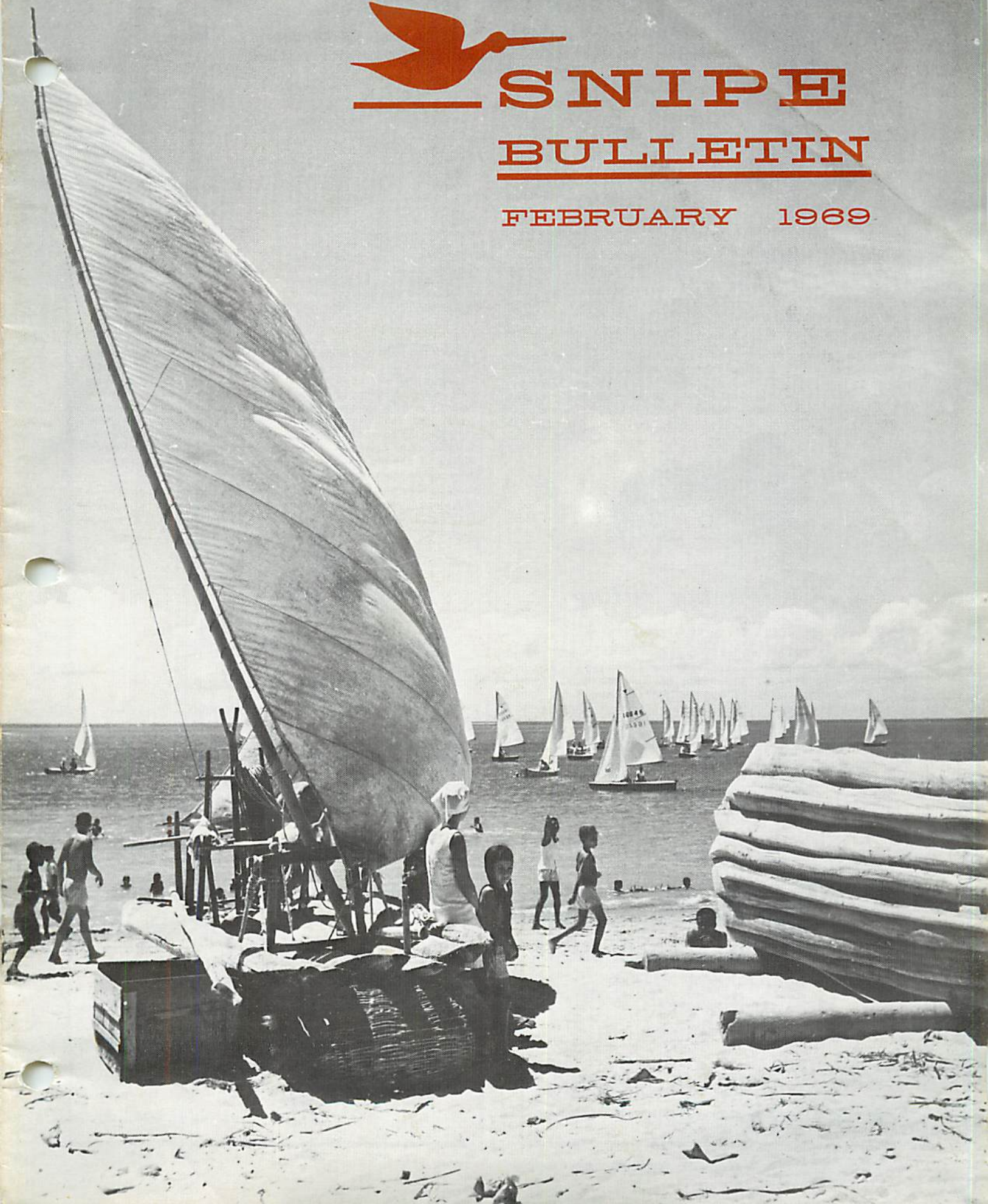
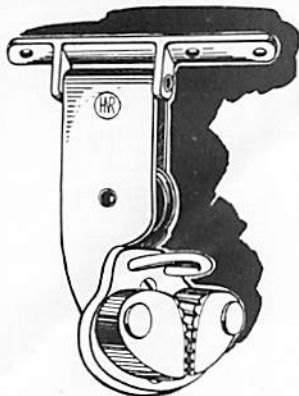




SNIPPE BULLETIN

FEBRUARY 1969

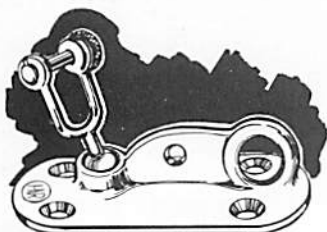




Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylontron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



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QUALITY FITTINGS



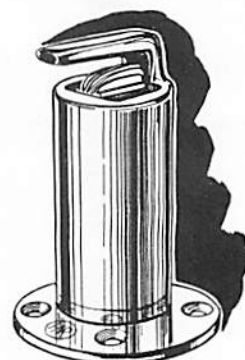
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This quality line of ingenious hardware is designed and manufactured by a Snipe sailor for those who want something better than the ordinary run-of-the-mill fittings. The proven efficiency of these products has received world-wide recognition in the Snipe class as well as many other classes. Take the Jiffy Jib Jam, for example. It has been adopted as standard equipment by most builders of the Snipe class, including the world's largest. The Snipe Class Championship of the World was won by boats equipped with it in the years 1963 and 1965 and the runner-up in 1967. It was adopted as standard equipment on all Snipes used in the 1964 Western Hemisphere Championship and all Snipes in the 1967 V Pan-American Games. The National Championship of countries too numerous to mention, have been won by Snipes equipped with it. In short, it is doubtful if there is an important Snipe regatta anywhere in the world that has not been won by a boat equipped with it. A convincing record such as this, should leave no doubt that when better Snipe hardware is made, Richards will make it.

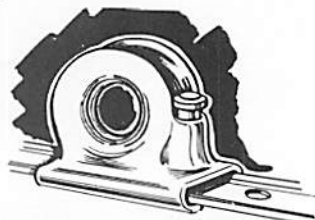


Jiffy Jib Jam

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The fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



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Voice Of The People

SPINNAKER TEST IS UNDER WAY

"While the project is not yet finished, I have some things to tell about the spinnaker. There are many asking for details about the matter, but I can not give an answer, but in the meeting of the national secretaries held during the European Championship in Ismir, Turkey, a decision was made about the matter for a spinnaker for a Snipe, as follows:

I will, here in Denmark, ask Paul Eivstrom to make a spinnaker especially for a Snipe to give more speed than the present jib does under conditions when spinnaker could be used. I will then test it in different weather conditions and take a film story about the test sailing. I will then send a copy to you and you will, with your own eyes, see what's going on and form a judgment as to whether the Snipe should get a spinnaker.

After that, your committee and the Board of Governors can make your own decision, and you can adopt the spinnaker or not. We deemed it pertinent to make the necessary experiments and thus stop the much talk about the matter, so it can be settled one way or the other once and for all!

The test sailing will be done by one of our best Flying Dutchman sailors, Mr. Hans Fog."

— Erling Olsen

National Secretary for Denmark.

KEEP JUNIOR NATIONALS FOR REAL JUNIOR SNIPERS

From the Commodore's Mailbag

"I read in the latest Snipe BULLETIN about the new "Junior Membership", which would allow non-boat owners or co-owners to sail in all Junior regattas, although they could not vote or hold offices. I also read that at the Board of Governors meeting at the Nationals, you appointed a committee, including yourself, to revise the Junior definition and resolve the conflict between the "Junior Membership" stipulations and the Deed of Gift of the Duffy Memorial Trophy for the Junior Nationals. Being an active Junior Sniper who sailed in this year's Junior Nationals and who will undoubtedly sail in next year's (and hopefully the two after that), I feel that I should voice my views on the subject.

I urge you and the Board of Governors to leave the Deed of Gift exactly as it now stands. I feel that it would be grossly unfair to those of us who put a great deal of time, work and money into our boats, race actively, and work to support our fleets and the class to allow anyone with three dollars to sail in our championship.

My dues to SCIRA, District 4, and Fleet 7 total \$20.00 per year. My father, who does not sail, pays an additional \$5.00 SCIRA dues just to help the class. My boat originally cost a considerable amount of money, and it hasn't stopped eating it up yet. I put a good deal of time and effort working on the boat, and I would probably spend a great deal more if I had it to spend. I race every chance I get. I am the fleet scorekeeper. I led the Juniors in decorating for our last regatta, and I help my fleet however I can. The other Juniors in my fleet also pay full dues, work hard on their boats, race when they can, and try to help the fleet; and some of them wholly or partially support their boats and racing activities. Yet, if "Junior Members" are allowed in the Junior Nationals, we will have to compete for our championship against people who have expended, and contributed to the welfare of the class, nothing more than the sum of three dollars. I just paid three dollars for one pintle!

