchester, MA	19	1343.9	13700	Bill Shapera	Chicago, IL	7	1269
12775	S. Fisher	Newport, NY	13	1343.5	9985	Deborah Rix	Wichita, KS	11	1268.27
10669	George Kibler	Acton, OH	13	1343.2	14295	Ted Tate	Willamette, OR	10	1267.7
10560	Frank Barch	Keuka, NY	16	1343	16661	Oral Beber	Crystal Lake, IL	8	1267.6
16245	M. Eameson	Rocky Mountain, CO	10	1342	12712	Robert Smedley	Bow Mar, CO	8	1265.13
13302	Keith Donald	Annapolis, MD	12	1341.7	14305	Don-Lee Birks	Peoria, IL	5	1264.8
15579	John-James Uhl	Grand Rapids, MI	19	1341.2	17718	Ferry Pelley	Wichita, KS	12	1263.75
12222	Ben Ansley	Portage Lakes, OH	14	1338.43	17046	Dick Saunders	Acton, OH	9	1263.6
11866	Dr. John Brinkerhoff	Chippewa, OH	21	1336.7	16761	Donald Kruder	Santo Amaro, Brazil	6	1263.3
16656	Dietmar Heidenreich	Santos, Brazil	6	1336.6	13901	Dick/Dave Lamb	Annapolis, MD	13	1263.2
13005	Kliveny	Winchester	18	1336	13378	Tom Cheek	Dallas, TX	14	1263
16752	Charles Bush	Seattle, WA	6	1335.7	16804	James Antick	Bow Mar, CO	10	1261.7
13314	Fred Walz	Peoria, IL	6	1335.2	12503	J. Miller	Newport, NY	10	1260.8
17108	Kenneth Parke	Portage Lakes, OH	22	1333.82	16200	Fred Hedmark	Chicago, IL	12	1260
16818	Gatis Plume	Chicago, IL	5	1333	7192	H. Phillips	Newport, NY	8	1255.8
13438	Fairclough	Quassapaug, CT	10	1331	11262	Eduardo Rapper	Bahia, Brazil	5	1253.8
10208	John-James Uhl	Grand Rapids, MI	12	1330.4	16652	Pedro L. Ribeiro	Quarapiranga, Brazil	6	1253.6
16674	W.G. Barker, Jr.	Tulsa, OK	7	1328.3	10901	Robert Green	Atlanta, GA	31	1253.48
16157	John Muhlhause	Atlanta, GA	26	1327.15	11800	Ham Johnson	Grand Rapids, MI	16	1251.9
8796	John Gray	Shreveport, LA	7	1326.5	14714	Joao G. Rosas	Brasilia, Brazil	17	1251.4
16939	Kon Cook	Tulsa, OK	6	1326.5	9107	L. Law	Winchester, MA	10	1249.2
15118	Bill Bonacker	Lincoln, NE	28	1326.1	9582	E.C. Williams	Miami, FL	9	1249.1
16646	F. Alves Franco, JR	Bahia, Brazil	9	1325.5	11559	F. Blair	Clearwater, FL	11	1248.3
16193	Tom Koppang	Willamette, OR	13	1324.38	10871	R. Paul	Newport, NY	14	1246.4
14546	Bruce Peters	Acton, OH	12	1323.8	13262	Mike Boobe	Gull Lake, MI	13	1243.6
14511	Roger Harris	Lake Mohawk, NJ	15	1323	16069	Richard Ridings	Galway, NY	20	1243.1
17134	Frank Cooper	Lake Mohawk, NJ	10	1323	9291	Wm. J. Bees	Chippewa, OH	26	1235.85
10368	Dave Cleverdon	Chicago, IL	14	1323	17690	Bob Allen	Indianapolis, IN	25	1235
13868	T. Raphael	Winchester, MA	18	1322.7	7617	H. Eddy	Winchester, MA	6	1232.3
13486	D. Waddington	Rocky Mtn., CO	5	1290	9909	Leroy Hoffman	Portage Lakes, OH	8	1231.38
14994	Tom Ingram	Chautauqua, NY	9	1289.2	4048	Jay Wagener	Lincoln, NE	23	1231.6
10586	Jim McGann	Lake Lotowana, MO	8	1289.6	17485	Dieter Grohmann	Santo Amaro, Brazil	6	1229.8
15073	Miguel Figueroa	San Juan Blue, PR	6	1322	9938	F. Hagel	Rocky Mtn., CO	6	1228
16241	Sue Tait	Potomac River, DC	6	1321.8	7886	James Kinkoad	Galway, NY	12	1227.9
