

SNIPE *BULLETIN*

JANUARY 1972



RICHARD L. TILLMAN

COMMODORE - 1972

Cobra Masts

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110
PHONE (714) 295-8887



Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

The 1972 Cobras will also have some new equipment —

MAST PRICES

Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sheave.

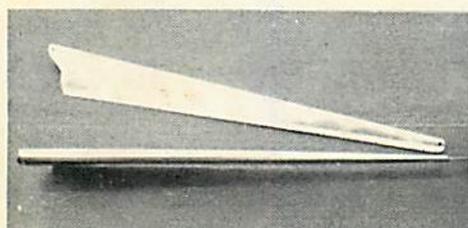
\$200.00

Rigged with shrouds, halyards, halyard locks, bands, bottom of shrouds must be finished by you to fit your boat.

\$255.00

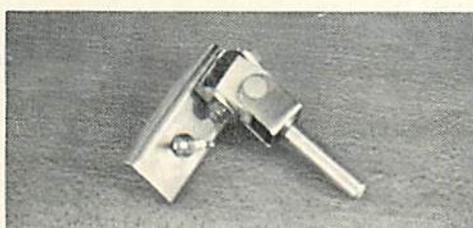
Boom with end plates\$32.00

Rigged Boom\$75.00



The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.

Price \$12.00 pair



The gooseneck is all stainless steel. It is much stronger than the old aluminum one. Also it will not freeze up when used in salt air.

Price \$12.00

ELMS SAILS

Can you buy one set of sails to cover all racing conditions?

Yes if it's an Elms. The new sails that we have been manufacturing the last part of 1971 have proved to be excellent all weather sails. Our 1971 No. 1 model seemed to get faster as the wind increased, so we went to work on it and tried to improve it's light air performance.

We were able to make them considerably faster in light air without hurting the medium and heavy air performance.

The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 3rd and 4th. The second boat used a combination of two sailmakers, main by one, jib by another.

This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

The Juniors had wind up to 20. Elms Sails got 1st, 2nd and 4th.

The Nassau Midwinters were heavy. Elms Sails got 7 straight firsts, capturing 1st and 2nd in the championship.

These sails were all 1971 No. 1's except for the 3 boats that did well in the Worlds. They had 1972 models. Their performance would warrant you buying the new all purpose Elms Sails in 1972.

We are calling them the 1972 No. 1.

PRICE — \$185.00 with window and glass battens, bag and no.

Plus Royalty (U.S. only) — \$5.00 per sail, \$10.00 per suit

ELMS SAILS

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110
PHONE (714) 295-8887

Voice Of The People

MORE ON HIGH COSTS

Buzz Levinson has identified a problem, the high cost of attending regattas, but I think he is taking the wrong approach to a solution. The sanctioning of regattas is now, in District I at least, only an administrative procedure. Saddling it with the requirements Buzz suggests will not do anything but slow the flow of applications.

I particularly oppose two of Buzz's suggestions. First, regattas must pay for themselves. While some fleets are tied to larger clubs that can afford the mailing, trophies, etc., or can collect more than our \$5 dues, the Annapolis Fleet cannot afford to run a free regatta.

Secondly, the suggestion to turn \$1 back to SCIRA is badly timed. We have had dues increased this year and the \$5 sail tax imposed last year.

My suggestion for reducing the cost of attending regattas is below. It is another point of departure for further discussion. As opposed to Buzz's, it does not cover points such as Junior trophies and contributions to the District, any of which could be easily incorporated.

Each regatta listed in the Bulletin's section on Sanctioned Regattas would have one star (or other symbol) included if the Sanction application submitted by the fleet shows the regatta will meet criteria 1-5 below, two if it meets all 6.

The criteria:

1. NAYRU and SCIRA rules to govern, unless complete written instructions (NAYRU Rule 3) were submitted with the application and will be readily available to each skipper. (This is included because I feel the only thing more important than reducing cost is insuring clear procedures—my experience is that they are sadly lacking.)

2. Senior entry fee, to cover regatta expenses only, not to exceed \$4.

3. Junior entry fee not to exceed 1/2 of the senior entry fee.

4. Private housing and/or camping to be guaranteed by the host fleet, but only when the request is received two weeks prior to the regatta.

5. Alcoholic beverage charges, if any, to be payable separately.

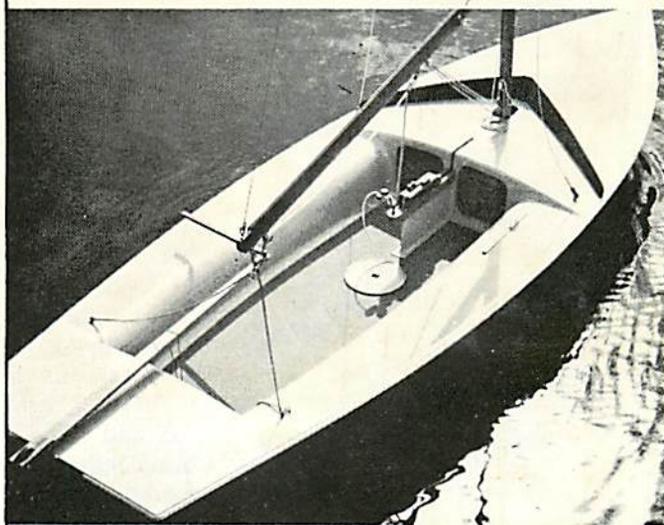
6. Meal charges to be payable separately and no single meal to cost more than \$3 per person.

The data required for the judgement could be included on the sanction application—much of it is now. If sailors arrive at a regatta which advertised a one or two star rating and agree that the criteria aren't being met, they might inform SCIRA and have a note published in the Bulletin.

A two star rating announced well in advance could generate great interest in a regatta, particularly those struggling to become well established. This system might encourage more careful use of the sanction process. It would, under criteria 1, force fleets to examine the 'local practice' and either change it or write it down. Best, it would do all this without creating a new set of rules for us to follow. It offers the prospect of an immediate reward directly to the fleet which seeks a high (in this sense) rating for its regatta.

Larry Johnson
Annapolis Fleet 532

NEW SELF RESCUING HULL



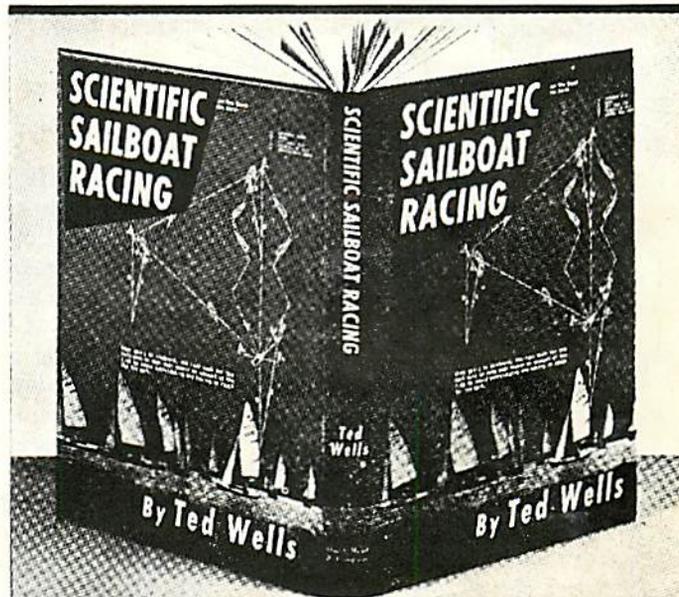
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WRITE FOR INFORMATION

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First appearing in 1950, this fine sailing book has become the "Sniper's Bible" and has proven so popular throughout the world it was revised and enlarged for a third printing. Not only does it tell how to rig your boat, but how to sail it — and win — as well.