Furthermore, I urge that the conditions of the Deed of Gift be enforced. Please understand that I am not opposed to the new "Junior Membership", or to such members being allowed in other Junior regattas if the sponsors so desire. I simply want the existing qualifications for the Junior Nationals, which I feel to be quite fair, to be preserved and enforced. The Duffy Series is our version of the Heinzlins, and its rules should be just as strictly followed."

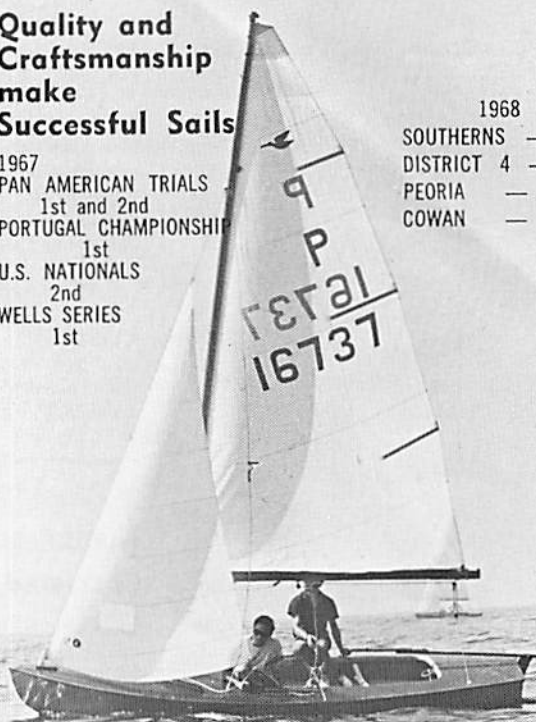
— Charles Myers, Fleet 7, Miami, Florida

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1st

1968

SOUTHERNS — 1st
DISTRICT 4 — 1st
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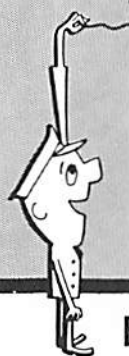


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SNIPES BULLETIN

THE INTERNATIONAL SNIPE CLASS

FEBRUARY 1969

Vol. XXIII No. 8

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Commodore

Dr. Robert Schaeffer
3609 Navajo Place
Palos Verdes Estates,
California 90274

Vice Commodore

Dr. Angel Riveras de la Portilla
Avda Jose Antonio 33
Madrid, Spain

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Oklahoma City, Oklahoma 73106

Executive Secretary and Treasurer

Birney Mills
655 Weber Ave.,
Akron, Ohio 44303

RULES COMMITTEE

Chairman: TED A. WELLS
755 Edgewater Rd., Wichita, Kansas 67230

EDITOR

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CONTRIBUTING EDITORS

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Anton Grego-Jugoslavia	Stewart Griffing-USA
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EDITORIAL & BUSINESS OFFICE

Address all correspondence to:
655 Weber Ave., Akron, OH 44303

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

The Cover

THE OLD AND THE NEW! Snipes racing for the 1968 Brazilian Championship Title in the background form a striking contrast to the strange looking craft high and dry on the beach at Maceio, Alagoas, Brasil, where the regatta was held last summer.

This ancient native raft, called a "Jangada", is generally used for fishing with the catch stored in baskets on board. They are famed for going miles out into the open seas, sometimes for days at a time.

The hardy sailors manning them are called "Jangadeiros", from whence the late Clube dos Jangadeiros of Porto Alegre in southern Brasil, site of the 1959 World Championship Races, gets its name. An appellation worn with pride and honor!

- Photo furnished by Fernando Araujo, Brasilia.

THE SCORE

Numbered SNIPES — 18065

Chartered Fleets — 662

33 more Snipes in existence today, and so our total now is 77 for this new year. Rather slow, at first glance, but the sun is setting higher every day and the redbirds are starting to sing and whistle, and so soon as the ice disappears, why ———!

The United States accounted for 19 of them; Norway second with 10; while one apiece went to Canada, Colombia, Portugal, and Portuguese West Africa.

Jose Evaristo San Roman, National Secretary for Brazil, had the pleasure to personally present the new Charter 662 to the Flotilha de Snipes de Bahia in January. There have been several boats there in the past, but this is the first time they have been officially organized. The XXth Brazilian National Championship will be promoted by the Yacht Club da Bahia in the beautiful bay at the picturesque city of Salvador, the first Brazilian capital. The commercial sailing craft there resembles the Bahamas of old times. The Brazilian Air Force will transport many crews. Paulistas and Brasilienses (People from Brasilia) are considering to travel there by road, which is no adventure now to what it used to be, thanks to the modern Brazilian times and roads. More than 40 Snipes are expected. Snipe is SECOND TO NONE in Brazil!

Dues are Payable Now

Can you recall those strange, but familiar, words of yesteryear? Once again the DHUSDHU - DEWSEDEW - DOOZURDOO - DUZARDU pops up again (remember March 31st?), but no matter how you spell it, it all adds up to the same thing and you should know what it means.

Section 12 of the Constitution says: If the owner of a measured boat of the class shall fail to pay his dues within one month of the start of his fleet's official racing season, such boat shall become ineligible to race. Such an owner shall lose his membership in the Association and all rights connected herewith.

The Fleet Captain is charged with the proper payment of dues by the members of his fleet, which means that he must see that the boats are properly registered (transferred if necessary, etc.) and measured before sending in any collections for SCIRA membership. He distributes the member-

ship cards and rule books and thus knows the official standing of each boat, and it is up to him to police participants in all official races. He should check constantly to see that all entrants are eligible to race in point score races and sanctioned regattas and make the display of SCIRA membership cards an automatic and mandatory part of the registration of all entrants.

We have a strong organization today because this indirect collection of national dues on a local basis has been practiced for 36 years and strictly observed without any loopholes. Help out your fleet officers by paying promptly, remembering that your organization needs a constant income in order to survive. SCIRA dues are relatively low. Here they are: An individual owner pays \$7.50; if 2 or more people own a Snipe jointly, they are considered as equal owners and each pays \$5.00. In the case of 2 co-owners, the total collected is \$10.00 and not \$12.50 (\$7.50 and \$5.00) as some think. The entire dues schedule can be found on Page 146 of the 1968-69 SCIRA Rule Book.

Printed forms have been furnished by this office for years for use in reporting dues, and they make it much easier for all involved. Many fleets already have a supply, but if you don't, send in a request. And while you are at it, ask for the necessary number of score sheets, plus sanction blanks for use if you are hosting a regatta. All for free - and uniformity makes for good record housekeeping.

Some Miscellaneous Items

GREAT MAIL DELAY - Before you write complaining about non-receipt of mail, please consider these facts: On December 20th, the longshoremen serving the Eastern and Gulf ports of the United States, went on strike. Mail going through these ports was placed on embargo, resulting in the return of all January BULLETINS to this office, where they still remain. Only airmail goes through. Six weeks later, the condition still exists, and it looks like the February issue will join our storage pile. Nothing at all we can do about it — you'll just have to wait it out!

(The irony of the above is that those who should know about it, will still be in the dark! But at least, this is one for the record.)

1969 U. S. NATIONALS - Conjecture on dates:

The Sears Cup Races start August 25th at the Jacksonville YC, so it is reasonable to expect them to put as much time as possible between the 2 regattas. The best guess for the Snipe Regatta would be the 1st week in August, with preliminaries the last week in July, with all cleaned up by the 10th. Exact schedule will be printed next month for sure.

1969 WORLD CHAMPIONSHIP - as announced last month, definite dates are Nov. 4-10th at Luanda, Angola, PWA.

PRINCIPAL SAILING RULES - This booklet is being revised and should be printed and available by the 1st of April. Orders received now will be held without acknowledgment until they can be filled. You'll get it eventually.

SCIENTIFIC SAILBOAT RACING - Same thing

as above, for Dodd, Mead & Co., is holding all recent orders on back-order until a new print has been accomplished. Should not be long now. You can get your money back on this one, if you don't want to wait, and request it.

ADVERTISING RATES in the BULLETIN have been raised by one-third on the average, the 1st change from those inherited in 1953. Seems justified - and we hope it won't hurt too much!

A PLAN OF ACTION

From the SNIPE BULLETIN COMMITTEE

By Jim Richter

As the Chairman of the new BULLETIN Advisory Board (concerned mainly with advertising and format), I would like a little linear space to enlarge on our presentation at the SCIRA Open Meeting last August. (Part of the presentation was in the November 1968 BULLETIN).



The Contributing Editors and Honorary Contributing Editors have been selected and they are listed in the new masthead on the opposite page.

