



SNIPES BULLETIN

JANUARY 1971



Cobra Masts

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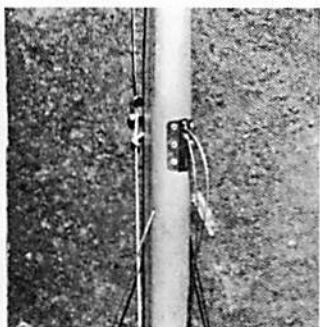
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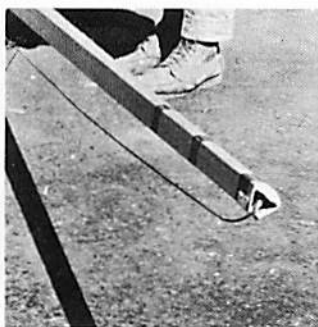
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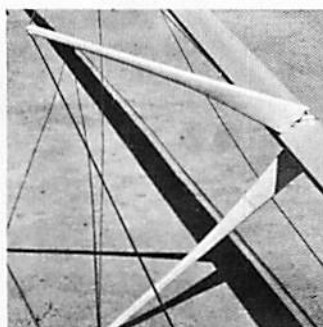
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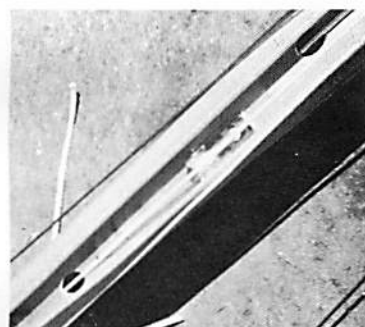
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Elms Sails were used on the boats that finished 1st, 3rd, and 6th in the 1969 Snipe Class World Championships. We also won 10 National Championships in 1969. This would indicate to us that we can deliver the finest Snipe sails available anywhere in the world. Improve your 1970 performance. **ORDER**

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Voice Of The People

BIRNEY

Your special newsletter has just arrived. It was sad news indeed for me, the unexpected death of my good friend Birney Mills. He had been an excellent successor of William F. Crosby and saying this I am sure that I am stating the best eulogy.

Please accept my condolences to SCIRA in my name and in the name of Mr. Jose Evaristo San Roman, our National Secretary, and in the name of all our Snipers.

Fernando de Avellar
Rio de Janeiro, Brazil

Mr. de Avellar is Honorary Vice-Commodore of SCIRA and a long time supporter of Snipe.

We have received only today a letter, signed by William M. Kilpatrick, Vice-Commodore of SCIRA, announcing that Birney Mills Died on October 28, 1970.

The news grieves us very much; we had not the chance to know him personally, Birney Mills, but during many, many years we have contacted him for the growth of our Class and now it seems to us that he remained continually and materially at our side during all these years.

For this reason, our sorrow is deeply felt and our gratitude for his work is sincere.

Our sympathy and condolences to the Mills family.
Enrico Rosso
Italian National Secretary

Expressing my feelings to Birney Mills memory with most just and sincere homage.

Joao Meneres
Porto, Portugal

Mr. Meneres is President of the Organizing Committee of the Vasco da Gama International Regatta.

On behalf of the Indianapolis Snipe Fleet 409, I want to express our great sorrow upon learning of the passing of Birney. His services to the organization over the years were invaluable and, to a large degree, the success which the Snipe class has enjoyed is due to his efforts.

I believe that Birney was aware of the very great affection which the Snipe class had for him, and of the appreciation which everyone interested in Snipe sailing had for his devotion to the development of our class. Further, because of the vitality and success of the Snipe Organization, organized sailboat racing in many other classes has provided thousands of hours of enjoyment and comradeship to countless persons, for which Birney can accept part of the credit. There are very few men who are able to look back upon their lives and know that their actions have given to many people such an abundance of pleasure, as could Birney.

His presence will be missed by all of us, but we will continue to enjoy and appreciate the results of his efforts on our behalf.

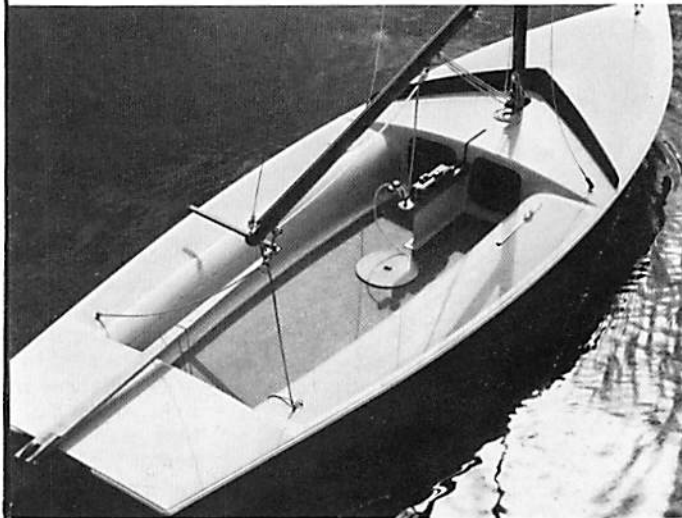
Berkley W. Duck III
Fleet Captain

Mr. Duck is one of the more articulate of U.S. Snipers, good sailor, and zealous backer of SCIRA.

These letters and many more were received by the SCIRA office from Birney's friends all over the world, expressing their sympathy.

* * * * *

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SNIPER BULLETIN

THE INTERNATIONAL SNIPER CLASS

January 1971

Vol. XX No. 1

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PUBLICATION INFORMATION

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ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

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

CHANGE OF ADDRESS

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

THE COVER

Most of the newcomers and many of the Snipers that have been sailing for 10 to 15 years were not aware that Birney Mills even owned a Snipe. This picture was found in the files and shows Birney sailing his No. 7878, a Clarke Mills boat which Birney bought new in 1950. The picture was evidently taken shortly after it was trailed home to Akron for mitercut cotton sails are not the current style. Birney seems to be enjoying himself thoroughly.

NEW EXECUTIVE SECRETARY

For those who did not receive the special newsletter, the Board of Governors appointed Lowry (Buzz) Lamb as the new Executive Secretary and Editor of the BULLETIN. Buzz will be ably assisted by his wife and regular crew, Marge, in the duties of the office. They hail from Chattanooga where they have been sailing Snipes for a number of years. Their two sons, Kerry and Stuart, ages 15 and 12, are both Snipe sailors and have their own boat. They are now living in Dunedin, Florida which is just north of Clearwater. This is the area where Bill Crosby stayed when he designed the Snipe.

NEW ADDRESS

The new address for all communications to the SCIRA business office and to the Bulletin is: 35 EDGEWATER DR. DUNEDIN, FLORIDA 33528.