From any book store or direct from SCIRA — \$6.50

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

JANUARY 1972

Vol. XXI No. 1

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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

The 1972 SCIRA Commodore is Richard L. Tillman. Dick is a Major in the U.S. Air Force and has travelled extensively across the U.S. and Europe. He has lived in Indiana, Florida, Alabama, Texas, Ohio, France, Germany, and is presently stationed in South Carolina. Dick started sailing Snipes in 1947 at age 11, under the tutorage of the Levinsons on Lake Wawasee in Indiana.

Commodore Tillman says, "My brother and I sailed our first Snipe, 3303, for two years before we could finish any better than last place in our local races." Dick later went on to win the U.S. National Championship in 1959. He found racing Snipes good experience for other classes and won the Finn U.S. National and North American Championships in 1965 and the Laser North American Championship in 1971. In 1965 Dick received the Martini and Rossi Award as Outstanding Yachtsman of the year.

In the SCIRA Organization he has served on the Board of Governors as well as in the flag ranks. He has served on SCIRA's Olympic Committee, is a contributing editor of the Bulletin, and has actively promoted SCIRA's international development. Dick's wife, Linda, and 3 children, Laurie 9, Libbie 7, and Susan 5, all enjoy sailing the Snipe.

SNIPERS IN THE NEWS: These Snipers have showed that talent runs deep in the class and shows up well in the competition in other classes. We are proud to report that: Vice-Commodore Dick Tillman won the Laser North American Championship in an 84 boat fleet. (10 were specially invited champions from outside the Laser class.) Terry Cronberg was first in high class competition when he won the Prince of Wales Cup. U.S. National Secretary Buzz Levinson was the winner in the Flying Junior U.S.A. Week and his brother Frank Levinson (FDs claim him too) won the Flying Dutchman North Americans. Bill Buckles was third in the Lightning European Championship and 7th in the world's. Quinn Dennis finished high in the Mallory Cup competition. Jan Persson, the Danish representative in the 1971 World's has been crewing for King Constantine of Greece on his Soling. No doubt they will be prospecting for gold in the Olympics next year. This is just a partial list of those we could think of as we go to press. Let us know of the others!

THOUGHTS WHILE SAILING

The Constitution and By-Laws have been amended effective January 1, 1972. This was the result of the efforts of Stovy and Taylor Brown as well as all of the members of the Board. Most of the changes are clarifications of the old one and we have decided not to print them in full in the BULLETIN. The RULE BOOK, which is at the printers, contains all the changes. However, the main points are summarized below.

1. The Executive Secretary is no longer a member of the Board. The U.S. National Secretary has been included as a member of the Board. The total number has not been changed.

2. No changes in the measurement rules may be made except every four years. These will become effective on January 1 of every leap year (1976, 1980, etc.). The only exception to this is in the case of an extreme emergency. In all cases, the changes must be approved by a majority of the entire board, not just the majority of those at a meeting. Further, advance notice in the BULLETIN is required.

3. The Executive Secretary is required to maintain an agenda. Any member of the Board, the Executive Secretary, any National Secretary, or any five fleet captains through a petition may place items on the agenda. The agenda will be circulated to the Board approval, disapproval, amendments, table, etc. Furthermore, the agenda is to be published in the Bulletin. The effect of this is to give the members notice in advance of business coming before the Board.

AXEL SCHMIDT ON JUNIORS: In Brazil the kids start off in Penguins then move into VW's.

REGATTA ADVERTISING

All Fleets wishing to advertise their regattas in the BULLETIN should send their ads already designed and camera-ready in the exact size to be printed. Ads not so prepared can be given only straight type in the make-up.

The closing date for any issue is the 1st of the month prior to the month of the issue. All efforts are being made to mail each issue as near to the first of the month as possible.



THE COMMODORE SAYS

After sailing Snipes for 25 years and being closely associated with SCIRA, it is a great honor for me to be your commodore. I believe that we have a wonderful boat and the greatest sailing organization in the world. Not too many classes can boast of nearly 20,000 numbers and 400 fleets in 32 countries. I also believe that the improvements made in the boat during the last two years will provide a firm basis for the future growth of the class.

As far as SCIRA itself is concerned, we all need the continued support of each other, individually and collectively, to keep the organization strong and prosperous. This means being enthusiastic about our boat that we all enjoy racing so much, and also contributing to our financial support. Everyone who races a Snipe in each of the 32 countries should be a member of SCIRA. We have an International organization in every respect of the word, but it will function at its best only with the full support of all.

The 1972 racing year begins on the first of January. It is your Fleet Captain's responsibility to collect 1972 dues. Please cooperate with him. Your executive secretary will publish information in each issue of the bulletin on the current number of Snipes and fleets registered.

Since the BULLETIN is the primary means of communication, I urge everyone to use it as such. I would particularly like to hear more from those outside the U.S. Send news and stories from your countries and let's have more technical and racing articles as well as suggestions and helpful criticisms for improvement.

Here's wishing all a most successful and enjoyable year, for you, your fleet, your country and SCIRA. Dick Tillman
Commodore

THE SCORE

Numbered SNIPES—19790

Chartered Fleets—705

SCIRA issued 94 numbers during the past two months. Again Japan took a large block—50. This followed 100 that were issued in September. Snipe is really growing there. Distribution of the others were: U.S. 27, Finland 10, Canada 4, Bermuda 2 and 1 to Mexico.

Three fleets were chartered. Number 703 went to Osaka Bay Fleet in Japan, 704 to Lohja in Finland and 705 to St. Louis, Mo. In addition, the West Texas Fleet number 454 in Lubbock, Texas has been reactivated.

REPORT FROM SCANDINAVIA



Jan Persson, winner of Silversnipe.
Photo by Staffan Bengtsson

SILVERSNIFE ***

At the meeting at the 1970 European Championship it was settled that every country should pick out its biggest and finest regatta to be a "European Three Star Event". This was in hope that the Snipers in Europe would try to go to these big regattas and in that way increase the interchange between foreign Snipe sailors.

In Sweden the oldest Snipe regatta "Silver-Snipe" was chosen to be our Three Star Event. The races were held July 30-August 1 at Stavnsas, 10 miles east of Stockholm and arranged by Stavnsas Snipe Fleet's young and skilled Race Committee. Sixty-five boats came from all over Scandinavia and France. The winds were pretty shifty, but that didn't bother The Great Dane, Jan Person. Last year he won everything in North Europe and this season he won every regatta except the South European Championship where he was second. He sails a new Skipper Snipe from Denmark with Proctor B and North Sails. He uses a mastpuller and trimlines on the traveler. The spreaders are 16" long and the distance between them is 23". Jan won with tremendous speed to windward.

Number two in the "Silversnipe" were the young and coming Kraft brothers from Gottenburg, Sweden. They sail an old Eichenlaub in which Lars Nilsson-Molse together with his wife Bea were 4th in the U.S. Nationals in 1966. Their boat is a real winner: last year Sweden's Champ and second this year.

The bronze medal was taken by another Dane, Hansen brothers who are the best skippers for Henriksens Jollevert, Denmark.

Per and Mats Gothlin
Stockholm, Sweden



Gothlin Brothers take the lead in the Scandinavian.

Photo by Ake Grapengiesser

SCANDINAVIAN CHAMPIONSHIP

After one day's rest all the Snipes were towed to Sandhamn, one of the big racing centers in the world.

The weather was, as it always is, marvelous with sun every day. The race-course was out on the open sea where the Star European Championship and 5.5 World Championship were placed.

The thesis that you have to be brothers to be good in Snipes was really proven in this championship:

Winners were Kraft Brothers

3rd Gothlin Brothers—1971 Swedish Champs

4th Harling Brothers—Runner-up in 1970 Swedish Championship

6th Hansen Brothers—Famous heavy wind sailors

8th Ninniranththa Brothers—Finnish Champ 1971, a sailmaker

9th Larson Brothers—Light wind phantoms from Stockholm

11th Bjurstrom Brothers—reaching specialists and sailmakers from Finland

It had been a long time since all Scandinavians were gathered at one regatta. Stavnsas Snipe Fleet had done everything to make the regatta like the fashionables in South Europe. Consequently, all participants were treated to beach parties, grill parties and so on almost every one of the warm and light Swedish nights.