15072	Luis Lugo	San Juan Blue, PR	5	1321	12877	Ed Wright	Crystal Lake, IL	8	1227.8
15058	Raul Argilagos	San Juan Blue, PR	5	1321	13365	Larry Heck	Chicago, IL	5	1227.2
9100	Elliot	Winchester, MA	15	1318.9	9740	Gerald Blacketer	Lincoln, NE	20	1226.2
15810	John Chapman	Chicago, IL	5	1318	13311	C. Lauterbach	Newport, NY	9	1225.3
12554	James Sieg	North Cove, NH	17	1317.1	18245	Dave Kerper	Diamond Lake	22	1225
16222	Bob Ruby	Dallas, TX	11	1314.09	16116	Lisa Maroni	Winchester, MA	8	1223
17668	George Galvert	La Crosse, WI	22	1313	14297	Tom Money	Dallas, TX	10	1221.80
18041	Ron Anderson	Acton, OH	6	1313	13037	Charles Parke	Portage Lakes, OH	21	1220.48
13040	Paulo Quintela	Bahia, Brazil	12	1312.5	17748	Don Detrick	Wichita, KS	29	1219.96
14655	Lee Shames	Chicago, IL	5	1312	10224	Leonard	Quassapaug, CT	7	1218
12921	Dr. C.C. Kreuter	Green Lake, WI	6	1310.6	14764	Dr. Clarence Gregory	Galway, NY	15	1217.3
11517	Jose Rosatelli	Guarapiranga, Brazil	6	1309.6	16071	Bob Schockley	Dallas, TX	9	1216.64
15759	Wally Fleming	Crystal, IL	11	1308	13874	Byron Stites	Winchester, MA	5	1216
17558	Joe Bucek	Indianapolis, IN	10	1307	15085	Robert White	Galway, NY	23	1215.7
17333	Tom Blum	Lake Lotowana, MO	15	1306.6	16081	Kelton Slane	Portage Lakes, OH	17	1214
11554	Eugene Granof	Potomac River, DC	5	1305.8	16807	Glenn Mattson	Bow Mar, CO	6	1214
11038	Bill Colton	Crystal Lake, IL	9	1305.8	13072	Scott Griffith, Jr.	Crystal Lake, IL	7	1214
9741	J.A. Cunningham	North Cove, NH	11	1304.3	13038	Dail Phillips	Chicago, IL	12	1213
17336	Ed Eurgess	Magnolia, MS	9	1304	16728	Dr. Dick Buckingham	Indianapolis, IN	6	1209
11774	Glenn Larch	Grand Rapids, MI	22	1303.7	10605	Ken Frashier	Lake Lotowana, MO	14	1208.3
15099	Tom Cagney	Deep Creek, PA	5	1303.2	9739	Don Newcomb	Lake Lotowana, MO	7	1207.2
16600	John Gore	Diamond Lake, MI	20	1303	7021	Ralph Eldridge	Winchester, MA	12	1206.2
14208	Phil Hoaglund	Crystal Lake, IL	15	1301.1	15667	Robt. Stevenson	Chippewa, OH	24	1204.33
18046	Dick Zukowski	Crystal Lake, IL	11	1300.4	16140	Al Penter	Acton, OH	9	1204.9
14400	Dave Davis	Lincoln, NE	20	1299.6	12819	Henry Fox	Grand Rapids, MI	5	1204.6
14107	Frank Swartz	Sequoyah, OK	6	1299.5	15084	John Gaslins	Lake Lotowana, MO	11	1203.1
17515	Nick-Steve Heller	Grand Rapids, MI	23	1297.5	7877	H. Adams	Newport, NY	6	1202.7
15250	Luis A. Barreto	Guarapiranga, Brazil	6	1297.1	11909	J. McInnis	Winchester, MA	15	1201
10827	Theo P.-Da Silva	Brasilia, Brazil	16	1296.9	12344	Louis Culman	Bow Mar, CO	7	1201
14204	Harvey Gossell	Crystal Lake, IL	9	1295.5	15155	Bill Sterling	Dallas, TX	7	1200
16678	P. Justus	Clearwater, FL	5	1295.80	18352	Rich Dronsuth	Chicago, IL	10	1198.6
16796	Bill Krieg	Indianapolis, IN	14	1294	17754	Lowell Baker	Annapolis, MD	31	1198.3
12227	J. Balsavage	Quassapaug, CT	17	1293	17220	Dr. Luthor Rollins	Atlanta, GA	22	1197.68