Each of the Contributing Editors have been assigned topics and have been given deadlines for their reports. Below is a partial listing of column ideas with editors assigned.

How to Build a Strong Fleet and Junior Training — Buzz Levinson

Sailing a Snipe from a Teenagers Point of View: How to get other young sailors interested in competition, etc. — Charles Myers.

Hull Comparison: Each Snipe Manufacturer will write a summary about his boat, commenting on its physical characteristics. These summaries will be given to three BULLETIN Committee members to co-ordinate and evaluate the material and comment about the physical characteristics of the boats. Their statements will be objective and designed to inform Snipers about boats available. Brad McFadden, Chairman; Jim Richter and Harold Gilreath.

Sail Comparison: Same format as for hulls. Lou Leber, Chairman; Joe Bucek, Floyd Hughes.

Miscellaneous Equipment: Same format as for hulls and sails. Story ideas are how to select a Snipe trailer, what boat covers are needed for what situations, buying a mast, boat lifts, tell tales, rudders, centerboards, etc. — Stu Griffing, Chairman; Howie Richards.

New Equipment: Any supplier or person who develops a new product should be entitled to a story about his development. We want our advertisers to know that we are interested in what their new products do to help Snipes. — Arnie Lundmark.

Racing Tactics and Strategy: Several champion caliber Snipers will write articles on subjects such as tuning a boat, making a good start, etc. We are giving two skipper the same subject to report with each one telling about his own "racing tactics". Their stories will run concurrent with each other. — Stovy Brown, Earl Elms, Anton Grego, Jerry Jenkins, Francis Seavy.

Snipe Rules: As suggested rule changes appear, an article will be written to inform Snipers. This will include equipment changes and racing rule changes. — Ted Wells, Chairman; Steve Taylor.

Race Committee: How to organize a good race committee, setting good lines, rescue operations, etc. — Steve Taylor, Chairman; Mark Schoenberger.

National and International Subjects: Com-

modore of SCIRA will have a monthly column to interpret what is happening in the organization. This column will also present opportunities for timely articles from Horacio Campi, Bud Hook, and Svend Rantil. **Snipe Growth:** Monthly column by Executive Secretary Mills discussing the number of new boats, fleets, officer changes, etc.

Wells Wandering: This column will be maintained, but Ted will tie in his articles with subjects we are featuring for that month. He will apply it to his on-the-spot coverage of regattas. As an example, if we are featuring how to tune a Snipe in relation to mast rake, he will write about his observations at recent regattas he has attended, etc.

Controversial Subjects: Here is an opportunity to get answers of some of the letters to the editor.

This concludes the "plan of action" for our Committee thus far. We do have some format changes we wish to experiment with such as using three columns instead of two, using color wherever possible, making standard page titles, designing a masthead, etc., but these changes will come about slowly.

We welcome any material that you send in and appreciate your interest in sharing your thoughts with us. The reason our organization is so strong today is due principally to the interest taken by its Snipers.

In closing, I want to thank, in advance, the Contributing Editors for their efforts to make our BULLETIN an even better sailing publication than it already is. Each one will be performing a service to our class and to the hundreds of SNIPE BULLETIN readers from around the world.

More Items of Interest —

There was less change than expected in the selection of classes for the 1972 Olympics. The Soling replaces the 5.5; surprising is the fact that Tempest did not get in. either as a replacement or an additional 6th class; two new classes were granted international status - the Contender and the French 470, the latter a 2-man centerboarder which is virtually unknown and chosen without any trials to speak of. Snipe, on the other hand, received this honor and recognition through our own persistent efforts over the years and with world-wide popularity. It appears that considerable politics enter into IYRU's selection of classes for any category. . . . Page 129 of the January National Geographic shows a Snipe sailing in Arrecife's harbor in Lanzarote. Snipe are everywhere. . . . Bud Hook was awarded Boy Scout's newest and highest award, the Distinguished Eagle Scout Citizen Award at a special Court of Honor in New York recently. He was one of 10 men cited across the United States. He has given 25 years of service to the BSA and was head of District 7, which governs 700,000 Boy Scouts. Bud became an Eagle Scout in 1921. . . . There are 32 regattas listed on the sailing schedule for the San Francisco Bay area Snipes. The District 7 and Pacific Coast Championships are tentatively set for June 14-15 at Clear Lake, while both Portland and Seattle have offered to sponsor the PC Regatta early in Sept. . . . The Weinman Trade Boat Series at Lake Merritt sounds like a lot of fun. In the first race, each skipper sails his own boat; in the 2nd race, trading begins with the last placer taking the winning Snipe, and vice-versa. In the 3rd race, the same arrangement goes, thus giving each skipper an opportunity to try 3 different Snipes. It's very convincing!



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RACING TACTICS

WEIGHT PLACEMENT OF SKIPPER AND CREW ON ALL POINTS OF WIND UNDER DIFFERENT SAILING CONDITIONS

By Francis Seavy

First, I will take light air conditions. I think on all points of sailing in light air, the skipper and crew should keep a little more forward than normal. I mean by this, the crew as far forward as the cockpit will allow and the skipper right close to aft side of the centerboard well. It is also important to keep the weight as low as possible by sitting inside--crew on the lee side of the centerboard well and skipper on lee side close to the crew.

On reaches, I let the crew stay to leeward inside the boat and I generally sit on the weather deck close to the aft side of the centerboard well.



DOWN WIND If there is a little chop, I usually sit on the weather side and the crew to leeward on the deck. This spreading the weight apart helps keep the boat from rolling. Also if skipper and crew work together moving in and out you can keep the boat steady. Quick movements should be held down to a minimum keeping the boat on its proper heel and steady is important.

MEDIUM TO HEAVY AIR Going to weather, crew and skipper should sit a little further aft, about the center of the boat. Remembering to keep the boat flat. My hiking straps are across the cockpit, the first one is about sixteen inches aft of the center board well, the second strap is about ten inches aft of the first strap. This puts me about twenty inches aft of the center board well. The crew should be close to the skipper (especially if the crew is female) -- this cuts down on windage. Also in medium and heavy air the weight in this position keeps the bow up, so you go over instead of through the chop.

NOW REACHING The weight should go even further aft, especially in planing conditions. I sometimes move as far aft as four feet from the transom and my crew right with me. This keeps the bow up on top, not plowing. Every time your bow plows through a wave it slows you down. Now being so far aft, you must watch your boat speed. As soon as you start dropping off a plane you should move forward to keep the transom drag down to a minimum.

DOWN WIND I still keep the weight aft, still watching the transom drag moving the weight forward as the boat slows down. The crew and skipper should sit well out on each side of the deck, hiking in and out, keeping the boat flat. This is important! As puffs increase, move weight aft; as puffs die, move weight forward. Always be on the move with your weight. This makes a steadier boat speed. Remember weight is important. Don't just sit there! Move your weight, it's to your advantage.

By Earl Elms

Two things have an effect on the helm of a Snipe. One is the trim and the set of the sails, the mast, and daggerboard, and the other is the distribution of the weight of the skipper and crew. I was asked to write an article on weight distribution and what it can do to make the Snipe go faster.

The first thing that I would recommend is that, when moving around in the boat, the skipper and crew should move as smoothly as they can. No jerks, stumbles, or vibrations such as shivering from being cold. Dress warmly so that you will not be cold.



As far as weight placement, I will try to explain how I try to balance the boat in different wind and water conditions.

In light air and smooth water, I try to sail the boat on a constant heel to leeward of about 15 to 20 degrees. I prefer to get the weight toward the center of the boat by having both my crew and myself sitting as much amidship as possible. If I were to sit on the weather side my crew would have to sit on the weather legs, he would be right in the slot between the main and jib. With both of us inside, if we get a puff, I have my crew remain still while I move up to the rail as smoothly as I can while still trying to keep the boat on a steady heel. Sometime it will be necessary for both skipper and crew to move, but only after the skipper is hiking and cannot hold the boat down should the crew move. Most of the time you should be able to anticipate the puffs by watching the water. You should then position yourself so that you can move smoothly.

As far as fore-and-aft weight placement, I try to carry my weight forward enough to keep the transom from dragging. This decreases wetted surface while creating a little helm from burying the bow.

On off the wind legs in light air, I keep the fore-and-aft weight in about the same position as on the weather legs, but both my crew and myself move up to the deck, the skipper on the weather side and the crew on the leeward. I like to lay the boat over to weather instead of to leeward about 10 to 15 degrees. I think this raises the sail area higher in the air. However, in drifters I lay the boat to leeward in order to keep the sails full by using gravity as much as possible. The main thing is to be still.