Notice To Subscribers

As a result of the changes in the office, September, October, November and December issues of the BULLETIN were omitted. Subscribers will receive credit for these missing issues and their subscriptions will extend four months automatically.

Sail Royalty

After January 1, 1971, all new sails for boats in the U.S. will be required to have a royalty patch attached to each sail. The royalty is \$2.50 per patch or \$5.00 per suit. Sailmakers will be required to purchase the patches from SCIRA.

Membership

Some time ago this was changed to run from January 1 to December 31 in order to coincide with the sailing season. Membership cards for the current year were inadvertently printed showing March 31 as the expiration date and, of course, will be honored. However, the cards for 1971 will show the correct expiration date of December 31, 1971.

STARTING LINE

As new Executive Secretary and Editor of the BULLETIN I do not plan to make any changes in Birney's policies until such time as a real need arises. Obviously, I could make none since I need to become more familiar with the mechanics of editing and publishing. Birney was making real progress toward obtaining more articles of a technical nature which have a wide appeal.

One small change is this editorial column. The views will be those of the writer and will cover a wide range of subjects having to do with sailing and SCIRA. An attempt will be made to avoid controversial subjects, at least for the time being.

I would like to offer the gratitude of all the Lambs for the tremendous help received from Snipers in our recent move - we just could not have done it without them. Mention should be made of all the notes and letters offering congratulations and assistance. To you, accept my thanks; I am deeply honored and proud to be able to serve in this capacity. I will do my best to assure the continued growth of the Snipe class both in quantity and quality.

World Championship & Western Hemispheres - 1972

The Board has accepted the bid from Brazil to hold the 1971 World Championships, to be held October 8 - 17, 1971. Colombia will be the site of the 1972 Western Hemisphere Regatta.

U.S. Championship Dates

The 1971 U.S. National Championship Regatta to be sailed at Annapolis, will be held August 9 - 20 instead of the previously announced dates. This change was made so the U.S. entry in the Pan American Games could attend.

Kit Boats

SCIRA is happy to announce that Snipes are again available in plywood kits from an Eastern manufacturer. Clark Craft Boat Co., 16 Aqua Lane, Tonawanda, NY 14150. These kits will incorporate the latest rules changes, including the cut down trunk and enlarged cockpit design. For more information write directly to Clark Craft.

— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

Since 1950, this fine sailing book became the "Sniper's Bible" and proved so popular it was revised and enlarged for a 3rd printing. Not only does it tell how to rig your boat, but how to sail it - and win - as well. At bookstores or direct from SCIRA - \$6.50

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William Birney Mills



Birney Mills, Executive Secretary of SCIRA became ill on September 3, 1970 at his home in Akron, entered the hospital, and never recovered sufficiently from his illness to return home. He died on October 28, 1970. At the time of his illness he was working on the September Bulletin and part of this Bulletin is that work.

Birney became Executive Secretary of the class after the death of William F. Crosby, designer of the Snipe in 1953, and was only the second Secretary in the history of the class. His service to the class is so well known that it needs no elaboration. An indication of the personal esteem felt by the membership for Birney is expressed in the Voice of the People. He owned #7878 until 1969 and his photograph at the tiller of his boat appears on the cover. Birney joined Portage Lakes

Yacht Club in 1939 and continued that membership until his death. He served as commodore of P. L. Y. C. in 1942. In recent years he let juniors sail his boat.

Birney was a graduate of Princeton University and gave his time to alumni activities in the Akron area. He was for many years treasurer of a memorial scholarship fund for the University. Among his other interests was a beautiful rose garden where he relaxed from his work for the Association. Until his retirement from business a few years ago, Birney was owner of West Hill Coal Company in Akron, in addition to his duties as Executive Secretary and Editor of the Bulletin.

Although Birney had many other activities, his most abiding interest was in the SCIRA organization, at the helm of the Bulletin.

Earl Elms U.S. Champ - 5 In A Row

ELMS WINS CLOSE BATTLE WITH TEXAN GARY BOSWELL AND JUNIOR CHAMP TINI DIAZ - ALSO TAKES CROSBY TITLE - RUDY HORNUNG WELLS CHAMP



EARL ELMS ACCEPTS CONGRATULATIONS from Phil Peterson, Regatta Chairman, as he receives the Heinzerling trophy. Left is Bud Leonard Governor of District 3. Craig Martin, first place crew looks on at right.

BUD LEONARD presents 2nd place RUDY HORNUNG ACCEPTS WELLS trophies to the Boswells. Margaret Trophy from Ted Wells while his also won Eleanor Williams Trophy crew looks on in the background. for top woman skipper or crew.

The 95 Snipes registered for the 1970 Nationals was the largest fleet ever. Island Bay Yacht Club's ample boat parking facilities and three hoists were a great help to the skippers in getting boats in and out of the water. The clubhouse facilities were spacious and handsome and lent to the enjoyment of the occasion.

Steve Taylor, serving again as race committee chairman, had difficulty in setting out perfect starting lines as the winds on Lake Springfield continued to shift, causing recall after recall. The Crosby series was sailed in light and variable winds with typical "lake shifts" but was dominated by ocean sailors. First, second, and third went to Californians, Elms, Lenhart, and Stewart. Harry Levinson's 4th was the best for a lake sailor, and fifth and sixth went to Diaz of Miami and Bowe of Annapolis.

The Heinzerling Series kept the same general race course area as was used for the Crosbys and the Wells was shifted further down the lake, with the best race of that series being the last which was sailed on the north side of the bridge.

After World Champion Earl Elms won the Crosby Series with a 10 point margin and took the first three races of the Heinzerlings the story of the 1970 U. S. Nationals might have been "Ho, hum. What else is new?" Then Gary Boswell won two in a row to Earl's 7th and 12th. When Gary's 13th in the first race was dropped along with Earl's 12th, Gary was ahead 11 points to Earl's 13. In the 6th

race Earl was 9th to Gary's 13th and gained a two point lead 28 to 30. Tini Diaz had 39.4 when his 7th in the first race was struck and still had a chance to beat both. The three were determined to make a fight of it all the way to the final gun. Elms' 5th and 38 points was good enough to win over Boswell's 7th and 43 points, and Diaz's 4th was too little, too late, netting 47.4. Roger Stew-

art was four points back with 51.4.

Meanwhile, back in the Wells, Rudy Hornung, 1,18,1,1,5,6,2, Buzz Lamb, 6,1,10,9,1,1,1, and Gonzalo Diaz, 7,1,3,1,8,5,2, were fighting it out for the consolation honors. When Rudy dropped his 18th and Buzz his 10th, Rudy was ahead 24.7 to 26.7. Gonzalo dropped an 8th for 31.7 and Don Hite was 20 points back with a 51.7.