Snipe News in Brief

The first Colombian National Championship (see last BULLETIN) produced some dividends, for 3 young men who watched the regatta or participated as crews ordered new boats. . . . Art Andrew of St. Thomas, U. S. Virgin Islands, gives a most hearty invitation for visiting Snipers to look for a new fleet being established there. Address is P. O. Box 3648. . . . The Austin Fleet 505 has a new lease on life and wants more Snipers to come to Lake Travis on a regular schedule. It is 65 miles long, 220' deep, all clean, clear, and in beautiful Texas Hill Country where the average temperatures range between 59 and 79 degrees. And to think that along the east coast many sailors deride sailing conditions in small lakes. They should venture across the Hudson River and see where small boat sailing really flourishes. . . . Old-timer Jesse Aronstein from Long Island (who won many honors a few years ago) is back

sailing a Snipe again. . . . Earl Elms has been named "Yachtsman of the Year" by the San Diego Association of Yacht Clubs. 250 members from 8 clubs attended the ceremony. On that Saturday night, the club was officially closed. At yacht clubs in the midwest and east coast, the event is usually held in the fall when the weather turns cold with the club remaining closed for several months. Following this tradition, the new inauguration of the custom at Mission Bay YC saw the club officially closed for only 11 hours, which points up the year round sailing available to sailors on the west coast. . . . Philip H. Ruggles, 2 Debbie Dr., Leominster, MA 01453 is quite anxious to see some Snipe sailing and wants anyone interested in the Worcester-Fitchburg, Mass., area to get in touch with him to help organize a new fleet. . . . A group of Miami Cuban Snipe sailors who knew intimately Commodore Manuel Rasco of Havana in other days, organized a regatta in his memory to be sailed every March at

the Coconut Grove YC. Dr. Clemente Inclan, Gonzalo Diaz, and Gonzalo Melendez were especially active. From his post as Commodore of the Miramar YC, Manuel Rasco led youth to Snipe sailing by organizing regattas, donating completely equipped boats to winners, and creating a competitive spirit among the sailors of the various yacht clubs then in Cuba. His example and dedication to yachting and to Snipe in particular will never be forgotten. His many activities were well reported in the BULLETINS from 1952 to 1960. . . . The Citadel sailing team will represent the Military College of South Carolina and the United States in the nation's top 12 college teams in competition for the championship title. The team's coach, Major Richard Tillman, is being sent to Europe by the U. S. Olympic Committee to compete in Kiel Week, a top international sailing contest in Kiel, Germany. (Nothing like being in the U. S. Air Force, especially if you want to be a sailor!).