Medium breezes and medium chop will warrant distributing the weight in a little different manner. By medium, I mean a breeze when the skipper and crew will both be sitting on the weather side and hiking slightly. In a breeze like this, the boat will be moving fairly close to hull speed and it is important to move the weight aft to keep the boat on its best sailing lines and to decrease the helm slightly. Different boats tend to react faster or slower to the movement of your weight, therefore, the weight cannot be placed by my starting that you should center your weight so many feet and inches back from the bow. You will have to experiment with your boat and decide where your weight makes the boat feel best.

In a medium breeze, I like to keep the boat slightly flatter than in light air. On my boat, about 10 degrees seems to give me about the right amount of helm.

In medium breezes and medium chop, you can sometimes make the boat plane or surf for short distances on the reaching legs so it is necessary to move your weight aft more because the breeze will tend to bury the bow. Once again keep the boat on its best sailing lines.

On runs, lay the boat over to weather enough so that you have no helm, which will probably be about 5 or 10 degrees.

(RACING TACTICS top of 1st column next page)

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Fore and aft weight placement should be slightly aft of the position it is carried in going to weather, just enough to keep the bow from burying or plowing. Again sit still. If you can surf, move your weight forward as you are about to catch the wave and aft once you are surfing. Move smoothly, with no jerking.

In strong breezes with lots of chop or ocean swells, holding the boat flat is necessary. On the weather legs when you are fighting to hold the boat down and the water is real rough, the skipper and crew should hike as hard and long as they can. If you start relaxing, someone is going to catch you. On weather legs, the weight should be carried well aft, both to balance the boat and to keep the bow from burying. It will also keep some of the water out. Feathering a Snipe in these conditions will sometimes be necessary, but I would not recommend it. The best thing is to hike and keep it moving as fast as you can, or it will not bail. If you fill with water, your speed will drop so much you will never get it out going to weather.

On reaches and runs when it is really blowing, you will be able to sustain a plane for long periods of time if you will keep your weight way aft. In fact, keep your weight so far aft that you think you are too far -- that is usually just enough. Try to keep the boat flat at all times. This will eliminate helm and make it easier to plane. Try to keep the boat from rocking, as this will cause the skipper to be constantly correcting course which will slow you down.

When surfing, the skipper should try to place the boat in front of the wave with the boat balanced perfectly and with no helm. You will then be in position to accelerate with the wave rather than pulling the helm over to get the boat into the wave. This will slow you down and you might miss it. It is all in keeping the boat flat.

Sometimes the water and wind conditions will not be in line with each other. For instance you could have a severe motor boat chop with no wind, which usually causes the most trouble. I carry the weight in the normal manner for light air, but it is necessary to drive the boat off and keep the speed up. Nothing is as bad as killing the boat by trying to point too high in chop.

In hiking, get friendly. Sit as close together as possible. Present yourselves as one wind obstruction. Sit still and move smoothly.

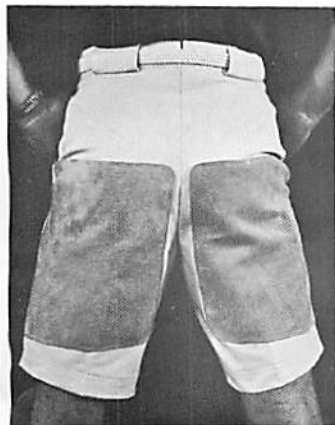
I hope this will be of help to some of you. Happy Sailing.

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BUT — π are not square
 π are round
Cornbread is square.

(Plenty corny, eh? - Ed.)

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How to Get Other Young Sailors Interested in Snipe Racing — Chuck Myers

About the Author - This young man has the world by the tail - he will be 16 next March! A native of Miami, Florida, he attends high school there and is on the Sophomore Board. A member of Fleet #7, he started sailing in 1962 and got into Snipe in July 1967. Has tried other classes, but no serious racing in them. He won the B class championship last April; went to the U. S. Juniors in August and is now fleet scorekeeper. He's a comer!



This subject is difficult for me to write about, partially because situations and ideas vary from place to place, and partially because my own fleet really doesn't try very hard to recruit juniors. However, I'll try to throw out a few ideas which might have attracted me to Snipe Racing, and which might attract others.

1. **RACING** Racing is the "Name of the Game". Frequent, well run racing is vital to attracting others.

2. **JUNIOR RACES** It's a good idea to have occasional races or regattas just for Juniors, open both to your own and any others who can handle a boat. Invite anyone who might be interested in Snipe racing, and arrange for them to borrow a boat. This may or may not help your recruiting, but it can be a lot of fun for the Juniors.

3. **DEMONSTRATION DAYS** These, for want of a better term, are what I call days on which a crowd of Junior sailors, assembled at a sailing area for some other event, is invited to try out a particular boat -- in our case, the Snipe. Several Snipe owners, including as many Junior Snipers as possible, could rig their boats and let interested Juniors take turns sailing them. They could go out themselves with inexperienced kids, or turn the boat over to teams of more experienced Juniors. I have seen this tried with other boats, and it was very well received by the Juniors.

4. **ON-SHORE ACTIVITIES** I have never seen a group of sailors who do not celebrate a regatta, or just about anything else that happens. For example, my own fleet celebrates the arrival and departure of Carl Zimmerman, out of respect for him and because he happens twice a year. It's a good idea to include something for the Juniors to do at these affairs. We like to have fun, too!

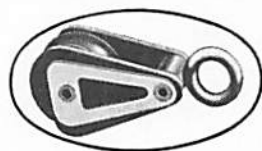
5. **CREWING** One of the most common ways to get someone started in racing is to train him (or her, of course), then let him sail your own boat occasionally. He may become interested enough to get his own boat, and if he doesn't, you have a crew.

6. **JUNIOR FLEETS** The SCIRA rules provide for Junior sub-fleets with their own officers, races, etc. I have not had any experience with this arrangement, but it might make a fleet more attractive to Juniors.

Junior sailors can be recruited from several sources. They can be "graduates" from Junior classes such as the Optimist Pram or the Naples Sabot, daysailors, crews, or children of sailing parents. Wherever you find them, see that they are exposed to Snipes. Then if any seem interested, pounce on them before they get away. See that they get a chance to try out a Snipe. Use them as crews, and train them if necessary. Invite them to fleet meetings and activities. Make them feel like "part of the group". Then, if they want to get a Snipe help them find a good one. And when they start winning races, you can brag about how you got them started.

While you're pursuing Junior sailors, remember that many kids who have never sailed would probably like it if they tried it. If you know a young person who might enjoy sailing and racing, give him a chance to find out.

My last, but certainly not my least, observation is that not a great many Snipe Juniors, and very few Skippers, are girls. My opinion may be somewhat prejudiced, but I feel that this is a deplorable situation. So don't neglect the girls when you're recruiting. I hope this article is helpful.



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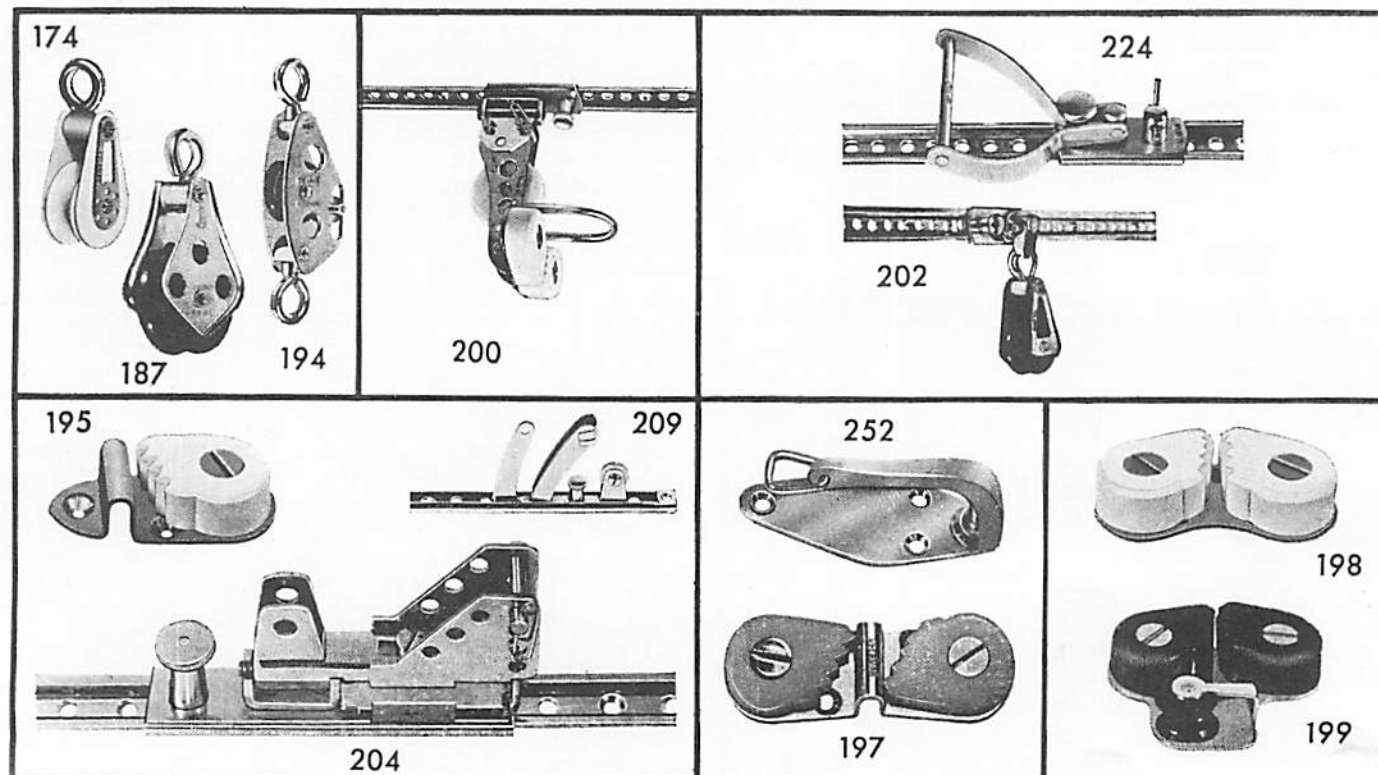
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and