The prize collection didn't contain the big trophies one can see in pictures from U.S. Snipe regattas but the fleet had collected by begging 50 Swedish companies and they got over 100 prizes! There were tape-recorders, genuine Persian rugs and carpets, radio location compasses, diving-watches, telescopes and so on. (Ed.Note: Wow!)

Next time we hope some more Snipe sailors from Southern Europe and perhaps countries on the other side of the Atlantic will come and race in the most beautiful archipelago in the world: The Archipelago of Stockholm.

Harry Levinson D-3 Champ For 7th Time



L to R: Gwen Gordon, Dick Schmidt, Harry Levinson, Harry Levinson, Jr., Frank K. Levinson, Jr., Paul Levinson



L to R front: Jamey Hill; back: Bob Hill, Judi Wilder Michel Zalzal, Bud Leonard, Jeff Troeger

Photos by George Nichols

On July 16, 17, and 18, 1971, the Commodore Decatur Yacht Club and Snipe Fleet No. 144 were the hosts for this year's District Three Championship Regatta. Forty-five boats were registered for the six race event.

The three-race elimination series was held Friday under sunny skies and with brisk southwest winds throughout the day. The top twenty-five boats qualified to compete for the Chalmers-Burns Trophy. The remaining twenty boats sailed in the Dunphy Consolation Trophy competition.

On Saturday, the wind had shifted to the northwest, providing an unusual beat

for Lake Decatur. Despite early threatening skies, the thunderstorms passed by leaving somewhat lighter winds behind. The final race on Sunday morning started with light northeast winds which shifted 180 degrees during the race to the dismay of the race director. Severe weather warnings were posted just as the race was finished.

All the skippers present commiserated with Harry Levinson and crew Harry, Jr. After securing the trophy with five first place finishes, they placed second in the final race. However they were able to throw out this race, enabling them to present a perfect "0" score card. This was

the seventh time Harry Levinson won the District Three Championship. Brother Frank Levinson, Jr., placed second; third place was captured by Dick Schmidt.

Top honors in the Dunphy Series were claimed by Bud Leonard, Bob Hill and Michel Zalzal.

Saturday evening, District Governor Bud Leonard, presided over a dinner meeting and election attended by approximately 100 sailors, wives and crew. New District Governor, elected for a two-year term is Earl Troeger from South Bend, Indiana.

Helen Nichols
Snipe Fleet No. 144

DISTRICT 3 CHAMPIONSHIP REGATTA CHALMERS-BURNS SERIES

BOAT	Skipper/Club	#1	#2	#3	#4	#5	#6	Pts.	Fin.
12192	Harry Levinson-Indianapolis	1	1	1	1	1	2	0	1
19063	Frank Levinson, Jr. Indianapolis	3	3	4	14	7	3	38.1	2
16103	Dick Schmidt Barton BC	5	7	3	2	10	4	39.7	3
16797	Paul H. Zent Indianapolis	4	2	5	6	4	9	40.7	4
18501	Frank Levinson Indianapolis	8	2	1	5	9	21	42	5
19400	Bob Rowland Fairborn	4	6	7	3	3	14	44.1	6
17163	Frank Pontious Diamond Lake	11	4	11	12	2	1	45	7
19267	Don Hite Detroit	8	8	3	4	8	19	55.7	8
13023	Ed Probeck Western Springs	2	1	11	18	12	24	62	9
18647	Robert Gordon Decatur	10	4	5	19	6	20	70.7	10
17395	Jeff Jones Dearborn	11	13	2	8	15	13	72	11
18858	Ed Griffith Cincinnati	7	7	15	7	14	8	73	12
16856	Tom Townsend Carmel	6	5	DSQ	20	5	11	74.7	13
17460	Carl Levinson Indianapolis	7	11	14	9	17	5	75	14
18118	Stu Griffing Cowan Lake	1	17	8	22	21	7	77	15
13020	Paul Dovey Peoria	2	3	18	25	11	22	77.7	16
19281	Tom Rolfes Acton Lake	12	5	4	24	19	12	79	17
19269	Daniel Wesselthoff Peoria	10	12	13	13	DNF	6	83.7	18
18660	Stan Salzenstein Peoria	14	9	9	10	13	18	85	19
13046	Richard Tillman Elkhart	12	8	12	11	DNF	15	88	20

DISTRICT NO. 3 CHAMPIONSHIP REGATTA DUNPHY SERIES

Boat	Skipper/Club	Races	Pts.	Fin.
18899	Bud Leonard Diamond Lake	9 DNF 8 2 1 1 32	1	
18120	Bob Hill Acton	21 10 15 3 3 3 54.1	2	
19062	Michel Zalzal Cincinnati	19 DSQ 17 1 6 2 62.7	3	
12452	John Stanley Crystal Lake	13 15 10 4 10 5 69	4	
19177	Pat Doyle Springfield	21 19 12 11 2 4 71	5	
18502	Steve Sherman Muncie	17 13 6 12 5 10 74.7	6	
18887	Tommy Sly Decatur	3 16 20 14 14 6 79.4	7	
18299	Steve Barb Muncie	20 18 9 7 7 9 80	8	
15509	Dave Congdon Decatur	13 22 13 10 13 7 86	9	
19179	Dave Schafer Burnham Park	22 14 23 5 8 12 90	10	
18039	Val Simhauser Springfield	18 15 DSQ 6 12 11 91.7	11	
16732	Rod Goldstein Peoria	14 12 16 DNF 4 DSQ 94	12	
19001	Del Girard Decatur	17 14 19 DSQ 9 8 97	13	
17558	Robert Page Indianapolis	16 19 14 8 15 DSQ 102	14	
16953	Earl Troeger Brich Lake	15 17 16 13 DSQ 13 104	15	
15161	Jim Pyott Burnham Lake	15 20 17 DSQ 11 DNF 113	16	
17422	John Eilers, Jr. Cowan Lake	19 21 22 9 17 DNF 116	17	
12022	Julie Rife Decatur	23 20 19 16 18 14 117	18	
19178	Harold Hake Decatur	22 21 20 DNF 16 12 120	19	
19271	Chris Stump Decatur	20 18 18 15 DNF DNS 121	20	

Bob Cummings Wins At Lake Worth



Rosie Cummings instructs Bob how to lead the fleet around the mark. Photo by Paul Riker

The 12th LWSC Annual Labor Day Weekend Snipe Regatta was started in a relatively cool 14 knot wind on Friday afternoon with a warmup race. Bob Parizek and Chuck Molyneaux kept up a constant battle for the lead which changed many times during the 4½ mile course. At the finish line Molyneaux and his lovely wife, Ramona, captured the race. A beer bust was presented that evening.

Thirty-three Snipes were registered at race time on Saturday and the first race was sailed in a 16 knot wind with short jabs of 22 knots hitting every minute or so during the 2 lap plus 1 leg triangular 5 mile course. Dick Caspari, Jim Bookout, Dick Fagin, and Bob Cummings kept pressure on each other causing the positions of the leading boats to juggle many times during the race. Some of the other skipper's found the winds hard to handle with many capsizing and three skippers required aid from the pickup boats after their Snipes were swamped. The second race on Saturday afternoon was a repeat of the first race except the wind dropped a few knots during the last half hour of the race and the big first place contest was



Leaders closing in on a mark. Photo by Paul Riker

between Dick Fagin and Bob Cummings with Rosie Cummings' foredeck tactics bringing her skipper/husband in first.

The early Sunday morning race course brought a gleam to many of the crew's eyes because the wind had dropped to a mild 8 knots. This started a whole new ball of wax. Chuck Molyneaux was 27th the night before, came in 1st Sunday morning. Don McFarland in 9020 showed what an old boat can do by grabbing second place. Dick Fagin had to work hard for an 11th place after 3rd and 2nd places the day before.