(POINT SCORES continued from Page 11)

17688 Jim McDonald	Indianapolis, IN	24 1197	9315 R. Cunningham	Lincoln, NB	20 1096
12028 John Dalton	Chautauqua, NY	10 1196.10	13641 Allan Vorel	Grand Rapids, MI	24 1093.6
13309 Jerry Radford	Woodstock, Canada	5 1196.8	16958 Jim Hayden	Diamond Lake, MI	14 1093
9925 Leslie Powers	Chautauqua, NY	11 1195.62	12771 J. Bicimore	Newport, NY	15 1088.9
10965 Keats/John Vining	Grand Rapids, MI	6 1195.5	12404 Gordon H. Cook	Chippewa, OH	21 1087.67
11677 G. Inglehart	Green Lake, WI	5 1195	17460 Frank Levinson	Indianapolis, IN	8 1087
16087 Lee Brahos	Chicago, IL	8 1190	10879 Smith	Winchester, MA	13 1036.9
7615 Ralph Hitchner	Green Lake, WI	7 1188.6	16345 E. Louis Marting	Portage Lakes, OH	6 1086
14287 John Hill	Gull Lake, MI	12 1187.1	18042 Herb Carpenter	Grand Rapids, MI	11 1085.2
14415 Alan Broom	Brasilia, Brazil	5 1185.6	17459 Wm. Clayton	Indianapolis, IN	11 1084
18116 Dr. John Brannan	Indianapolis, IN	27 1182	16557 Bill Ruppert	Lake Lotawana, MO	8 1078.5
15010 H. Sienkiewicz	Newport, NY	16 1181.9	16417 Phillip Tanski, Jr.	Chippewa, OH	22 1076.23
17227 Marian Petersen	Lake Lotawana, MO	21 1181.8	6446 Bill Buchholz	Acton, OH	5 1076.8
15082 Lavern Stufferfield	Gull Lake, MI	5 1181.4	11313 Jill Gore	Diamond Lake, MI	19 1066
15221 George Maddox	Diamond Lake, MI	20 1181	6946 Harlan Heald	Lincoln, NB	19 1062
3596 Alan Coutant	Galway, NY	9 1180	14000 Jonas F. Cahill	Atlanta, GA	20 1060.15
11832 Bernard Chisama	Keuka, NY	9 1173.33	15104 T. Horvath	Newport, NY	10 1058.6
10908 Robert Wolfe	Chautauqua, NY	12 1172.44	14712 J. Alberto-J. La Rotta	Brasilia, Brazil	6 1057.8
13200 Pete/Chip Charnley	Grand Rapids, MI	21 1172.6	17466 Herb Wurster	Diamond Lake, MI	19 1041
17142 Bill Durr	Grand Rapids, MD	25 1172.2	18312 Robert Huntley	Chicago, IL	5 1032
12140 Dave Shane	Gull Lake, MI	7 1170	11160 David Brown	Grand Rapids, MI	5 1031.6
17393 M. McMinn	Willamette, OR	5 1169.8	17215 Walt Robison	Gull Lake, MI	5 1027.6
11111 J. Cardoza	Clearwater, FL	6 1167.4	11388 Keith Weller	Grand Rapids, MI	10 1025.3
18401 Neil Tinggaard	Lincoln, NB	12 1150.7	14929 James Walther	Grand Rapids, MI	14 1024.5
17710 Bob Lane	Annapolis, MD	28 1155.1	13445 John Moroney	Galway, NY	6 1001.3
11863 Mike Lipschitz	Annapolis, MD	25 1154.7	18310 Sam Aronson	Chicago, IL	5 999
16651 Julio X. Rangel	Brasilia, Brazil	5 1154	7927 Thomas Robberson	Grand Rapids, MI	13 985.1