FINAL RESULTS - WILLIAM F. CROSBY QUALIFYING SERIES

Boat	Skipper	fleet	1	2	3	4	5	Pts.	Fin
18926	Earl Elms	Mission Bay	2	3	1	1	1	8.7	1*
18327	Jeff Lenhart	Mission Bay	1	1	1	3	7	18.7	2*
17733	Roger Stewart	San Diego	1	1	2	13	1	22	3*
12192	Harry Levinson	Indianapolis	4	2	4	1	3	24.7	4*
18111	Augustin Diaz	Miami	4	3	3	2	2	25.4	5*
18044	Richard Bowe	Annapolis	1	3	2	8	12	40.7	6*
18035	Gary Boswell	Austin	2	5	6	10	1	40.7	7*
17460	Frank Levinson	Indianapolis	3	4	8	4	4	43.7	8*
13046	Dick Tillman	Charleston	6	4	9	1	8	48.7	9*
16228	Tom Nute	Mission Bay	8	13	4	4	3	54.7	10*
19028	Geoffrey Andron	Chicago	5	2	18	2	10	56	11*
18501	Buzz Levinson	Indianapolis	5	12	5	3	8	57.7	12*
18250	Bob Rowland	Cowan Lake	7	4	15	7	2	58	13*
17740	Jim Grubbs	Santa Monica	14	13	2	3	6	59.4	14*
17758	Norm Towle	Quassapaug	2	10	17	11	2	62	15*
19002	G. S. Brown	Annapolis	16	5	14	2	4	63	16*
18503	Bob Bigham	Cowan Lake	9	16	3	9	3	63.4	17*
17387	Henry Schofield	Alamitos Bay	13	12	5	6	5	68.7	18*
12660	Frank K. Levinson	Indianapolis	10	17	3	6	7	69.4	19*
16421	David Ullman	Newport Harbor	6	9	1	5	dnf	72.7	20*
18048	Terry Timm	Lansing	3	14	26	5	6	79.4	21*
7428	Buzz Lamb	Privatier	13	14	14	6	5	80.7	22
10111	Gonzalo Diaz	Miami	12	13	14	8	10	81	23
17416	Larry Johnson	Annapolis	8	7	dnf	4	5	83	24*
16616	Ralph W. Swanson	Winchester	15	2	7	19	16	84	25*
19009	Dan Wesselhoft	Ivy	18	5	16	16	4	86	26
17163	Frank Pontius	Diamond Lake	19	9	13	5	11	86	27
17164	Gunnar Stickler	La Crosse	dnf	1	13	8	9	86	28*
17731	Keith Zars	Canyon Lake	10	22	6	12	9	88.7	29*
18899	Bud Leonard	Diamond Lake	9	10	9	13	18	89	30

Winds were better for the second series but constant threats of thunderstorms gave the race committee nightmares of not being able to complete the seven scheduled races. The Wells series had one 4 race 12 hour day. (Go to the nationals for a rest?) The thunderstorms held off the race course, mostly, but roared through the KOA campgrounds just about every night. They flooded some campers and capsized half Gary and Margaret Boswell's tent. When he was repairing it the next morning someone pointed out that it was Margaret's side of the tent so he needn't worry.

There is a superstition at the Snipe Nationals that if the Juniors have good winds for their series the Seniors are in for trouble. That seemed to hold true this year as they had no difficulty in finishing their 5 race series in the scheduled time. Miami's Augustine Diaz won his second title handily with 3 firsts and 2 seconds to defend his claim to the Owen E. Duffy Memorial Trophy. Thirteen

FINAL RESULTS - U. S. NATIONAL CHAMPIONSHIP

Boat	Skipper	Fleet	1	2	3	4	5	6	7	Pts.	Fin
18926	Earl Elms	Mission Bay	1	1	1	7	12	9	5	38	1
18035	Gary Boswell	Austin	13	2	4	1	1	13	7	43	2
18111	Augustine Diaz	Miami	7	5	3	5	3	4	4	47.4	3
17733	Roger Stewart	San Diego	9	6	5	2	9	1	6	51.4	4
13046	Dick Tillman	Charleston	6	3	2	dnf	4	14	13	67.4	5
17758	Norm Towle	Quassapaug	17	4	12	8	8	10	1	70	6
12192	Harry Levinson	Indianapolis	15	10	9	12	2	3	8	71.7	7
18327	Jeff Lenhart	Mission Bay	17	8	10	9	5	8	2	72	8
16421	David Ullman	Newport Harbor	8	dnf	8	3	7	6	12	76.4	9
18501	Buzz Levinson	Indianapolis	3	19	7	15	6	7	17	87.4	10
17740	James Grubbs	Santa Monica	4	13	14	20	10	5	9	88	11
18048	Terry Timm	Lansing	12	9	16	13	16	2	10	93	12
17460	Frank Levinson	Indianapolis	2	15	13	10	14	15	16	100	13
16228	Tom Mute	Mission Bay	24	7	11	6	13	16	14	102.7	14
18230	Bob Rowland	Cowan Lake	dnf	11	17	11	17	20	3	111.7	15
17731	Keith Zare	Canyon Lake	22	18	6	4	24	22	20	125.7	16
18044	Richard Bowe	Annapolis	10	12	18	16	16	18	dnf	126	17
17387	Henry Schofield	Alamitos Bay	21	14	20	21	11	12	16	130	18
12660	Frank Levinson	Clearwater	14	20	22	17	15	dnf	11	135	19
19002	G.S. Brown	Annapolis	16	17	15	19	21	19	19	141	20
17516	Larry Johnson	Annapolis	23	22	dnf	14	19	11	21	146	21
19028	Geoffrey Andron	Chicago	5	24	21	22	dnf	21	23	151	22
17164	Gunner Stickler	La Crosse	19	16	23	18	23	17	24	152	23
18503	Bob Bigham	Cowan Lake	18	23	24	24	20	23	15	159	24
16616	Ralph Swanson	Winchester	20	21	19	23	22	dnf	22	163	25