Twenty-six pieces of silver were presented to the top skippers and crews by Commodore Louis Nelms. Bob and Rosie Cummings received the Lake Worth Sailing Club Perpetual Trophy which was won in 1970 by Keith Zars.

George W. Becker
Lake Worth Fleet 53

Lake Worth

Bob Cummings/Rosie Cummings, White Rock	2-1-4	11	1
Dick Caspari/Jim Tilford, Wichita	1-4-3	13.7	2
Dick Fagin/Judy Fagin, White Rock	3-2-11	25.7	3
Jim Bookhout/Margaret Bookhout, White Rock	5-3-8	29.7	4
Barney Terrell/Pat McGrael, White Rock	8-5-13	43	5
Stan Vaughan/Carol Vaughan, White Rock	9-6-12	44.6	6
Bob Ruby/Judy Ruby, White Rock	11-9-7	45	7
Gary Zars/Matt Gates, Lake Canyon	6-16-6	46.7	8
Will Ivie/Bob Stoddard, Lake Worth	6-15-9	47.7	9
Jim Wild/Sydney Wild, Lake Canyon	10-7-14	49	10
Bill Rodgers/Ron Hudnall, Clear Lake	14-11-17	60	11
Bob Parizek/ Joe Ann Parizek, Lake Worth	16-13-20	67	12
Leif Zars/David Weston, Lake Canyon	12-SQ-10	68	13
Dave Kendall/Ginger Kendall, White Rock	19-8-23	68	14
Rita Bragg/Jack McGrael, Lake Worth	22-NF-5	69	15
David Miller/Lois Miller, Clear Lake	13-14-25	70	16
David Cheek/Richard Riggs, Okla City	20-12-22	72	17
Don Frank/Jim Doras, White Rock	21-18-15	72	18
Francis Keany/Steve Slay, White Rock	18-19-18	73	19
Chuck Molyneaux/Bill Sterling, White Rock	NF-NS-1	73	20
Dick Quade/Jane Quade, White River	NF-10-21	77	21
Warren Cox/Gwen Cox, White Rock	15-17-27	77	22
Gordon Wallace/Jim Bookhout, White Rock	4-SQ-NS	81	23
Don McFarland/Leslie McFarland, White Rock	NS-NS-2	81	24
Pete Fenner/Jim Hook, White Rock	17-NS-16	84	25
Marshal Pena/Elaine Taylor, Lake Canyon	23-20-26	87	26
Pat Burgess/Jeff Taylor, White Rock	24-NF-24	91	27
George Gates/Peter Weston, Lake Canyon	NF-NF-28	99	28
David Dixon/Linda Dixon, White Rock	NS-NS-19	103	29
Dan Webster/Paul Wallof, White Rock	NF-NS-NS	112	30
Bob Henry/Marilyn Rice, White Rock	NS-NS-NS	117	31
Tom Cheek/Judi Cheek, White Rock	NS-NS-NS	117	32
Bill Sterling/Patricia Sterling, White Rock	NS-NS-NS	117	33



Skip, you should have tied the board in..... Photo by Paul Riker

NEEDLESPAR

Snipe Mast & Boom

MINIMUM WINDAGE - MACHINED TAPER
NO WELDING - UNIFORM BEND
1 7/8" DIAMETER AT DECK, 1 1/2" AT TOP

BOOM - 2 1/2", ROUND - TAPERED CUT-AWAY
ENDS ARE LIGHTWEIGHT AND STIFF

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IF YOU ONLY GET ONE SUIT OF SNIPE SAILS THIS YEAR - MAKE THEM NORTHS



RACE RESULTS - 1971

U.S. National Championship	2nd
Crosby Series	1st
Griffith Trophy	1st
Danish National Championship	1st
Pan American Games	1st
Canadian National Championship	1st
Silver Snipe (Sweden)	1st
Snipe Gold Cup (Sweden)	1st
Championship of Spain	1st
Don Q	1st

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.....ZIP..... NUMBER COLOR: ... Red ... Green
SHIPPING ADDRESS..... ... Blue ... Black
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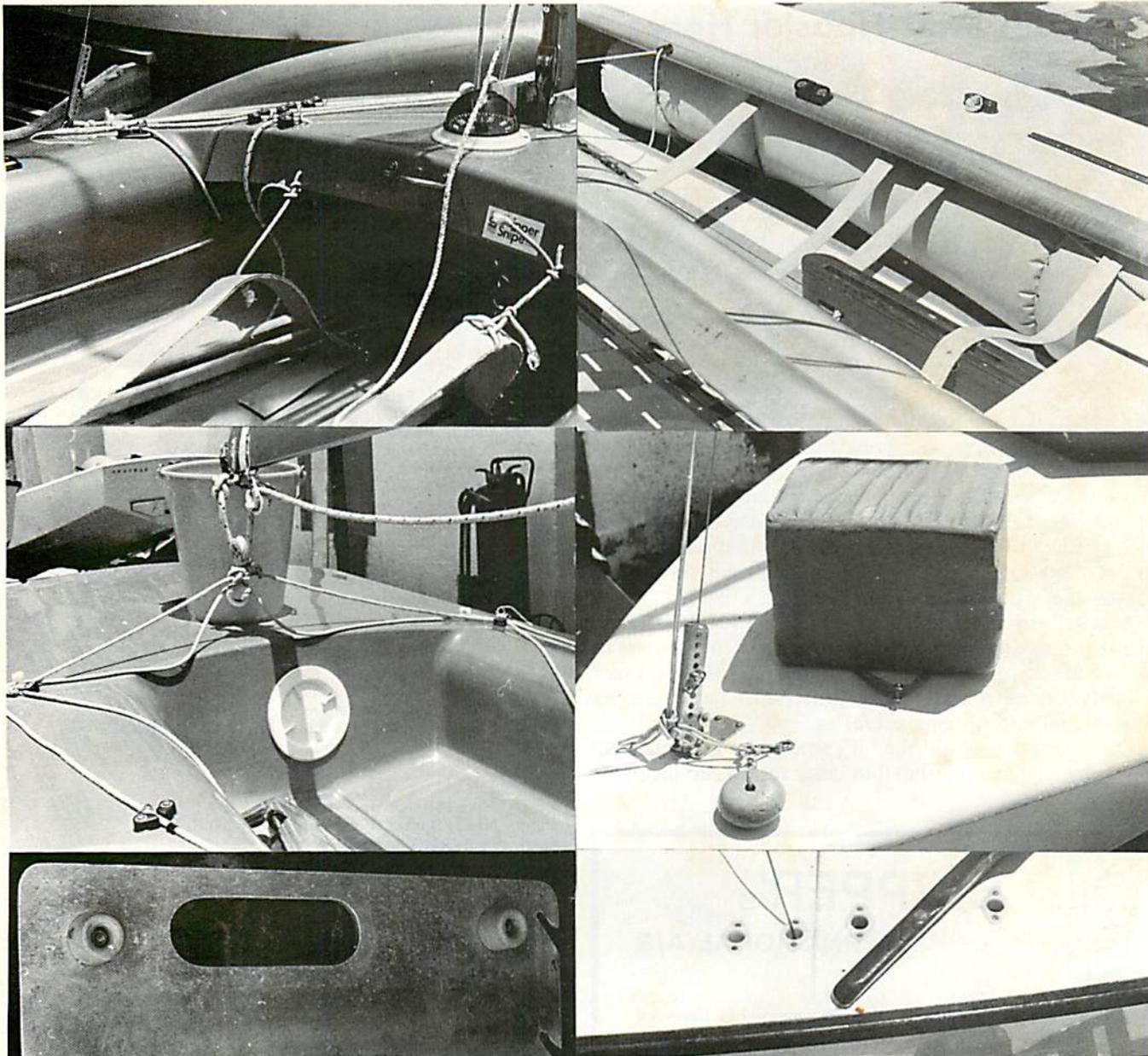
MAST IS: ... Aluminum: Manufacturer & Section.....
... Wood: Deflection with 50lbs."
... Keel Stepped ... Deck Stepped

BOOM HAS: ... Wire outhaul ... Sliding outhaul on track.