18301 Jim Anderson	Gull Lake, MI	7 1153.9	17166 George David	Lincoln, NB	15 979.1
11526 Walter Smith	North Cove, NH	7 1153.4	16415 John Baxter	Grand Rapids, MI	9 969.1
14397 George Howell	Crystal Lake, IL	5 1152.8	14719 Nancy Norton	Indianapolis, IN	23 960
14009 Bob Kramer	Diamond Lake, MI	22 1151	13234 Frank Hiatt	Indianapolis, IN	7 955
10482 Martin Burnap	Atlanta, GA	23 1147	11948 Marshall McCuen	Indianapolis, IN	10 945
16612 Carol Morrison	Miami, FL	6 1141.8	10545 A. Eduardo-M. De Pinho	Brasilia, Brazil	5 943.4
16557 Bob Ruppert	Lake Lotawana, MO	5 1141	13902 Bill Gibson	Annapolis, MD	6 943.3
15252 Peter Ketzner	Santo Amaro, Brazil	5 1141	11613 Marcos Koenich	Brasilia, Brazil	6 942
15109 Eric Furdon	Annapolis, MD	24 1139.7	18067 Dick Madden	Indianapolis, IN	20 936
18119 Al Levinsohn	Indianapolis, IN	18 1139	13990 Bill Wieland	Lincoln, NB	5 920.2
12646 John Batts	Grand Rapids, MI	14 1137.9	15304 Charles Chambers	Indianapolis, IN	15 913
4552 Arnold Lariche	North Cove, NH	5 1136	18114 Dr. Joe Cannon	Indianapolis, IN	7 883
12440 Harry/Skip/S. Baxter	Grand Rapids, MI	7 1136	13349 Bob Blaich	Grand Rapids, MI	7 876.7
12000 Chovis Puperi	Santo Amaro, Brazil	6 1132.5	8585 Dave Miller	Diamond Lake, MI	10 875
16729 David Schmidt	Indianapolis, MD	8 1131	12774 J.O'Hara	Newport, NY	5 875
4340 Michel Lalzal	Acton, OH	8 1130.1	16410 Ken Herr	Annapolis, MD	11 845.3
17930 Harold Slutsky	Diamond Lake, MI	20 1127	12188 David Allen	Indianapolis, IN	5 838
11891 Don Hallas	Grand Rapids, MI	11 1126.4	16216 Douglas Anderson	Lincoln, NB	10 833.8
16330 Kean Tilford	Wichita, KS	7 1125	18246 David Japerton	Indianapolis, IN	10 831
13887 Janet Nasteff	Annapolis, MD	17 1124.2	13427 David Veneklasen	Grand Rapids, MI	6 810.3
9020 Don McFarland	Dallas, TX	8 1120.25	16120 John Rowe	Grand Rapids, MI	8 807
12331 E. Fox	Newport, NY	16 1119.5	15223 Pat Claggett	Annapolis, MD	5 733.8
13311 S. Scudder	Newport, NY	5 1115.8	16490 John Fries	Annapolis, MD	8 732.2
7381 Bob Harris	Annapolis, MD	19 1110.8	11109 Robert Rogers	Indianapolis, IN	6 689
17560 R. Townsend	Indianapolis, IN	26 1106	15709 Bill Stephenson	Indianapolis, IN	8 657
13233 Dave Dunlap	Diamond Lake, MI	10 1106	15717 Bob Green	Annapolis, MD	5 621.8
9869 Cam Blazer	Lake Lotawana, MO	12 1101.3	17692 Robin Forbes	Indianapolis, IN	8 583
17484 Edward Baker	Santo Amaro, Brazil	5 1101.2			
16292 Ron Bembe	Annapolis, MD	19 1098.5			