Nelson P. Piccolo - World' Snipe Championship

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SCIRA Rule Changes

By Ted A. Wells, Chr. Rules Committee

Anyone who has ever heard of Snipe in the last 30 years has also heard of Ted Wells at the same time. Ted, now just past 60, is a consulting engineer for aircraft and mechanical engineering products. Living at Wichita, Kansas, with his wife Margery (and a well-known Cairn terrier "Taffy"), he is a member of the Wichita SC, where he started to sail a Snipe in 1939. He has won many honors: World Champ 1947 and 1949; Western Hemisphere 1952 (3rd in 1950); U.S. National Champ 1947-49-52; 2nd place 1950-54; 3rd place 1948-50-51-53-54-57. Midwinter Champ 1948-50-51-52-54-57; Minneford Hi-point 1945-48; Reichner Trophy 1945-48; Southwestern Champ 1946-47-49-50-68. He is a member of the North American Yacht Racing Union Rules Committee. WHATTA MAN!



By agreement with all National Secretaries several years ago, the SCIRA Board of Governors ruled that changes will be made only once every two years — the time being after the National Secretaries meeting at the World Championship.

Section 30 of the Constitution of SCIRA provides that proposed changes must be submitted to the Executive Secretary by June 1 of the year in which the change is to take place. Next, the changes are submitted to all members of the Rules Committee. The recommendations of the Rules Committee are voted on by the Board of Governors, either at the World Championship or by mail, or by both means. Only the Board of Governors can make changes. They can, of course, make changes out of the normal two year sequence if they wish. Items currently up for consideration are:

A proposed requirement that after December 31, 1969, all new boats shall have the capability of continuing racing when they have been righted after capsizing and swamping to the maximum possible degree (November BULLETIN page 4). This requirement will, in my opinion, never be applied to older boats. It may at some future date be made applicable to certain levels of competition, such as World or Hemisphere Championships.

There are currently three basic methods of accomplishing this. They are:

1. A bottom which is built up with foam to a 4" depth, with a suction bailer in a well and large drain holes in the transom. Most of the water runs out the transom, and the rest runs out rapidly with the suction bailer as it is always working with at least a 4" head.
2. The self-bailing cockpit, which has been with us for a long time. This involves a bathtub type cockpit with drainage either through the transom, into the center board trunk, or into a suction bailer well. The latter permits having a considerably lower floor. With a mast stepped on the keel, there are problems sealing the hole in the deck where the mast goes through.
3. Fore and aft vertical bulkheads running the length of the boat, from bottom to the deck, about fifteen inches each side of the center line.

Some new means of specifying what it takes to get a mast approved will have to be worked out. This will probably be based on lateral and fore and aft deflections of sections known to be satisfactory. Details of this have not been worked out.

Every now and then someone takes it upon himself to make his own improvement without checking with the Rules Committee, and trouble ensues.

One such item is use of a Cunningham Hole in the jib luff. This is not currently allowed. A submission will probably be made to the Board recommending approval of the Cunningham Hole in the jib luff, but limiting its location to say 2 1/2" from the tack.

Another is the running of the jib halyard back down parallel to the fore stay and jib luff to a point below the deck, then back to an adjustable anchorage. This was apparently used

(CONTINUED Bottom of next column).

Building a Strong Fleet

SELLING BOATS TO NEW SAILORS

By Buzz Levinson

A fleet is only as strong as its sailors and boats. There is an old maxim among sailors that it is 90% sailing ability and 10% equipment in a winning combination. If true, then I think that 10% is like the old maxim about an inch being not important — unless it is on the end of your nose!

Boats and sailors are important, and getting the most out of what you have is also equally important. Compared to the early days of Snipe racing, the difference between the faster Snipes and the slower Snipes has been steadily diminishing. To my knowledge no Snipe built in the last few years is markedly inferior to any other, although there are some slight differences.



Thus often, to the beginning skipper, getting a boat and joining in the fun and competition is more important than getting the ultimate in racing perfection. Snipers are more fortunate than most other class sailors in that sale and resale of Snipes is relatively easy. This is due to the many fleets and active class and the Snipe BULLETIN want ads.

Thus barring any "flower pots" around the club, it is best to get a new skipper in a used boat, rather than wait for a new one.

Among things a prospective buyer should look for are:

1. Is the hull sound? -- most hulls (even glass) can be refinished if they are not rotted or warped.
2. Is the boat minimum weight? -- it should be minimum or be capable of being lightened.
3. Aluminum daggerboard? -- a real advantage in lake sailing and for resale purposes.
4. Aluminum mast desirable (Proctor E is considered best) although a straight, fairly stiff wood spar is competitive.
5. Are the sails in reasonable good condition?

The items I've mentioned all involve major expense in replacement and hurt resale value. The best way for a new sailor to obtain a boat is to talk to several experienced fleet members. They probably are familiar with the boat and its record and since they are anxious to build the fleet can steer the prospect in the right manner. Talk to more than one where possible and get a consensus.

Too often a fleet gets a new member into a boat and then that is the end of it. Unless the new member is unusual, he will need some help. Several fleet members should be assigned by the fleet captain to go out in the boat with the new owner for a sail and race, if possible. That way he can learn quickly the do's and don'ts of Snipe racing and equipment handling.

As I mentioned last month it is very desirable to trade boats occasionally between high and low standing skippers. Usually one of three things happens:

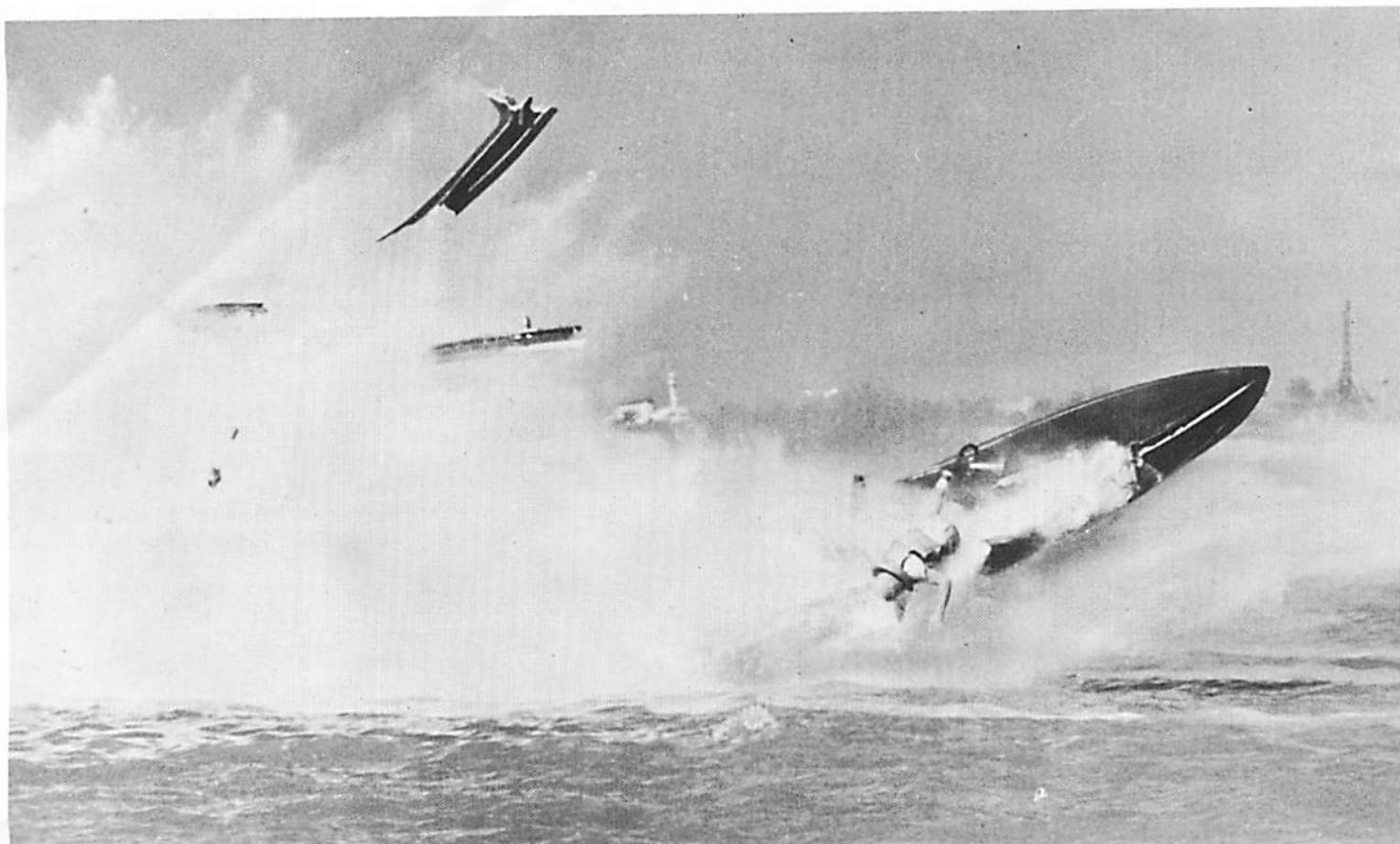
1. He improves his boat by making necessary changes and additions.
2. He sells his boat and buys a new or newer one.
3. He sells his boat and takes up golf.

We hope it is one of the first two!

(SCIRA Rules Changes by Ted Wells)

on a number of boats at the Nationals. I had to leave early and did not notice it. Several squawks have been received since, pointing out that this is really a double jib stay which is prohibited by paragraph 50. Also, the jib luff wire plus this parallel halyard will easily permit carrying all the load normally shared with the jib stay and voila—an adjustable fore stay. The Rules Committee has been circularized on this item and it has been ruled illegal.

There is a rumor around that some boats are using a Proctor Aluminum boom smaller than approved (see paragraph 45 in the Rule Book). This is only a rumor so far and I hope it isn't true, because some people are going to be unhappy if it is true.



Every once-in-a-while we go completely haywire when it comes to boat pictures, and when we got this one from the Miami-Metro News Bureau, we felt one of those moments coming on. This most remarkable shot shows James Gaskins, Jr., just as his "250" flipped over in the Orange Bowl Speed Classic in Miami last December 17th. He saw his boat disintegrate in this most specatcular accident, and was reported unhurt. The lucky photographer who got this shot should see it hanging around for a long time.

(Moral: Do your racing in Snipes!)

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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A Good Course Mark —and Easy to Make

Daniel Moreno Grob of Bahia Gaira Fleet 634, Colombia, read the appeal for ideas for course marks in the October BULLETIN. And he immediately came up with this one, which they have used with success in Barranquilla. The large Snipe family sticks together!

This mark is very easy to make. The size shown in the plan is for a Mini-Olympic course; that is, no more than one mile to the weather mark. If you want a bigger mark, use two ring buoys, a larger flag, more heavy ballast, and increase the length of the upper pole.

Two poles made of aluminum conduit—the same used for electrical purposes. One

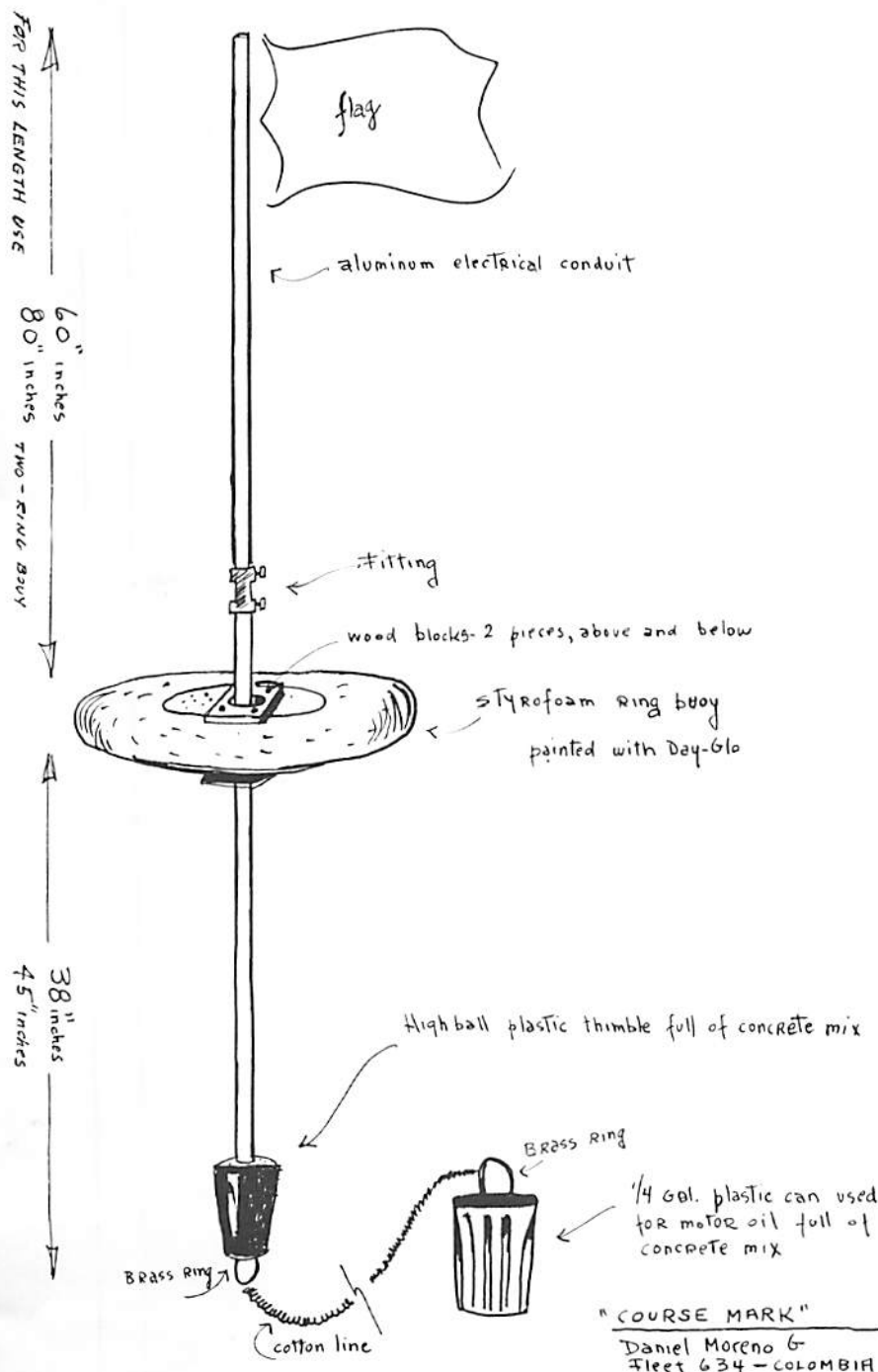
pole (the upper one) is 60 inches long; the lower one is 38-40 inches long. After the lower one is inserted through the ring buoy, it is fitted to the other one with a conduit joint and 2 screws. That makes the mark dismountable and easy to store after use.

At the end of the upper pole, tie the flag permanently. At the end of the lower one fitted with a pin, use a highball plastic thimble filled with cement mix. The in the bottom of the thimble insert an open brass ring for a line.

The float is an ordinary styrofoam ring buoy, or just a block of styrofoam painted with orange Day-Glo.

For anchor, use a 1/4 motor oil plastic can filled with cement mix with a brass ring to tie the line.

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Indianapolis Brags a Little About Their BIG Regatta

Lemke Won Top Honors and Lilly Series—Young Carl Levinson the Call



WINNERS OF THE LILLY CHAMPIONSHIP SERIES - Bottom (l. to r.) - Bob Rowland, 9; Dick Chastain, 10; Frank Levinson, Jr., 5; Ned Lockwood, 6. Top (l. to r.) - Berkley Duck, 4; Chuck Ellery, 8; Gene Lemke, 1; Bill Hancock (crew for Frank Levinson, Sr., 2; John Call, 3; Dan Wesselhoft, 7.