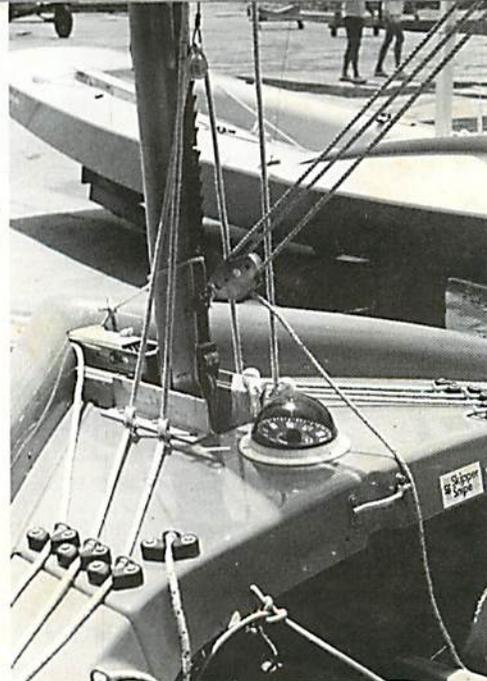
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More On Equipment From Rio



Left from Top: Gothlin boat's traveler rig. Cleat with turning block enables them to bring boom closer to centerline. Handle behind compass is for hooking board. Floor is built up so all of trunk is below floor. 2. Cleats for adjusting traveler length and inner hull inspection plate on Skipper Snipe. 3. Board "handles" are rubber knobs bolted through. 4. Large inflatable marks are light weight and easy to see.

Right from Top: 1. Flotation bags in Nelson Piccolo's boat. Hiking straps are athwartship for both skipper and crew. 2. F. Caiuby's method of righting boat. Line with snap on one end and small float on the other run through a mast block. Large canvas-covered foam block is carried in cockpit. When boat is turtled, block is attached to line and run down mast which brings mast up to water level. 3. Japan's Chubasco has 4 holes for adjusting shroud position. 4. Skipper Snipe with cleats the crew can adjust from either side while hiking out, L to R: Jib luff, clew outhaul, Cunningham, mast bend controller located in front of mast.

Bob Hill Wins Hoosier Harvest



Left: A Fleet Winners, back row: B. Rowland, L. Reichart, Bob Hill, C. Levinson, S. Griffing.

Right: B Fleet Winners, Back row: G. Wiseman, S. Barb, T. Crookston, M. Hill, N. Smith.

The Hoosier Harvest Regatta had a 20% increase over past records with 43 Snipes registering for the event. Bob Hill of Cincinnati took first place with son Jamie crewing for him. With the win went the Alan (Buzz) Levinson Travelling Trophy for the year. The Indianapolis Club took second and third places with Lee Reichart and fifteen-year-old Carl Levinson in those two slots. Bob Rowland from Fairborn Ohio and Stu Griffing from Cincinnati placed fourth and fifth.

The wind was a typical S.W. breeze of 8-10 M.P.H. for the first two races Saturday but picked up and switched around to the west for the third race of the afternoon. The fourth race on Sunday morning was a hazy drifter that made guessing rather than sailing the dominant factor.

The two top winners in the "B" series were not only from the nearby Richmond Club but also turned in the most

constant results. Mike Hill won first with a 2, 5, 4, and 1 while Nancy Smith took second with a 1, 3, 3, and 6. Other "B" Division winners were Tom Crookston of Kalamazoo third, Greg Wiseman of Muncie fourth. Steve Barb of Muncie won fifth and the Junior Skipper Award for the second year in a row.

The 720 degree rule was in effect for our regatta. After the three Saturday races a vote was taken at the dinner and 90% of the skippers were in favor of the rule.

Earl C. Barb
Muncie Fleet 557

A Fleet

18120	Bob Hill, Acton	1-2-4-13	30	1
16796	Lee Reichart, Indpls.	3-3-5-8	35.4	2
17460	Carl Levinson, Indpls.	13-1-1-11	36	3
19400	Bob Rowland, Cowan	11-13-2-1	39	4
18118	Stu Griffing, Cowan	17-5-8-2	50	5
17671	Berkley Duck, Indpls.	5-12-7-5	51	6
18501	Jeff Jones, Crescent	6-10-10-7	56.7	7
14774	Bill Coberly, Decatur	8-15-6-6	58.4	8
18858	Ed Griffith, Acton	14-8-14-3	59.7	9
17396	Steve Orr, Crescent	7-6-18-9	63.7	10
19062	Michel Zalzal, Acton	19-9-3-12	63.7	11
12452	John Stanley, Chicago	4-11-9-18	64	12
18921	E. K. Yantes, Cowan	16-7-16-4	65	13
18067	Dick Madden, Indpls.	2-18-20-10	69	14
19281	Tom Rolfes, Acton	15-4-11-17	69	15
16422	Jerry Zanzinger, San Mateo	9-14-17-NS	82	16
19366	James McDonald, Indpls.	10-20-12-NS	84	17
19345	Marvin Lee, Muncie	20-16-13-14	87	18
18501	Steve Sherman, Muncie	12-17-19-16	88	19
17780	Tim Nichols, Diamond	18-19-15-15	91	20

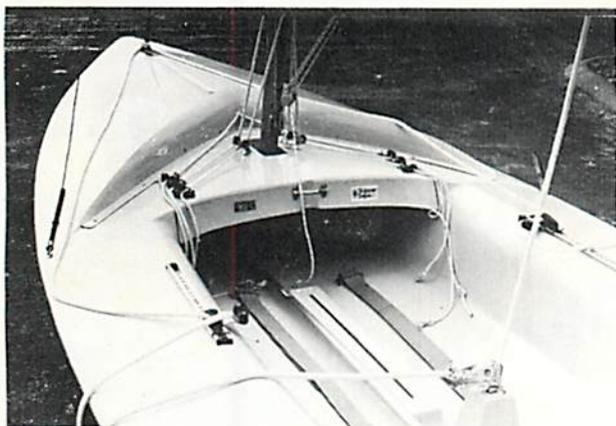
B Fleet

19361	Mike Hill, Richmond	2-5-4-1	21	1
7999	Nancy Smith, Richmond	1-3-3-6	23.1	2
15400	Tom Crookston, Diamond	8-2-6-5	38.7	3
13007	Greg Wiseman, Muncie	12-6-1-9	44.7	4
19269	Steve Barb, Muncie	13-1-5-13	48	5
19363	Nancy Norton, Indpls.	3-7-12-8	50.7	6
7192	Hy Finegold, Cowan	5-4-14-17	61	7
16400	Jack Kirkbride, Cowan	7-11-NF-2	62	8
18914	Dave Burdett, Richmond	15-8-16-3	62.7	9
17688	John Dottenwhy, Muncie	6-10-NF-4	64.7	10
19278	George Howell, Richmond	4-17-10-14	67	11
6290	Jerry Makela, Richmond	16-9-11-7	67	12
16401	George Nichols, Decatur	17-14-2-16	68	13
19362	Dean Spencer, Richmond	11-19-7-11	72	14
16402	Mark Constant, Muncie	10-SQ-9-10	79	15
15711	Darrell Wilburn, Cowan	19-13-8-18	82	16
14982	Stan Kowalski, Indpls.	9-12-19-21	85	17
10593	Erick Laine, Richmond	14-21-15-15	89	18
17224	Marge Smith, Richmond	18-20-13-23	98	19
18913	Don Meredith, Richmond	20-18-17-19	98	20
14771	Joey Slater, Muncie	21-16-20-20	99	21
13071	Curt Chastain, Muncie	22-15-18-22	101	22
17331	Roy Guthrie, Richmond	NS-NS-NS-12	105	23



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South European Championship 1969 & 1971, 1st
North European Championship 1970, 1st
European Junior Championship, 1st
7 National Championships in 1971

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Capsize And Rescue



Photo by Tom Emmons

A capsize can result when you goof by letting go of the tiller when you shouldn't or just as surely by getting caught in a miniature Oklahoma twister. I've had it happen both ways and I hope nobody's been counting. Learning how to handle such an emergency properly, like almost everything else, depends upon knowing what to do ahead of time, even though it hasn't ever happened to you before. That's why you tie your daggerboard in securely, giving it no more travel than to get it to its maximum upward position when sailing in high winds.