And a hand to our cap for Mr. Robin Forbes as we lower the flag on 1969 records!

Wells Wanderings



by Ted Wells

SAILAWAY ABILITY EPILOG (I HOPE)

AUGUST 1970

The photo illustrates a Sailaway technique not contemplated in last month's article. This method was developed spontaneously immediately after the discovery of the newest and quickest method of capsizing. It is absolutely unique.

The location is Lake Manawa, Iowa. The time is shortly before the start of the first race in the District II Championship. An earlier attempt to start the race had been abandoned when the skippers just simply went back to the dock (except those who were capsized) leaving the committee with a nice 30 to 40 mph wind and no prospective starters.

The wind calmed down to about 15-25 mph with occasional 30 mph gusts and we went out to start. I got there early and we were conserving our energy by reaching along with the main free and the jib backed, opposite to the main. We were heading for a large power boat which I assumed would get out of the way. It didn't. I bore off sharply to clear it and we went bloop, dumping a very surprised crew into the water since we went over toward what had been our windward side. (Later on, I figured out that we must have borne off far enough so that the jib filled with the wind from aft and a gust just blew us over toward the side of the boat on which we had been sitting.)

Being accustomed to quick dives to the opposite side of the boat, I didn't go into the water, but it took enough time for me to get over onto the board so that the end of the mast was well submerged in mud by the time I got there. Since my crew, Mike Williams, was an accomplished scuba diver, he suggested diving to excavate the mast. This he did, and the photo shows him and the mast just coming out of the water. Shortly thereafter we learned what the total technique should have been. (Photo by Gene Hornbeck of the Omaha World-Herald)

The crew should have held onto the side stay closest to him to control the speed at which the boat was righted. As it was, I righted it not only rapidly but too well. Result -- I'm now in the water, the second capsizing is completed and we are

ready for the recovery technique covered in last month's article. This worked well and we were reaching along letting the water run out -- everything fine except we were heading for the aforementioned power boat, which was still trying to fish out a log, totally oblivious to our problems. In the process of missing him -- capsizing #3 occurred.

By this time we are pretty good at righting the boat, but the suction bailer doesn't seem to work properly and there is a white flag flying on the committee boat. It turned out that the bailer was plugged up with tissue paper out of a now discontinued paper box which had protected a Tillman Teller. We excavated the bailer, got all the water out with about two minutes to go before the start, and off we went. The planing was as fine as I have ever seen. In the last half of the race, I managed to do enough things right to almost offset the things I did wrong in the first half and missed first place by about two feet. There's nothing like a period of calm collected reflection before the start.