FINAL RESULTS - WELLS SERIES

Boat	Skipper	Fleet	1	2	3	4	5	6	7	Pts.	Fin
18917	Rudy Hornung	Lake Merced	1	15	1	1	5	6	2	24.7	1
7428	Buzz Lamb	Privateer	6	1	10	9	1	1	1	26.7	2
10111	Gonzalo Diaz	Miami	7	1	3	1	8	5	2	31.7	3
18500	Don Hite	Lake Angeles	2	5	2	12	10	3	8	51.7	4
17163	Frank Pontius	Diamond Lake	2	16	3	9	17	4	1	53.7	5
18899	Bud Leonard	Diamond Lake	8	6	2	17	2	5	7	54.7	6
16023	Ted Wells	Wichita	4	9	dnf	5	4	2	8	58	7
16856	Tom Townsend	Indianapolis	13	7	5	8	1	dnf	4	64	8
16855	Tom Fowler	Island Bay	4	11	4	4	8	12	5	65	9
18115	Bud Hook	Indianapolis	12	3	1	15	6	9	13	69.4	10
13010	Steven Falk	Narragansett	3	26	11	2	11	11	5	69.7	11
19020	Bill Buckles	C.D.Y.C.	1	13	14	14	12	4	6	76.7	12
18660	Stan Salzenstien	Ivy	17	4	13	7	9	14	3	80.7	13
17463	Chuck Loomis	Mass. Bay	3	2	10	19	15	dnf	6	82.4	14
16797	Paul Zent	Indianapolis	16	9	6	5	14	7	7	82.7	15
15040	James Henries	Cowan Lake	9	8	7	10	9	15	9	88	16
17344	Sam Chapin	Island Bay	8	dnf	15	2	7	16	10	89	17
17152	Jack Zink	Windycrest	dnf	19	6	10	13	3	10	93.4	18
18098	Bob Williams	Wichita	19	2	7	25	16	10	11	96	19
19019	Dick Caspari	Wichita	9	6	12	4	24	23	9	96.7	20
18850	Leif Zare	Canyon Lake	15	8	8	3	22	19	12	97.7	21
18104	Tom Rolfes	Acton Lake	17	10	11	18	10	16	3	99.7	22
18118	Stu Griffing	Cowan Lake	14	3	dnf	24	7	8	11	99.7	23
18034	Jack Gannon	Winchester	21	17	17	21	3	1	16	100.7	24
19009	Dan Wesselhoft	Ivy	19	7	dnf	6	11	9	13	100.7	25
16422	Jerry Zanziger	Lake Merced	10	14	8	3	dnf	dnf	4	103.7	26
17999	John Swanson	Winchester	20	18	13	8	2	12	dnf	104	27
16953	Jeff Troeger	Diamond Lake	6	16	25	13	13	8	15	106.7	28
14201	Preston Brammer	Wichita	22	5	4	16	14	14	dnf	108	29
13999	Russell Cook	Winchester	26	21	18	22	3	2	16	109.7	30
14196	Bill McInnis	Narragansett	26	12	15	11	18	11	15	118	31
18647	Bob Gordon	C.D.Y.C.	7	dnf	9	7	20	21	18	118	32
12452	John Stanley	Acton Lake	11	22	5	21	18	17	14	121	33
13019	Dick Chastain	Indianapolis	20	17	12	16	15	15	20	131	34
18644	Pat Doyle	Island Bay	25	20	19	11	12	13	dnf	134	35
18858	Ed Griffith	Acton Lake	23	27	20	20	6	18	12	134.7	36
16142	Harald Schmid	La Crosse	21	19	20	dnf	5	17	18	135	37
13020	Paul Dovey	Ivy	5	dnf	dnf	17	19	7	14	135	38
16732	Rod Goldstein	Ivy	25	15	16	14	23	13	25	137	39
17726	Andy Zeratsky	Green Lake	15	23	16	13	16	20	dnf	139	40
17471	Randy Nord	Atlanta	25	14	14	18	20	22	19	143	41
15509	Dave Congdon	C.D.Y.C.	22	13	25	12	21	19	21	144	42
18120	Robert Hill	Acton Lake	24	25	18	23	21	10	17	149	43
18039	Gene Gerber	Island Bay	18	28	9	dnf	17	18	24	150	44
17671	Berk Duck	Indianapolis	26	dnf	dnf	26	4	6	23	151.7	45
15004	Michael Goll	Mass. Bay	12	10	19	14	dnf	dnf	dnf	157	46
16153	George Lee	Delta	27	25	21	6	27	21	22	159.7	47
17237	Mac Kilpatrick	Oklahoma	26	11	21	15	26	dnf	dnf	168	48
16501	Gary Zare	Canyon Lake	14	21	22	24	26	24	dnf	169	49
11518	W.I. Longworth	Delta	27	25	24	dnf	19	22	17	170	50

year old Craig Martin, former Sabot sailor from California took second with finishes of 1, 4, 3, 6, and 5. He crewed for Earl Elms in the Seniors and, like his mentor, doesn't use tell tales. When asked how he knows where the wind is he just shrugged as if to say "Doesn't everyone?" Frank Levinson of Indianapolis was third with 3, 5, 5, 4, and 4. Benny Mitchell, also a Californian, was 4th and finished 5, 11, 4, 5, and 3.

District Three was in charge of this largest Snipe Nationals in the history of the class. Special mention should go to Bud Leonard, Governor of District 3, Phil Peterson, Regatta Chairman, Stu Griffing and his crew from Cowan and Acton Lakes who measured boats and sails. The beautiful display of trophies (through 25th place for both Heinzerling and Wells) were provided by the Indianapolis fleet.

Local color makes each regatta - every one is different. This year the water fight was a pretty tame affair. Ralph Swanson gets the Ice Cube award for remaining calm under pressure. When he came to "cool it" because the water fight might get out of hand with one slight injury already recorded, he was picked up by about 5 husky teen agers and taken to the edge of the drink. As they got closer, the pace got slower - Ralph was talking all the time, not struggling at all and at the water's edge was set gently down and that was the end of the water fight. When asked afterward what he had said, he only smiled and said "you wouldn't want to know"

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AUGUSTIN (TINI) DIAZ SHAKES HANDS with Pierre Havre 1945 Junior National Champion and accepts the Owen E. Duffy Trophy for the second time. His crew Mark Albury holds the Gilreath Trophy for the top junior crew. Both boys are from Miami Fleet # 7. Bud Leonard, left, will coordinate SCIRA junior activities for the next year.



PHOTO OF BUZZ & MARGE LAMB runners up for Wells Trophy taken by Birney. New Executive Secretary, thought you might want to know what we look like.