The first consideration in event of a capsize must be the safety of the skipper and crew. Hopefully, both are wearing life vests and are uninjured. Secondly, rescuing the boat and its equipment must be undertaken rapidly and with foresight. In the typical knock down, the skipper and crew are thrown into the water in the lee of the boat. Their prime consideration at this point is to prevent the boat from swamping and even more important, from turning turtle. If they have been thrown overboard to leeward, they should be able to get out to the end of the mast and bouy it up with a spare life jacket or bouyant cushion. This is particularly true in boats with aluminum spars. When you go over, grab that spare cushion and get out to the end of the mast at fast as possible. Secure it to the end of the mast and then worry about righting the boat.

In some instances, you can feel the boat beginning to go even though you luff hard into the gust. In such cases, skipper and crew should uncleat sheets and climb over the weather side and onto the daggerboard as rapidly as possible, beginning to right the boat even as she is going over. On occasions, I have seen near

knock downs averted by an alert and agile crew who is able to get out and ride the board during a hard gust and then get back aboard as the gust eases and not get more than his socks wet.

When a boat does capsize and swamp, how the rescue boat approaches the capsize craft will depend upon how she lies in the water, condition of the wind and sea, and the type of rescue vessel involved. If your rescue boat is easily maneuverable and can approach upwind near the bow of the swamped boat, without danger of fouling the prop on lines, sails, or rigging and without having the swamped boat drift down on you, you may be able to pass a line to the men in the water and then stand clear being careful not to run afoul of your tow line. If seas are too rough to make a close approach possible, bouy a line to a spare life cushion and heave it down to the swamped boat from the weather side and at a distance sufficient to give you room to maneuver and keep clear. Never, never, never approach close with a man in the water between the two boats. Contact between the boats should also be avoided. We all know enough to keep hands and feet from between two boats in close contact but the instinct to attempt to fend off under such circumstances often can result in broken bones.

Once you have a line to the swamped boat, first priority should be given to the safety of those in the water. If skipper or crew are injured or exhausted, get them aboard the rescue vessel at once and send someone from the rescue boat into the water to assist in getting the swamped boat ready to be towed in. (Any volunteers?)

With the sails down and stowed where they won't wash overboard, boat righted,

and tow line made fast to the bow of the boat, the business of towing can begin. If you have a towing bit located amidships, this is the best place to fasten your tow line as it gives far greater maneuverability to the rescue boat. Lacking this, a bridle rigged to cleats on either side and well forward will accomplish the same thing. As a last resort, cleat to your stern mooring cleats but remember that your ability to maneuver will be strictly limited.

The tow in should be made very slowly. If the skipper of the swamped boat stays with his boat, he will be able to assist by steering to keep his boat in the wake of the tow boat. Failure to do this may result in a second capsize. As the tow gathers way, the skipper of the swamped boat may be able to rid his craft of a good deal of water by putting his weight well aft and letting the bow ride up which will help to dump a good quantity of water out of the cockpit. The skipper of the tow boat should keep his speed low in order to avoid pulling fittings loose, possibly off his own boat but more likely resulting in more damage to the swamped boat.

In case the only towing cleat is located aft and the maneuverability of the towing boat is dangerously limited, have a crew member pull in on the tow line giving you some slack which will allow you to make necessary course changes.

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Hite Wins Michigan State Championship



The Grand Rapids Yacht Club was host for the 1971 Michigan Championships sailed at Reed's Lake on July 31st and August 1st. 38 Skippers, representing 9 Snipe fleets, sailed in four fleets. The weather turned out to be great—beautiful and clear with winds running from 12 to 20 m.p.h. for all 3 races.

In the first fleet, the defending champion, John Johns, met Don Hite in a hard fought race with Hite pulling ahead to cross the finish line about 20 yards ahead. In the second fleet, Frank Pontius of Diamond Lake had an equally good race with Dick Schmidt of Barton Pond. Frank sailed well to clinch the victory.

Winds picked up in the afternoon race with the race committee requiring life jackets, but the extra wind didn't seem to deter either Hite or Pontius. John Johns finished second to Pontius and Jeff Troeger of Diamond Lake finished second to Hite after a good battle all the way around the course. During this race, the crash boats were kept busy as 8 boats either tipped over or had equipment failures and had to be hauled in.

With Hite and Pontius both undefeated, Johns was in second place and Schmidt and Troeger were tied for 3rd before Sunday's final race. In the first race, Jeff Jones of Lake St. Clair had missed an offset buoy which put him at the rear of the fleet, but he worked his way back to 7th place. Good sailing but

unfortunately putting him out of the trophy class.

After a pleasant "happy hour" and ox roast Saturday evening, most of the younger skippers ended up on the vol-

leyball court where the Detroit area challenged the rest of the state. As Jeff Jones, (Detroit) said, "We creamed them!"

Sunday morning, the winds were still holding 15-20 and Hite and Pontius sailed head to head for the title. With south winds, the course had 8 short beats and most skippers found it "frustrating". Hite, however, took over the lead at the first buoy and held it all the way to the finish line to wrap up the 1971 championship undefeated!

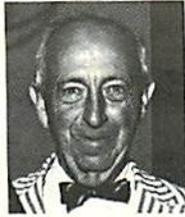
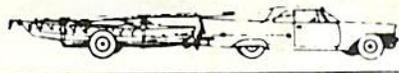
Special mention should be made of the excellent sailing of Frank Pontius and Bud Leonard. Frank sailed with his son, Dave, and the District governor with his son, Bud Jr. Both boys are 9 years old—weigh about 65 pounds—and they and their skippers did a great job in the high winds. It was a real lesson for those of us who think our crews have to be exactly the correct weight!

Grand Rapids enjoyed having the visiting skippers with us. Our only regret was that they took all the trophies... and we're hoping they'll come back soon.

Frank Feshenfeld
Fleet No. 137

Boat	Skipper	Club	Races	Pts.	Fin.
19267	Don Hite	Lake Angelus	1-1-1	0	1
17163	Frank Pontius	Diamond Lake	1-1-3	5.7	2
17513	John Johns	Barton Pond	2-2-1	6.0	3
16103	Dick Schmidt	Barton Pond	2-3-2	11.7	4
16953	Jeff Troeger	Diamond Lake	3-2-5	18.7	5
17395	Jeff Jones	Lake St. Clair	7-3-2	21.7	6
17780	Tim Nichols	Wolf Lake	3-4-5	23.7	7
18045	Paul Richards	Grand Rapids	7-5-6	34.7	8
18298	George Drake	Lake Angelus	6-5-9	36.7	9
12819	Hap Fox	Grand Rapids	8-6-6	37.4	10
12400	Tom Wurster	Diamond Lake	9-6-7	39.7	11
18899	Bud Leonard	Diamond Lake	4-DSQ-3	40.7	12
15579	Jim Uhl	Grand Rapids	14-7-4	41.0	13
19279	Steve Smith	Lake Lansing	5-9-11	42.0	14
12440	Skip Baxter	Grand Rapids	5-DNF-4	43.0	15
11800	Ham Johnson	Grand Rapids	13-10-7	48.0	16
18046	Jim Lyke	Wolf Lake	12-13-8	51.0	17
16508	Terry Stuck	St. Clair	4-DSQ-10	51.0	18
16099	Frank Feshenfeld	Grand Rapids	8-12-14	52.0	19
18356	Jim Towler, SR.	Wolf Lake	15-9-12	54.0	20
18910	Joe Panian	Lake Angelus	9-DNF-8	54.0	21
17515	Nick Heller	Grand Rapids	DNF-10-9	55.0	22
18048	Richard Dow	Barton Pond	11-11-15	55.0	23
17511	Ray Croasdale	Gull Lake	10-8-DNF	55.0	24
13200	Pete Charnley	Grand Rapids	6-DNF-13	55.7	25
16620	John Goldsworthy	Barton Pond	DNF-4-DNF	57.0	26
18407	Steve Crandall	Lake St. Clair	13-7-DNF	57.0	27
13434	Harold Spicknall	Lake Lansing	11-DNF-11	59.0	28
16288	Dick Grant	Grand Rapids	12-8-DSQ	59.0	29
16415	Cliff Boyce	Grand Rapids	17-11-14	60.0	30
11774	Glenn Lorch	Grand Rapids	16-14-13	61.0	31
18012	Bill Hesselschwerdt	Grand Rapids	10-DSQ-12	61.0	32
18042	Herb Carpenter	Grand Rapids	16-DNF-10	63.0	33
15400	Dick Crookston	Kalamazoo	14-12-DNF	63.0	34
9600	Gary Lorch	Grand Rapids	DNF-15-DNF	69.0	35
12099	Chuck Vreeland	Delton, Michigan	15-DNF-DNF	71.0	36
16583	Allen Davies	Grand Rapids	DNS-DNF-DNF	74.0	37
14929	John Walthour	Grand Rapids	DNF-DSQ-DNF	76.0	38