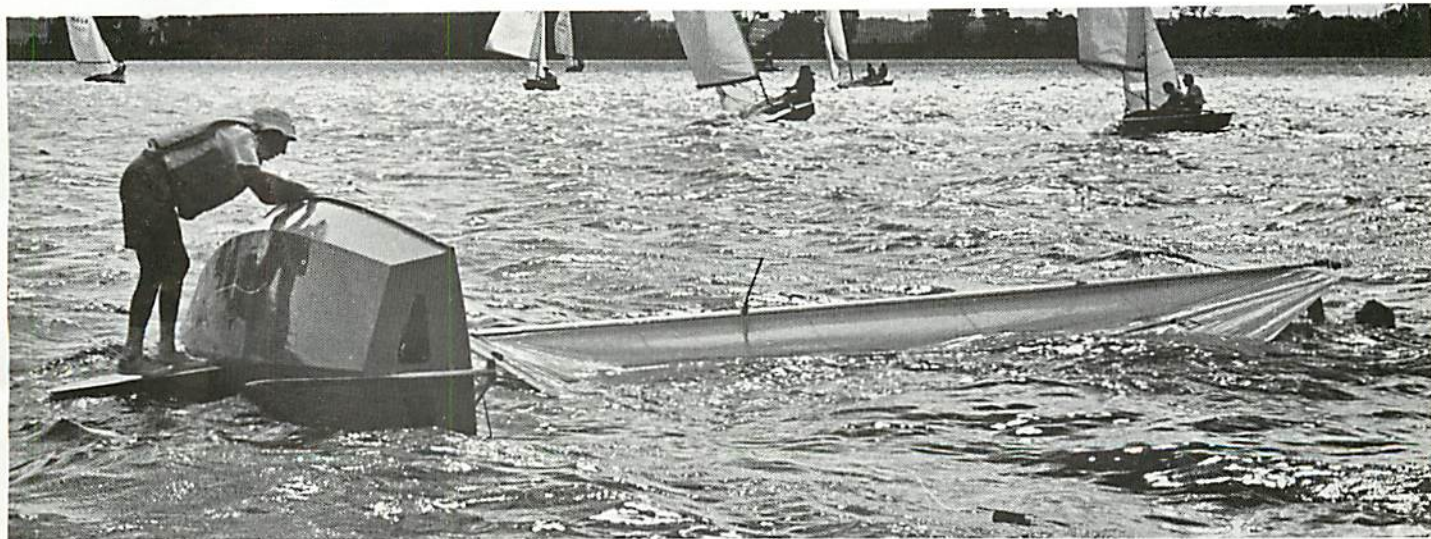
LARGE FLEETS ON SMALL LAKES

In the March 1970 BULLETIN, Buzz Levinson refers to the division of regatta contestants into two fleets. This was started in Wichita about ten years ago (we don't claim to be the first to do this, but we might be.) We created a new series called the Kansas Centennial Series to start five minutes after the start of the Midwestern Championship regatta. Giving the series a name removes any possible stigma attached to sailing in a "B" fleet, and we provide identical trophies for the two fleets. As a matter of fact, after a beginning in which we had to browbeat some of our local members into sailing in the Centennial Series, we had a period in which the division (which is the skipper's choice--until he has won the Centennial, after which he can't sail in it again) was almost exactly equal. This year, to our surprise, we had 15 in the Midwestern Championship series and 26 in the Centennial Series, so we gave more trophies in the latter series. The current attitude might be summed up by one contestant signing up late who looked at the Midwestern list, said "there isn't anyone on that list that I can beat" and grabbed the Centennial fleet list to sign in.

This two fleet system is a great help in decreasing the traffic jams on the starting lines which at times must be short, and at the marks which of necessity are pretty close together on some of our lakes out here.

LONG RANGE WEATHER FORECAST

Our regatta will have one race which will be a drifter in 1982. I base this forecast on the fact that we had one in 1946, another sometime late in the fifties but no one can remember exactly when, none in the sixties, and one Saturday afternoon this year. Looks like about a twelve-year cycle.



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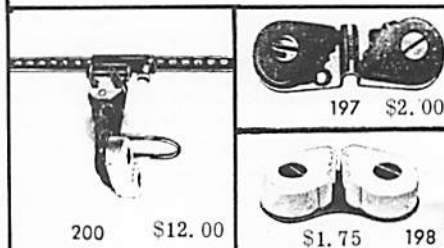
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FOR SALE: SNIPE TIE - TACS. Exact replica of a Snipe 13/16" high showing every detail. It is made of polished sterling silver and has a stickpin clutch fastener. An excellent quality product of a nationally known jeweler. Can also be worn as a scatter pin for the ladies. ONLY \$5.50 each. Make check payable to: Snipe Fleet 409, 5617 Winston Dr., Indianapolis, IN 46220

FOR SALE: SNIPE SWEATSHIRTS. Show other classes where your loyalties lie by wearing a sweat-shirt with the Snipe emblem. White long-sleeved shirts with the emblem in Navy Blue are available from Barbara Steiner, 111 Tarragon Lane, Edgewater, MD 21037. Only prepaid orders filled. \$3.50 per shirt includes postage within the United States.

FOR SALE: VARALYAY SNIPE 15214. Cedar hull covered with fiberglass by Varalyay. Wood keel - stepped mast; trailer. Top and bottom covers. 1969 Levinson and North sails. The boat is in new condition with the best racing fittings. \$1400.00. D.R. Ploetner, 438 Richmond Ave., Box P, Staten Island, NY 10302. Call days: (212) 981-2600.