FINAL RESULTS - U. S. JUNIOR NATIONAL CHAMPIONSHIP REGATTA

Boat	Skipper	Fleet	1	2	3	4	5	Pts	Fin
18111	Augustin Diaz	Miami	2	1	1	1	2	6	1
18926	Craig Martin	Mission Bay	1	4	3	6	5	35.4	2
17460	Frank Levinson	Indianapolis	3	5	5	4	4	41.7	3
17232	Benny Mitchell	California	5	11	4	5	3	50.7	4
17740	Jim Grubbs	Santa Monica	7	3	2	15	6	54.4	5
18501	Carl Levinson	Indianapolis	8	19	13	7	1	71	6
17733	Jerry Stewart	San Diego	4	2	6	dnf	8	71.7	7
17780	Tim Nichols	Jackson	15	8	7	3	20	79.7	8
16953	Jeff Troeger	Diamond Lake	18	6	8	11	12	84.7	9
17395	Jeff Jones	Dearborn	14	16	9	2	25	91	10
16730	Donna Leber	Peoria	12	dnf	11	9	7	98	11
17163	Tom Troeger	Diamond Lake	6	20	22	13	9	99.7	12
11622	Jim Taylor	Lake Lotawana	9	12	16	19	14	100	13
16855	Tom Fowler	Island Bay	13	14	15	21	10	103	14
14731	Doug Day	Kansas City	17	9	18	10	19	103	15
14114	Mark Lombardi	Winchester	25	7	10	17	18	107	16
18644	Lou Dixon	Island Bay	23	15	12	16	15	111	17
8569	Scott Cline	Privateer	16	22	23	14	11	116	18
18660	Mike Gray	Peoria	24	10	17	12	24	117	19
18887	Tom Sly	C.D.Y.C.	22	18	20	8	23	121	20
18045	Paul Richards	Grand Rapids	20	13	19	20	26	128	21
17345	Steve Suddath	Jacksonville	10	17	14	dns	dns	129	22
13523	George Newman	Island Bay	11	25	27	26	13	132	23
17346	Val Simhauser	Island Bay	21	26	26	23	16	142	24
16330	Jimmy Harmon	Atlanta	28	24	21	18	22	143	25
18858	Lee Griffith	Acton Lake	19	28	24	25	17	143	26
18120	Robert Hill	Acton Lake	27	23	25	22	21	148	27
17466	Jack Walz	Peoria	26	21	dnf	24	dns	159	28
9871	Peggy Reid	Peoria	29	27	28	27	27	168	29

Pan Ams Eliminations

Snipe has again been selected to participate in the Pan American Games on Lake Calima in Colombia, South America. It is an important event as it is being sponsored by the Olympic Committee and there will be participants from many countries in the Western Hemisphere. The dates are August 1 - 11, 1971.

The eliminations will be held in St. Petersburg, Florida on March 21 - 24 following the Midwinters in Clearwater. An attempt will be made to hold no light air races. There will be six races with one throwout.

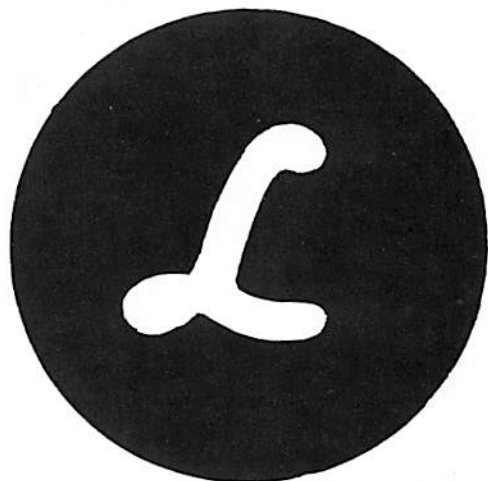
Entrants for the eliminations need not be a member of the Snipe Class but should sail an accepted one-design class. The entrant must furnish a legal Snipe and sails and will be required to sign a declaration that he will agree to represent the U. S. in Colombia. Charley Morgan, President of Morgan Yacht Co., Former Snipe sailor, and Americas Cup fame, will be general chairman.

The U. S. Olympic Committee will ship boats from New York June 22, 1971 and provide air transportation for the teams. Participants will leave Miami late in July and will be housed in hotel at the site of the Games.

Lake Calima is 2 by 4 kilometers, has a depth of 4 to 25 meters and is at an altitude of 3,500 feet. Snipes, Finns and Lightnings, the most popular boats in South America, as well as rowing shells will participate. The rowing contests will be held in the mornings when the winds are light. The sailing will be in the afternoon when the winds average 20 to 30 knots. The shallowness of the lake will produce a heavy chop.

For more information, write SCIRA office.

STAY AHEAD



WINNING SAILS

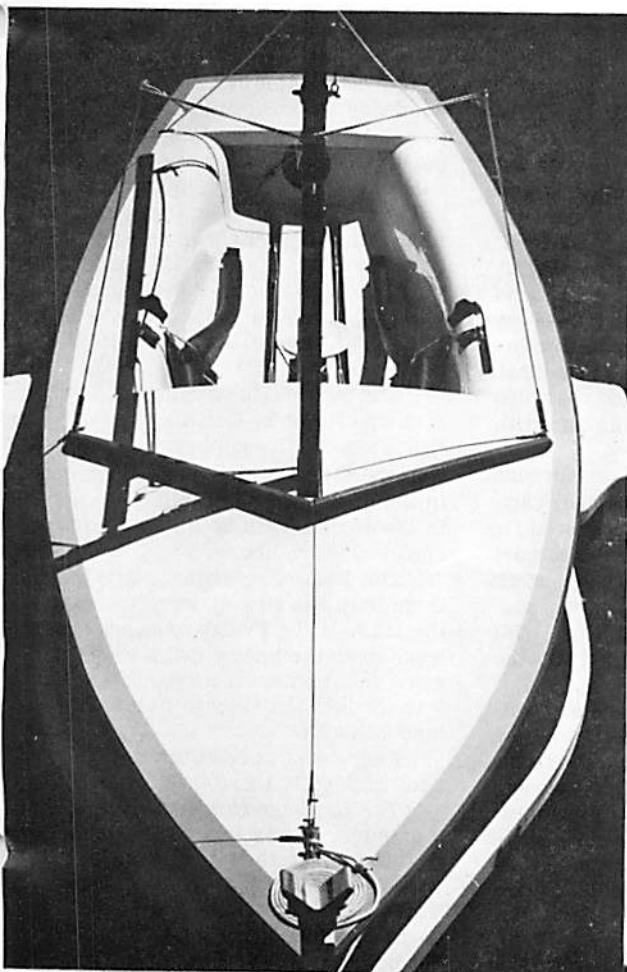
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Boswells Are Tops In Bermuda

HUSBAND AND WIFE TEAM WIN HAYWARD WESTERN
HEMISPHERE TROPHY IN LIGHT AIR CONTEST



THE SPANISH POINT BOAT CLUB was admirably suited to the event. The progress of each race could be followed from the premises. The line of flagstaves bearing the flags of the 12 countries taking part was an imposing sight. Trumpeters from the Bermuda Regiment sounded a fanfare as the flags were hoisted simultaneously by their country's representatives at the opening ceremonies. Government leader, Sir Henry Tucker was there to welcome the visitors.