Wells Wanderings



by Ted Wells

January 1972

REVERBERATIONS FROM RIO

As you read last month—there was considerable excitement in Rio when one of the races got blown out of the water. I have mentioned last that an IYRU Vice President (a Mr. Jonathan Janson) was quite unhappy. I suspected that he didn't really have much expertise on the subject of capsizing and uncapsizing small boats (Editor's note: Mr. Janson sails a 29 foot Redwing Class keel boat) so I wrote a long letter trying to explain what it is all about. I got nowhere. In reply—he conceded that knowing what to do and how to do it had some bearing on successful sailing away but that was all. My reply to him follows:

Dear Mr. Janson:

I have your letter of November 17. I am glad that the Centreboard Technical Committee is going to study the matter of buoyancy. It was on their instigation some years ago that the whole matter of buoyancy changes came about.

Concerning older boats, only planked boats have no requirements for buoyancy. The first paragraph on page 2 of my letter of October 28 outlines minimum buoyancy requirements for older boats. You suggest requiring adding transom flaps to older boats. This would, of course, contribute nothing to "Sail Away Ability" since the boats float so low in the water that there can be no outflow. If rescue boats with sufficient power are available, the crew can lie on the after deck and transom flaps would aid in draining faster than merely allowing the water to flow out of the suction bailer and over the after deck. From a practical standpoint, there are almost never rescue boats available with sufficient power—except at World or National Championships. It takes a lot of power.

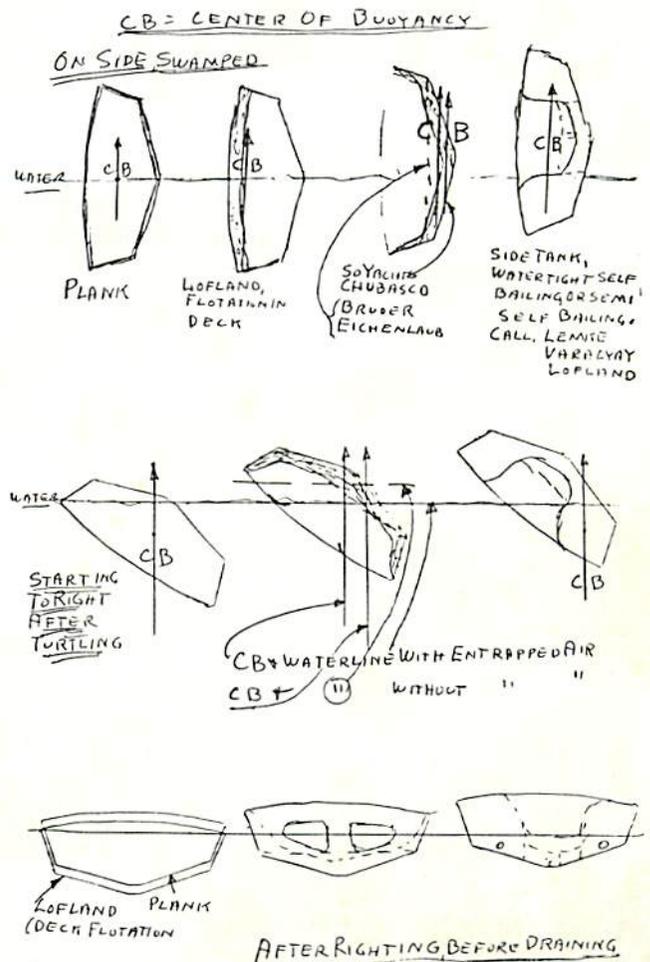
You, also, state that the Bruder boats are unsatisfactory although conforming to the Snipe Class rules for buoyancy, and that this reflects on the Snipe rules themselves in that they permit a boat's buoyancy to be unsatisfactory. I do not believe that it is the buoyancy that is unsatisfactory in this case—I believe it is the size of the transom drains as I mentioned in the last paragraph of page 2 of my letter of October 28. Here in the United States, Snipes built by Southern Yachts have transom drains with an area of 45 square inches and have proven to have very good "Sail Away Ability." I suggest that this area should be prescribed as a minimum where such drains are used.

I have no objection to making a rule that there must be means of limiting upward movement of the centerboards (this must apply to pivot boards as well as daggerboards) and that the boards shall not be raised above this position while racing. I am sure our Board of Governors will accept them.

I understand that the Centreboard Technical Committee is considering a maximum height of the keel above the water when a boat has been capsized, and is floating on its side supporting the skipper and crew. I have not studied this enough to comment on it except that it would undoubtedly render unacceptable boats with self-bailing water tight cockpits—the oldest and most satisfactory means of providing "Sail Away Ability." This would be an undesirable development.

It all adds up the question of having your cake and eating it, too. As the enclosed sketches show—the old hulls float lowest, are the easiest to right, have the least tendency to turn turtle, and are easiest to right if they do turn turtle. Also, under rescue conditions generally existing, they must be towed to shore full and bailed. Boats with more flotation float higher and after they have been righted, they can be sailed away—assuming proper technique and assuming there is a centerboard to stand on. They are, however, more difficult to right, either from a position on their sides or turned turtle. And the better they do the "Sail Away" job—the more difficult they are to right, and they are unstable until they have been drained.

I will suggest to our Board the additional requirements outlined above, and will await the comments of the Centreboard Technical Committee. I am sending copies of this letter to Henry Anderson and Juan Manuel Allende.



Hite Tops At Wolverine



L to R front: Gwen Gordon, Marie Lucas, Gayle Nelson, Pamela Johns, Ron Moore; back: Dick Schmidt, Terry Timm, Don Hite, John Johns, Jerry Thompson

Twenty nine boats from eleven fleets sailed in the second annual Wolverine Regatta, Barton Boat Club.

Saturday's picnic lunch was extended due to the lack of wind for racing. Finally, the race committee deciding to try a start in the 1 to 3 knot breezes. After several 180 degree wind shifts, the fleet was started on a leg that progressed from a beat to a run and back to a beat.

Jerry Thompson took an early lead, and kept increasing it throughout the race. Don Hite and Hubert Dauch were in pursuit, but they were no match for Jerry.

The winds picked up slightly for the second race, and so did the competition. The lead changed hands several times, with Terry Tim finally pulling out in

front to stay. John Johns finished second and Don Hite was third. However, Terry was disqualified for failing to have the required safety equipment on board for the mandatory safety check.