FOR SALE: EXCEPTIONAL BUY - EMMONS fiberglass-covered Snipe 11664. Built to best tolerances. Fleet and District Champion. 2 masts, booms, daggerboards, rudder, and sails. New trailer included \$1100.00. L. W. Van Deusen, Jr., RD #1 Box 86, Wallkill, NY. Tel: (914) 895-3321

FOR SALE: CUSTOM BUILT BY BECKER'S highest standard; condition as new; Snipe 11636 always dry-sailed - very fast! Class champion 68/69. Elms sails; EX-Proctor mast; boom, Elvstrom bailer. Alloy board, all new 1969. Stainless steel fittings. Show room finish. Also can meet lower weights. \$975.00. Paul Pritchard, 1 Nancy Ct., Glen Cove, LI, NY 11542. Tel: (516) 671-6503.

FOR SALE: 1 SUIT LEVINSON FULL-CUT SAILS, used twice. Sold boat, and new owner did not want extra sails. Will throw in whisker pole and teflon-coated rudder. All for first \$100.00. Phone: (219) 744-2539. Bob Troutman, 1132 Westover Rd., Ft. Wayne, IN 46807.

FOR SALE: LOFLAND SNIPE 15217 - dark blue hull wood mast; Levinson sails. It's equipped for racing. \$975.00 price includes trailer and new full cover. Jess Nash, 7512 E. 55th Pl., Tulsa, OK. Tel: (918)-622-2561.

FOR SALE: LOFLAND FIBERGLASS SNIPE 16244. Levinson sails; Proctor E deck-stepped mast. Lofland trailer. Dry-sailed. Complete hardware and fittings. Excellent condition. \$1250.00. George Frazier, 104 Prindle Ave., Johnston, NY 12095. Tel: (518)-762-7775.

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Sanctioned Snipe Regattas

AUGUST 22-23 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Marvin Lee, 5219 Nichol St., Anderson, IN 46011. Tel: 644-3349

AUGUST 29-30 MICHIGAN INVITATIONAL Snipe Regatta, Barton Pond, Ann Arbor, MI, Barton. B. C. W. H. Hanselman, 1326 King George Blvd, Ann Arbor, MI.

AUGUST 29-SEPT. 4 CORK SAILING WEEK, Lake Ontario, Kingston, Ont., Canada, Canadian Y. A. North American Championship Title. CORK C. Y. A., 91, Yonge St., Toronto, Ont., Canada.

SEPT. 4-5-6 LABOR DAY Regatta, Lake Worth, Lake Worth S.C. Rita Bragg, 2133 Edwin, Ft. Worth, TX 76110.

SEPT. 12-13 INDIANA OPEN Snipe Regatta, Geist Reservoir, Indianapolis SC. Ralph M. Townsend, 742 W. Main St., Carmel, IN 46032.

SEPT. 12-13 MISSOURI YC Snipe Championship, Lake Lotawana, Missouri YC. Roger N. Moorman, 804 Cedar, Lee's Summit, MO.

SEPT. 19-20 INDIAN SUMMER Regatta, Lake Michigan, Chicago, IL, Burnham Park YC. Lee Brahos, 5757 N. Francisco, Chicago, IL 60645.

SEPT. 12-20 WESTERN HEMISPHERE Championship Regatta, Spanish Point, B. C., Great Sound, Pembroke, Bermuda. Carlos Bosch, P. O. Box 720, Hamilton, Bermuda.

OCT 3-4 OXFORD INCIDENT, Acton Lake, Ohio, Hueston SA. Tom Rolles, 3781 Quante Ave., Cincinnati, OH 45211

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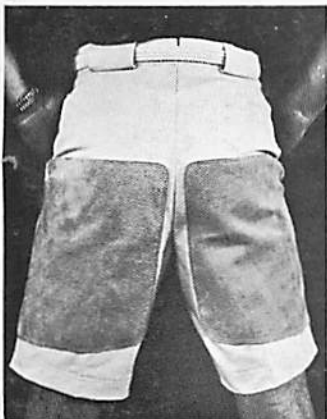
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