Spanish Point Boat Club commodore Jim Amon jokingly remarked at the opening of the Western Hemisphere championship in Bermuda that he had ordered three hurricanes and one flat calm for the series. Jim's forecast of the weather was the only thing that went wrong in a delightful, long-to-be-remembered regatta.

Very light breezes were the prevailing conditions throughout. On two occasions the 2 1/2 hour time limit was only just beaten and one race was set back through lack of wind. The last day held more promise for the heavy-weather boys when a spanking north-easter sprang up. But by race time that too had dropped to a fickle breath.

Right up to the last race it was anybody's series, though after the sixth, Brazil's Axel Schmidt had established himself as favourite to win. Then the husband-and-wife team of Gary and Margaret Boswell swept into the lead for the third time to take the title in their first ever international regatta.

As the Boswells went into their last race they had to win and manoeuvre one boat between themselves and Orella while keeping Axel Schmidt to no better than fourth place - and there they held him. Gregardo Pontes, the other Brazillian skipper, finished second in the last race, dropping Orella to third. Had Orella finished second, he would have clinched the championship. The difference in the

point standings between the first three places was slight. Boswell ended with 34.7, Schmidt with 35.7 and Orella 36.7.

In the first race Luis Orella guessed correctly more times than not just where the wind would puff up from next and sailed home the first victor. Japan's Yutaka Tarutani finished second after leading at the first 3 marks while Bermuda's Conrad Soares was third. He had been 2nd at one point but could not hold off Orella's downwind challenge. Fourth place in the first race was filled by current world champion Earl Elms of the United States and fifth went to Canada's Steve Keary.

The Boswells had their first success on the 2nd day. In the 2nd race they came from ninth at the first mark to first at the third. Earl Elms, first at the first mark dropped back to fourth at the finish, while Japanese champion Takao Ninomiya, second at the first mark finished 17th. This was just a sampling of how uncertain the weather was.

In the third race of the series, Basil Kelly of the Bahamas managed to adjust his famous heavy-weather handling to the Bermuda light spots and took the honours. Kelly was able to hold off his pursuers until the 2nd downwind leg when he slipped to 3rd. But he skilfully regained the lead on the last leg to lead Orella, Pontes, Elms and Schmidt across the finish line in that order.

The fourth day brought more frus-

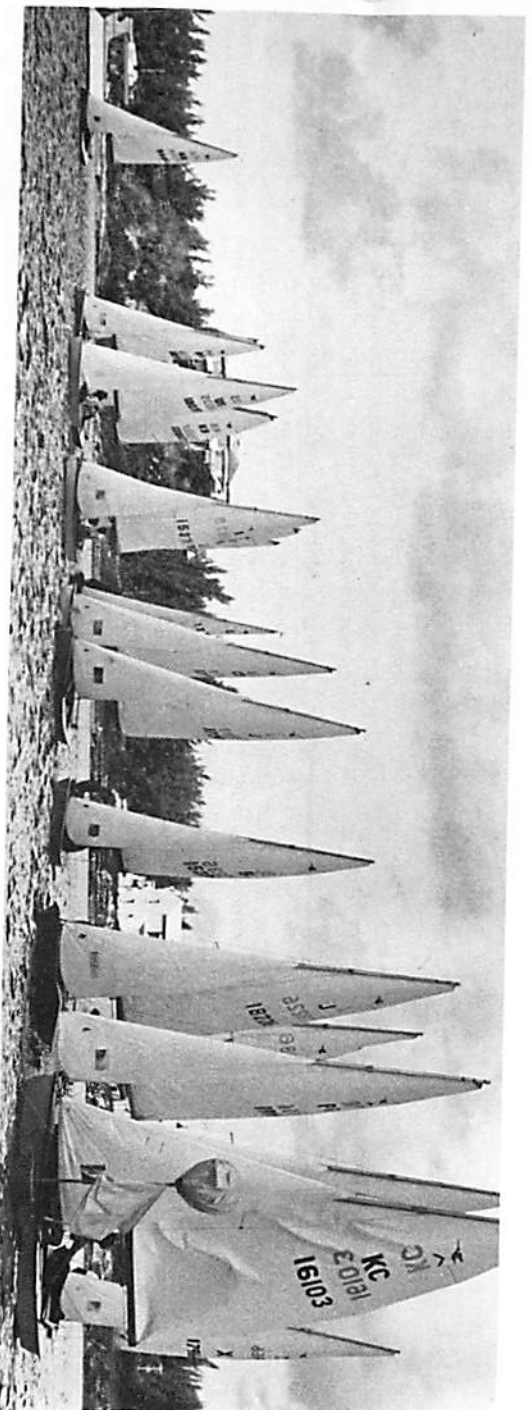
trating wind conditions. No afternoon race was possible - the direction of the wind was so uncertain it was not possible to set a course. The Gary Boswells found enough wind to put a hint of a bag in their sails to win the morning race. The 5 knot south-westerlies showed signs of fading and the 4 leaders had 3 quarters of an hour to finish the last leg - which they just managed to do. Positions kept changing as the 4 closed on the finish line. The Boswells did it followed by Simmons, Ninomiya, then Orella.

The next day saw Schmidt set up a victory chance by finishing second in the fifth race and first in the sixth. Elms won the morning race and Schmidt's win in the afternoon was the most one sided in the series when he finished 4 minutes ahead of Steve Keary.

The Boswells, at that stage the only team with two firsts, were too eager at the start of the Friday morning race and were over the line by half a length. They were recalled but managed to work their way through the fleet to finish third behind Schmidt.

Keary was second in the afternoon race and Kelly third.

The language barrier almost caused a problem in this race. The first 5 boats to finish must show the officials an anchor, a paddle and a bailer. Japan's Ninomiya, held up a sponge when called on to display his bailer. A sponge cannot be considered a bailer, and official



Bermuda's Penny Simmons is all by himself at the starboard end with clear wind at the start of the fourth race. Canadian Steve Steve Keary (16103) is in trouble but got by since there was no protest filed.

eyebrows were drawn together in disapproval. But the anchor had been shown in a bucket - and buckets are very good bailers. Eyebrows were relaxed.

So - to the vital last race on the final day, when the Boswells took the title.

There could have been no more popular win. The couple received a standing ovation at the subsequent presentation banquet held at the Bermudiana Hotel, where the awards were presented by H. Brownlow Eve, recognised dean of Bermuda yachting circles and founder of the Bermuda Yachting Association.