We advertised this regatta as the "World's Largest Snipe Regatta". Does anybody dare challenge our claim? The final tally found 93 trophy hungry Snipes sailing for the hardware and the Indiana State Championship. This broke our old record of 82 entries recorded in 1966 and overshadowed last years accomplishment of 79. We welcomed these record breakers with beautiful weather, the highest water level in years and even a breeze or two. The parties were big, the trophies numerous, and the sailing very adventurous. The box scores tell the toll of those Snipers that took only one bad tack, or looked around to see where "they were". Then, next saw the fleet at the finish. The regatta was run in our successful pattern of two regattas in one. The Sniper chooses his regatta. He can sail for the Indiana Championship in the Eli Lilly Series or he can sail for companionship in the John Call Series.

Saturday's first race was a typical endeavor for "little Joe". The wind was hiding; so, the race committee set up a line and started firing cannons. The first Lilly race started with Ned Lockwood out guessing the fleet - starting port on the windward end in 1 to 2 knot winds and waved goodbye. The next Lilly fleet saw what happened and bunched up at the windward end and waved goodbye to Dick Chastain on the leeward end as they tried to untangle. The wind started gusting to 5 knots as the fleets headed for the windward mark on a very predominant port tack. Most everyone found a few holes to sail into, especially the early leaders, as the race progressed. The race committee saw the wind picking up to a steadier 3 to 5. They dropped the final beat to try for a second race. Little Joe saw his chance and ran off with the majority of the wind. The last leg was a mile down wind and produced very little excitement except for the first fleet in the "Call Series". Kathy Clark, sailing her first regatta, won by an inch or two in a 5 boat photo finish. The next "Call Fleet" finished was behind 11 year old Carl Levinson, also sailing his first regatta. Where can we "old Snipe sailors" go to retire? The second race was postponed till Sunday as the race course was not properly lighted.

Sunday was a different story, even hiking straps were used (sparingly of course). The starting line was still a handicap as the 5 to 10 m. p. h. wind was shifty and the skippers very eager. The old adage of finding a clear spot, even though it wasn't the best location, proven out. The first windward leg was a little short. The lake was not long enough from this starting area and the fleets never spread out. The large



JOHN CALL SERIES WINNERS - Bottom (l. to r.) - Jeff Troeger, 3; Carl Levinson, 1; Steve Sherman, 10. Top (l. to r.) - Bob Forbes, 8; Ralph Tomlinson, 12; Tom Eastwood, 5; John Stanley, 4.

turnout had necessitated splitting each regatta into fleets. There were four starting groups with one group starting each 5 minutes. The first downwind leg was right back through the fleets what starboard sailor was in the right. Ninety three Snipes on most lakes gives the protest committees nightmares. There were only seven protests for the regatta and of these only one skipper felt like he should arbitrate before the committee, even a little. The downwind legs were highlighted by the little groups of 5 to 15 boats blanketing the 5 to 15 immediately in front of them and, of course, this meant no one was safe until the gun. Many an early leader found himself crowded out at the bouys. Very few sailors got out in front and stayed there. Gene Lemke, the eventual winner was about 10th in the second race at the last bouy. He finished second, leading a group that uprooted all the leaders except "big" Frank Levinson, who had lead all the way. The regatta tragedy has to be Ned Lockwood, ex-Indianapolis boy now in semi-sailing retirement at Travers Bay, Michigan. Ned's job foot came unfastened at the start of the third race. His crew, (and wife) Sandy, tied it down and started chasing the fleet, which was hull down on the horizon. He somehow worked his way up to about 6th or 7th at the halfway point. Then it happened again. Sandy tied it again and they still managed an 11th in a very closely fought race. Meanwhile, in the Call Series, Kathy Clark made the port and starboard tack mistake and retired from the second race. Carl Levinson hadn't learned what a mistake was yet, so he didn't make any until the third race, when he turned his head and Jeff Troeger "passed him by".

Both series were very close; but most of the hardware went to new faces. The "hot dogs" were nervous and made a few mistakes. The top 10 Lilly Series found only 2 repeaters from last year. Gene Lemke moved up from 4th last year to win this one. Bob Rowland of Cowan Lake moved from 7th to 10th but he did hang in there. The other 8 winners were happy to do the honors. The Call Series is a little different. Sailors who finish well usually move up to the hot fleet the following year. Dave Schmidt, last year's winner, moved up to the 11th in the Lilly. But the highlight was young Frank Levinson, who moved from 2nd in the Call last year to 2nd in the Lilly. The young just don't have respect for their elders. The bulk of the hardware in the Call Series was won by sailors with about one year of sailing experience. Steve Sherman, Jim McDonald and John Stanley were in that category.

Trophies were presented to the top in each series. Their crews were also awarded silver for their helping hand. Many clubs were represented; in fact, 57 came from out-of-town!

The social program was highlighted by John Call and Dan Wesselhoft winning the Friday night beer party at the club. Buddie Leonard won the dance Saturday night to climax a night of gaiety. The banquet featured food galore, speeches by all, especially Bud Hook, and the great dance band.

The Snipers of Indianapolis say that not only was ours the largest Snipe regatta; but, "It was the greatest".

— Richard Chastain

1968 INDIANA OPEN CHAMPIONSHIP REGATTA

Final Results - Lilly Championship Series - Top 15.

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
17600	Gene Lemke	Indianapolis	4	2	1	11	1	1
17460	Fran Levinson, Jr.	Indianapolis	2	2	4	14	2	2
17422	John Call	Indianapolis	1	4	5	18	3	3
17671	Berkley Duck	Indianapolis	1	9	3	20.7	4	4
12192	Frank Levinson, Jr.	Indianapolis	7	1	4	21	5	5
16402	Ned Lockwood	Grand Traverse, MI	3	1	11	22.7	6	6
15505	Don Wesselhoft	Ivy Club, Peoria	6	3	3	23.1	7	7
16262	Chuck Ellery	Crescent Sail, MI	13	6	1	30.7	8	8
15019	Richard Chastain	Indianapolis	3	8	9	34.7	9	9
17910	Bob Rowland	Cowan Lake, OH	12	3	8	37.7	10	10
16729	Dave Schmidt	Indianapolis	2	10	13	38	11	11
15040	Jim Menzies	Cowan Lake, OH	11	15	2	41	12	12
16856	Tom Townsend	Indianapolis	22	2	6	42.7	13	13
9653	Brad McFadden	Atlanta, GA	9	4	14	43	14	14
17556	Don Hite	Lake Angelus, MI	17	5	6	44.7	15	15

Final Results - John Call Series - Top 10 of 49.

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
17460	Carl Levinson	Indianapolis	1	1	2	3	1	1
14108	Charles Carroll	Atlanta, GA	3	2	1	8.7	2	2
16953	Jeff Troeger	Birch Lake, MI	2	5	1	13	3	3
12452	John Stanley	Richmond, IN	8	1	2	17	4	4
14501	Tom Eastwood	Indianapolis	4	2	4	19	5	5
9508	Ron Knight	Diamond Lake, MI	3	4	8	27.7	6	6
17688	Jim McDonald	Indianapolis	14	3	3	31.4	7	7
17214	Robert Forbes	Indianapolis	2	13	5	32	8	8
14767	Ralph Townsend	Indianapolis	12	3	10	39.7	9	9
14767	Stephen Sherman	Muncie, IN	14	4	6	39.7	10	10

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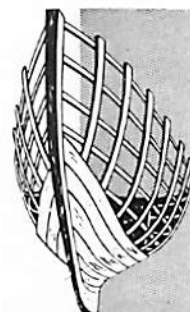
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FEBRUARY 1969

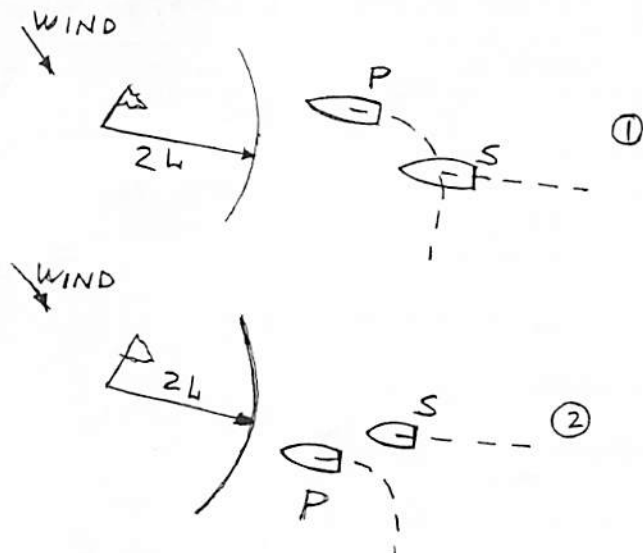
1969 - 1973 RACING RULES

Some rather big changes have been made in the NAYRU racing rules for the next four years. Everybody will probably be rushing to get them into print, so I may as well get into the act early.