Sunday, the winds were great and Terry Tim came back with another victory, and this one went in the record book. Don Hite was second and Jerry Thompson was third.

Don Hite, with consistent sailing, won the first place honors for the second year in a row. John Johns was second, also for the second year in a row. The visitor from the far side of our continent, Jerry Thompson, finished third overall.

Warren J. Hanselman
Captain-Fleet 520

Boat	Skipper	Club	Races			Pts.	Fin.
19267	Don Hite	Lake Angelus	2	2	9	9	1
17513	John Johns	Barton	6	1	4	19.7	2
17387	Jerry Thompson	Alamitos Bay	1	17	33	28.7	3
16103	Dick Schmidt	Ann Arbor	8	3	5	29.7	4
18048	Terry Tim	Ann Arbor	9	10	1	31	5
18109	Herbert Brokhoe	Crystal Lake	5	4	9	33	6
18014	Roger Turner	Gull Lake	4	7	11	38	7
18045	Paul Richards	Reno Lake	12	5	6	40.7	8
13330	Hubert Dauch	Barton	3	8	16	41.7	9
16620	John Goldsworthy	Barton	12	6	10	45.7	10
19279	Steve Smith	Lansing	7	9	15	49	11
18910	Joe Panian	Green Lake	17	12	7	54	12
13434	Harold Spicknel	Lansing	18	14	8	58	13
13039	Joe Pearson	Barton	15	16	12	61	14
18298	George Drake	Lake Angelus	10	15	22	64	15
16743	Bill Grass	Barton	11	19	18	66	16
18046	Jim Lyke	Wolf Lake	16	13	19	66	17
17202	Bill Foss	Barton	19	11	23	71	18
12099	Chuck Vreeland	Wall Lake	23	20	13	74	19
11447	Bob Eshelman	Barton	24	18	14	74	20
1551	Skip Remter	Crescent	20	21	17	76	21
18407	Steve Crandall	Crescent	14	26	21	79	22
19368	Warren Hanselman	Barton	22	23	24	87	23
15585	Rick Dow	Barton	26	22	25	91	24
14323	Bill Duerr	Barton	25	DNF	20	92	25
19031	Hal Foss	Barton	27	24	26	95	26
16742	Bob Buchanan	Barton	21	27	29	95	27
10171	Stewart McMillan	Ann Arbor	29	25	28	100	28
18911	Don Axon	Barton	28	28	27	101	29

Book Reviews

THEY SAIL TO WIN

Edited by Ellen Horan

The book is a collection of articles appearing in YACHTING over the past couple of years. They were included in the "Racing Clinic" which is edited by Ellen, a former Snipe sailor (and a good one). There are wide variety of subjects included, most of which have applicability to any class. What do you know about slots? Should you wax the bottom? How do you adjust the leech? It is all there and more. The material has been re-edited before being published as a book and should be required reading for all serious (but not necessarily advanced) sailors. If there is more than one in your family who sail prepare for battle. There is at least one family who fought over the possession of it.

Yachting Publishing Corp. Price \$2.50

WIND AND SAIL

by John Muhlhausen

In this "primer of sailing" John Muhlhausen gives basic information and techniques of sailing in a thoroughly practical and forthright manner, but in such a visually pleasing style that a youngster or any beginner would consider this book pleasure reading rather than textbook material. He uses color and a sort of "stylized Parcheesi board" pattern, to quote the introduction by Knowles Pittman, in a manner that shows the beginner where the wind blows.

John has 18 years of sailing experience behind his new book, but then he started sailing at aged 6. At 14 he became an assistant instructor in a junior sailing program and started one-design racing in a Snipe at 18. He sails No. 19489 with his wife Kitsa as crew with Fleet 330 at Atlanta Yacht Club. He uses his knowledge of sailing, instruction and his professional experience in graphics and communication to good advantage in this book.

Quadrangle Books Price: \$7.95

KNOTS & LINES

by Paul and Arthur Snyder

This is one of many books on knots. However, it purposely limits itself to the basic 15 knots. The illustrations are photographs rather than the usual drawings. Photographs are vastly superior making any knot included easily understood. The second half of the book takes up lines and line handling. It is excellently done and is a feature not included in most other books in this category. It does not have much applicability to a Snipe but if you aspire to the SORC it is recommended.

John De Graff, Inc. Price \$6.95

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STOLEN-No. 12098 Fiberglass, Black hull and white deck. Wooden deck-stepped mast. Built by Lloyd Cox. Stolen from the South Miami area. If anyone has any knowledge on the whereabouts please contact Linda Wilson, 3001 Ponce de Leon Blvd., Coral Gables. FL 33134. Phone (305) 444-6554



Sanctioned Snipe Regattas

MARCH 6-9 MIDWINTER SNIPE CHAMPIONSHIP Clearwater Yacht Club, Major Philip Blair; 1609 Levern St., Clearwater, FL 33515.

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JUNE 24-28 IV VASCO DE GAMA, Oporto, Portugal. Measuring June 23-24. Joao Meneres, Molhe Norte, Leixoes, Portugal

JULY 15-22 EUROPE AND AFRICA CHAMPIONSHIP. Clube De Vela Atlantico, Oporto, Portugal. Ruy Moreira, P.O. Box 61, San Joao de Madeira, Portugal

AUGUST 11-12 U.S. JUNIOR NATIONAL CHAMPIONSHIP, Ft. Gibson, Oklahoma. Jack Zink, P.O. Box 7388, Tulsa, OK 74105

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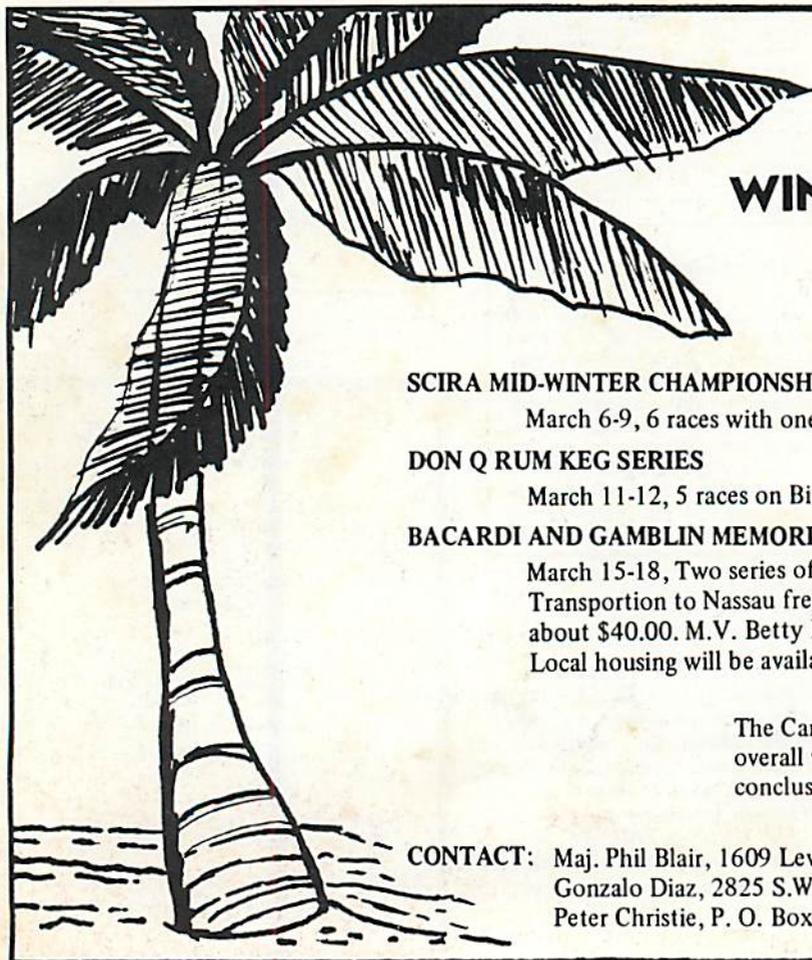
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