Ron Hunt, Sports Editor
Royal Gazette, Bermuda



The Boswells

FINAL RESULTS - WESTERN HEMISPHERE CHAMPIONSHIP REGATTA

SKIPPER - COUNTRY	1	2	3	4	5	6	7	Pts.	Fin.
Gary Boswell, U.S.	8	1	16	1	3	9	1	34.7	1
Axel Schmidt, Brazil	6	2	5	7	2	1	4	35.7	2
Luis Orella, Argentina	1	13	2	4	5	5	3	36.7	3
Earl Elms, U.S.	4	4	4	5	1	15	15	55	4
Steve Keary, Canada	5	11	7	16	8	2	5	67	5
Gregardo Pontes, Brazil	15	15	3	11	4	8	2	68.7	6
Basil Kelly, Bahamas	15	18	1	13	7	3	7	74.7	7
Yutaka Tarutani, Japan	2	9	6	6	14	13	10	76.4	8
Takao Ninomiya, Japan	9	17	15	3	11	3	11	83.7	9
Pedro Garra, Uruguay	7	12	12	10	6	6	17	88.4	10
Conrad Soares, Bermuda	3	3	17	8	17	12	19	89.4	11
Gary Hoyt, Puerto Rico	13	8	9	22	9	7	12	94	12
Penny Simmons, Bermuda	11	10	13	2	9	14	16	97	13
Pedro Dates, Argentina	dnf	10	18	2	dnf	11	8	97.7	14
Pierre Slegenthaler, Bahamas	10	14	8	9	10	11	9	102	15
Howie Richards, Canada	14	5	14	12	13	17	6	104.7	16
Manuel Isaza, Colombia	12	19	11	14	12	10	18	120	17
Art Andrews, Virgin Islands	17	16	10	15	15	16	14	122	18
Juan Toruella, Puerto Rico	16	13	19	16	16	18	14	134	19
Daniel Moreno, Colombia	19	22	20	17	21	19	20	145	20
Hector Egueta, Chile	18	20	22	20	19	22	22	157	21
Andres Minvielle, Chile	20	21	21	21	18	21	21	158	22

RULE CHANGES

Letter from Ted Wells, Chairman of the Rules Committee to all Snipe Builders

A meeting of the Board of Governors was called for Oct. 17 - 18 in Indianapolis to discuss changes made desirable by the new flotation requirements in paragraph 56, and any other changes that might be in order now such as those from Luanda and from the European Secretaries, with the intention that no more changes will be made prior to January 1, 1975.

Cockpit Length: The aft end of the fore deck may be as far forward as 1" ahead of the forward end of the centerboard slot, on boats meeting requirements of paragraph 56.

Cockpit Width: Where the deck curves down on a radius, the maximum width shall be checked at the intersection of the deck with a plane two inches below the shear.

Daggerboard Trunk: On boats meeting the requirements of paragraph 56 the daggerboard trunk shall have a minimum height of 9" above the outside of the keel if the boat after capsizing and righting, floats high enough that water will flow out of the trunk; otherwise the trunk shall be 2" above the water level in the boat after capsizing and righting. A maximum width of 1/2" is established for the slot in the trunk.

Daggerboard Shape: On a 20-1/2" wide board with a straight leading edge, the 5" width at the bottom may be increased to 6 - 1/2". The bottom of the board may be the arc of a circle, where a previously radiused board has been cut off. The radius may be 20 - 1/2" minimum 22" maximum regardless of board width on all radius edges.

Compliance with Paragraph 56: No measurement certificate shall be given to any boats built after March 1, 1970, until the builder has submitted evidence, substantiated by the fleet measurer, that this type of hull meets the requirements of paragraph 56. Any changes shall require another demonstration. In case of doubt the measurer may require the boat to remain capsized for 30 minutes before righting.

Bands on Mast and Boom: Tape which is not readily removable and soon becomes as permanently attached as paint (such as one mill mylar) may be used for bands. The lowest band of the upper and lower sets of bands on the mast may be omitted. **Floorboards:** May be omitted.

Ballast Installation: 10 lbs. easily removable. Present rule to be inforced on remainder.

Weight: The Board voted to reduce the minimum weight in United States to 410 lbs. for 1971, and contemplates further reduction of 10 lbs. per year until 381 lbs. is reached. A referendum vote for approval or disapproval of this action is being taken by mail. At 410 lbs. minimum, up to 65 lbs. less the centerboard weight may be carried anywhere.

Rudder Shape: Some existing rudders may not comply with the limits shown in the 70-71 year book. These tolerances have been increased by changing offset dimensions as follows:

4" to 3-3/4" minimum
5-3/4" to 5-1/2" minimum
8-1/4" to 8-1/2" maximum
11-1/2" to 12" maximum
15" to 15-3/4" maximum
5" radius to 5" maximum radius
13-3/8 to 13-3/8 - 1/2

Stem Shape: In the second paragraph of rule 8, the dimensions at 10-1/2" up from the base line should be 10-1/2 - 11-7/8" back from the stem head.

SNIPES WINTER RACING CIRCUIT

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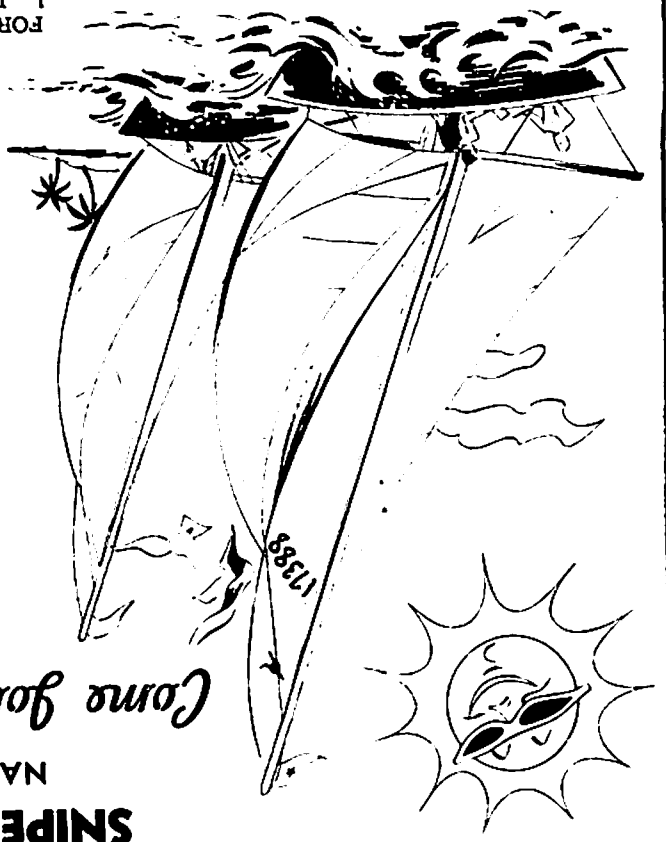
1. BACARDI AND GAMBLIN MEMORIAL SERIES
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2. SCIRA DON Q RUM KEG SERIES
March 13 - 14. 5 races if conditions permit.
Cocanut Grove S. C., Miami, Florida - Biscayne Bay
3. SCIRA MID-WINTER CHAMPIONSHIPS
March 16-19, 6 races with one throw-out.
Clearwater Y. C., Clearwater, Florida-Gulf of Mexico

The Caribbean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Clearwater.