Rule 34—formerly "Misleading or Balking" now is "Limitations on Right of Way Yacht to Alter Course." It gives the right of way yacht more leeway in altering course—as in the case of a starboard tack yacht tacking in the lee of a port yacht after the latter has altered course.

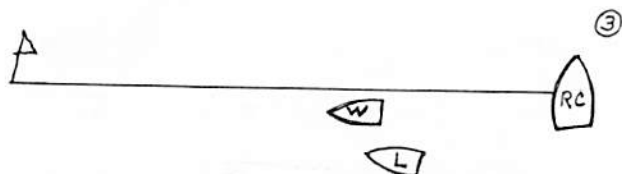
Rule 40—"Right of Way Yacht Luffing Before Starting" now allows a leeward yacht, regardless of mast position, to alter course slowly, but not to head above close hauled unless the leeward yacht is ahead of the mast abeam position.

Rule 42—"Restrictions on Establishing an Overlap" adds a new subparagraph 3 (G) which states that the two length requirement does not apply when one yacht has tacked in the vicinity of a mark unless the tack is completed when the yachts are clearly more than two lengths from the mark.



In Figure 1, mark is to be left to port; in Figure 2, to starboard.

In either case, S cannot establish an overlap after P reaches the 2-length circle. If P is already inside the 2-length circle when the tack is completed, or if the distance is marginal, then S is entitled to room.



In Figure 3, L, regardless of whether she is overtaking or overtaken, can luff W slowly. A hail would be a good idea in order to prove that she gave W ample room and opportunities to keep clear. If it should be less than a minute before the start after a general recall, W is in a very precarious position.

Rule 43 is changed only by adding that a yacht shall not hail and tack simultaneously.

There is a new **rule 45** (present 45 becomes 46, I guess) which you can ignore until you have read rule 52.1 (G).

Rule 51.1 (C) is a new one—after a general recall, if any part of a yacht's hull, crew, or equipment is over the starting line during the minute preceding the starting signal, she shall go around the mark at one end of the line or the other before starting. No mention is made of any one minute signal, but one could be used if desired and if specified in the Sailing Instructions. This is meant to cut down on general recalls, but anytime you have a bad starting line and an eager group of skippers, there will be trouble.

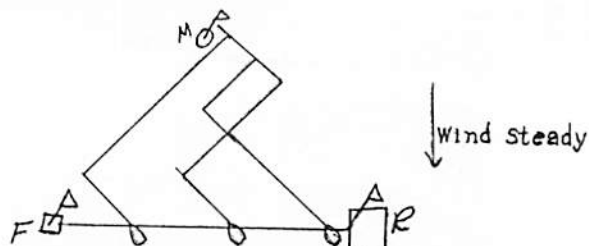
Rule 52.1 (G) is really new and I think a good addition. It simply says that if you hit a mark and can't blame anyone else for it by protesting, you can loop around the mark and keep going. Now read new Rule 45 which says you have to keep out of the way of everybody else while looping.

APPEAL 120

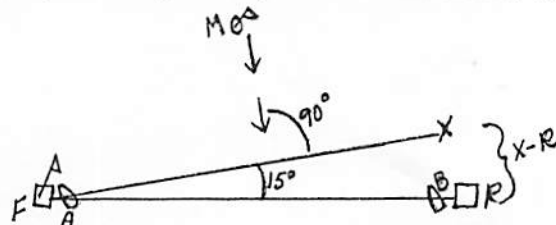
Anyone planning on protesting a race committee had better read Appeal 120. It really doesn't say anything new, but it says in effect that no matter how badly the race committee fractures the Racing Rules or Sailing Instructions, nothing will be done unless the protestors chances of winning a prize were jeopardized by the committee's illegal actions. In the Western Hemisphere Regatta, a contestant protested the Race Committee for moving the windward mark for the last beat. This, of course, has been done for years, but he misconstrued a paragraph in the Sailing Instructions saying that this paragraph limited moving the mark to the second beat. It really didn't say this, but anyway he was way down the list in overall standings and about tenth in that race, and it was pretty obvious that his chances of winning a prize had not been prejudiced by giving a better final beat.

Elementary—but Ver-r-ry Interesting!

Now that we are on the subject of starting lines, here's a little lesson on geometry that Jim Guthrie passed along in the Richmond (Indiana) "Luffing Letter"



The geometry of the windward leg should be understood before explaining the start. All points along a line perpendicular to the wind direction are equal distance from the windward mark as sailed on a tacking course, if the wind doesn't shift. Therefore, if the starting line is perpendicular to the wind direction, then all points along it are equi-distant from the first mark M.



But if the wind shifts, now all boats on line F-X have equal distance to mark M as in the prior diagram, but the boat that starts at the race committee boat (like boat B) as shown will be the number of feet (shown by X-R) behind a boat that starts at F (as boat A is doing). Rather elementary, but valuable info!

Paging Sherlock Holmes

STOLEN FROM THE NATIONAL SAILING MARINA on the Potomac River about Dec. 1st. A Lofland fiberglass Snipe #16676. Yellow hull with white deck and extra deep mahogany splash boards; deck-stepped metal mast; wood boom; also white frame Lofland trailer #X511. Notify this office if located.

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- MAR. 8-9. DON Q RUM KEG SERIES, Coconut Grove SC, Biscayne Bay, Miami, Florida. Charles Fowler, 3305 NW 5th Ave., Miami, FL.
- MAR. 11-12. SCIRA MID-WINTER CHAMPIONSHIP Clearwater YC, Gulf of Mexico, Clearwater, FL. Write: Regatta Chairman, Clearwater YC, Clearwater Beach, Florida.
- MAY 23-24-25. SOUTHWESTERN CHAMPIONSHIP, White Rock SC, White Rock Lake, Dallas, Texas. C. P. Freeman, Jr., 5747 Greenbrier, Dallas, TX 75209.
- JUNE 14-15. RIFF-RAFF Regatta, Cowan Lake SC, Cowan Lake, Cincinnati, OH. Arnold Lundmark, 4316 Wallington, Kettering, OH 45440.
- AUG. 23-24. HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Al Clark, 2903 N. Tillotson, Muncie, IN 47304.
- 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 Regatta, Hueston SA, Acton Lake, Oxford, Ohio. E. L. Griffith, 1224 Laurence Rd., Cincinnati, OH 45215.
- NOV. 4-10. WORLD CHAMPIONSHIP Regatta, Luanda, Angola, Portuguese West Africa.

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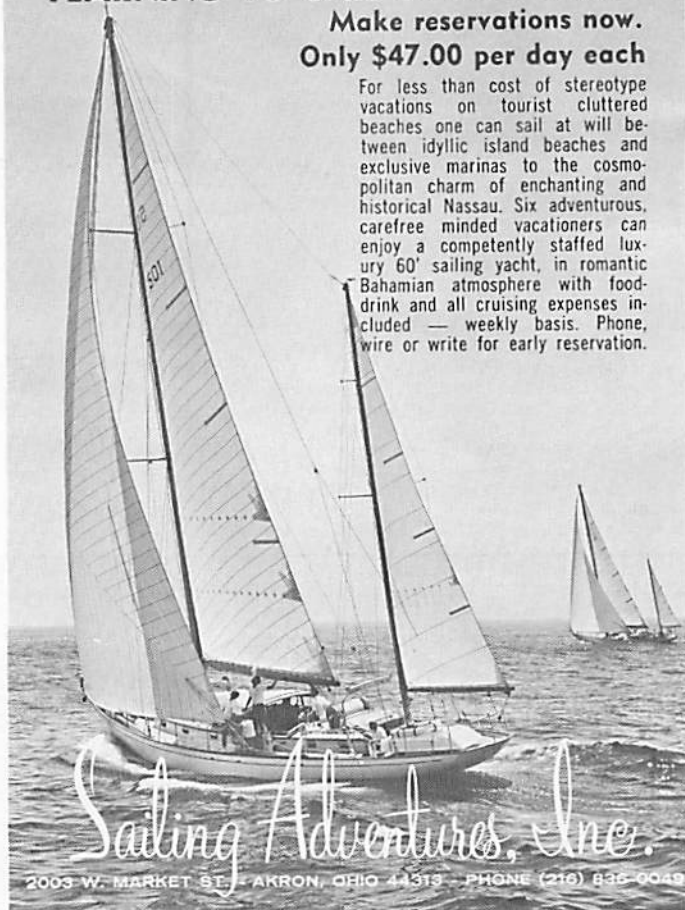
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