Transportation to Nassau free for the first 10 boats applying sailing on the M. V. Betty K from Miami on the 4th of March and returning on the 10th of March.

FOR FURTHER INFORMATION CONTACT:
1. Peter Christie, P. O. Box 1628, Nassau, Bahamas
2. Charles A. Fowler, 3305 NW 5th Ave., Miami, FL 33127
3. Maj. Phil Blair, 1609 Levern, Clearwater, FL 33515

You can attend all three regattas in the short space of two weeks and have a wonderful unusual vacation the same time!



Wells Wanderings



by Ted Wells

MIND OVER MATTER

September 1970

While I suppose it is true of all small sailboats, it seems to me that the most interesting thing about racing Snipes is that boat speed is pretty much a triumph of mind over matter--physical strength and dexterity are of considerably less importance than technique and finesse in putting all the variables together.

The fact that there are so many variables and it is so difficult to pin down the true effect of all of them is what makes racing fun--and frustrating at times. My problems in the Southwestern Championship regatta at Dallas the last three years may be illuminating. In 1968, I won the regatta with two different crews with whom I had never sailed before, a big husky one in light winds and a much smaller one in a high wind. In 1969 with a new boat and new sails, both of which looked beautiful and just had to be fast, and with Jim Taylor who had crewed for me quite a bit before--we had a struggle to take 10th place. In retrospect--it is obvious that we just weren't going fast.

People frequently ask me how to look at a sail and tell if it is fast or not. When I tell them I don't know, sometimes they think I am holding out on them. A great light finally dawned last year, when I used my pretty new sails on my old boat in a fleet point score race after the Dallas debacle. I don't remember where I finished but I know that it had been thirty years since I had done that badly. I was reminded of the answer that a sailmaker gave me some years ago when I asked him how you could tell when you needed new sails. His answer was "when the old ones don't make the boat go as fast as they should." The same thing applies to new sails--regardless of looks, the good ones are the ones that make the boat go fast.

During the time prior to the great light dawning--I had assumed that the new boat simply required a different technique for handling and I just became more confused the more I fiddled with fore and aft balance, sail trim, rigging, and lateral balance. I learned a lot of things I had to unlearn.

By the time I got to Jacksonville last year, I was going fast on smooth water in light winds--and not so fast as the winds picked up and the water got rougher. I'm willing to write

off high waves and heavy chop as I don't sail in these conditions enough to expect to be good in them--but in nice b (10-15 mph) and only slightly bumpy water--Gary B had been eating me up. (and everyone else in the dis

At Dallas this year, with Jim again crewing we won with finishes in a 57 boat fleet. We were going fast--especially on the last two beats of the last race when the chips were really down. Boswell had finishes of 2 and 1 going in last race, and had been going faster than I had. (I had starts than he did). He was only about 75 feet behind when we started the third of four beats in the last race, and it was obvious that something had to be done. I moved the jib leads back about an inch, moved myself forward about 12 inches, eased the sheets microscopically and bore off the same amount. We started going as fast as Boswell on the third beat and faster on the fourth one. We finished second and he finished fourth. Winds in all races varied from 5 to 12 mph.

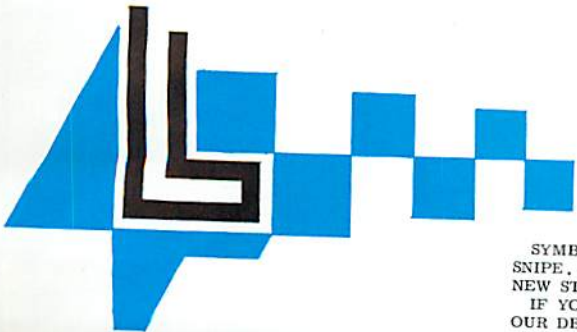
Now the question is--did we really go faster or did Boswell go slower? I guess we won't know for sure until Springfield. In any case--we proved that Snipes are awfully sensitive to tiny changes in technique.

The article above was written in early June, with publication being delayed by the two articles on Sailway Ability. The Nationals have now come and gone. Since Gary Boswell was leading in the Heinzerling Trophy series until he zigged where he should have zagged in the last few minutes of the last race it is obvious that, if he was going slower, it was only temporary. Also, since I sailed worse than I ever have in the Nationals, it is equally obvious that any improvement in my speed was just as temporary, although my regatta racing record here was the best I've had in about ten years.

THE SNIPE IS REALLY A SENSITIVE LITTLE MACHINE, AND THERE IS NEVER A DULL MOMENT RACING IT!

WIND STREAKS

One thing that was apparent in Jacksonville last year and again in San Antonio and at Dallas this year, is that when you die before the wind in a very light wind, it is vital to locate and stay in the wind streaks that are always present in these conditions. These are narrow corridors of increased wind velocity running parallel to the wind direction, and may be very narrow. They cannot be located by ripples on the water--they can be located only by relative boat speed. They seem to persist in a given location for a long period of time, and if you aren't in one and someone else is--you had better get over there. It is better to be in a wind streak even with the possibility of being blanketed, than out of it and being passed for no apparent reason by a boat which is in a good streak.



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Covers deck and sides but with no openings.
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NORTH SAILS SET THE PACE

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Western Hemisphere Championship	1st & 2nd
Pacific Coast Championship	1st & 2nd
Indian Summer Regatta	1st
S. C. Y. A. Mid-winters	1st
Dudley Gamblin Memorial	1st
Bacardi Series - Nassau	1st
Brazilian Championship	1st
Shreveport Regatta	1st
Austin Battle of San Jacinto	1st
S. D. Y. C. Snipe Hunt	1st & 2nd
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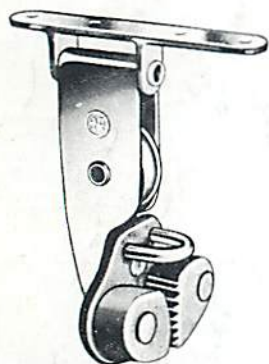
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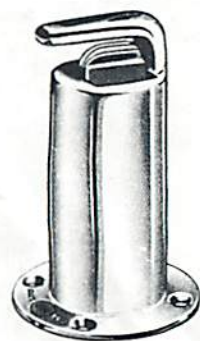
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