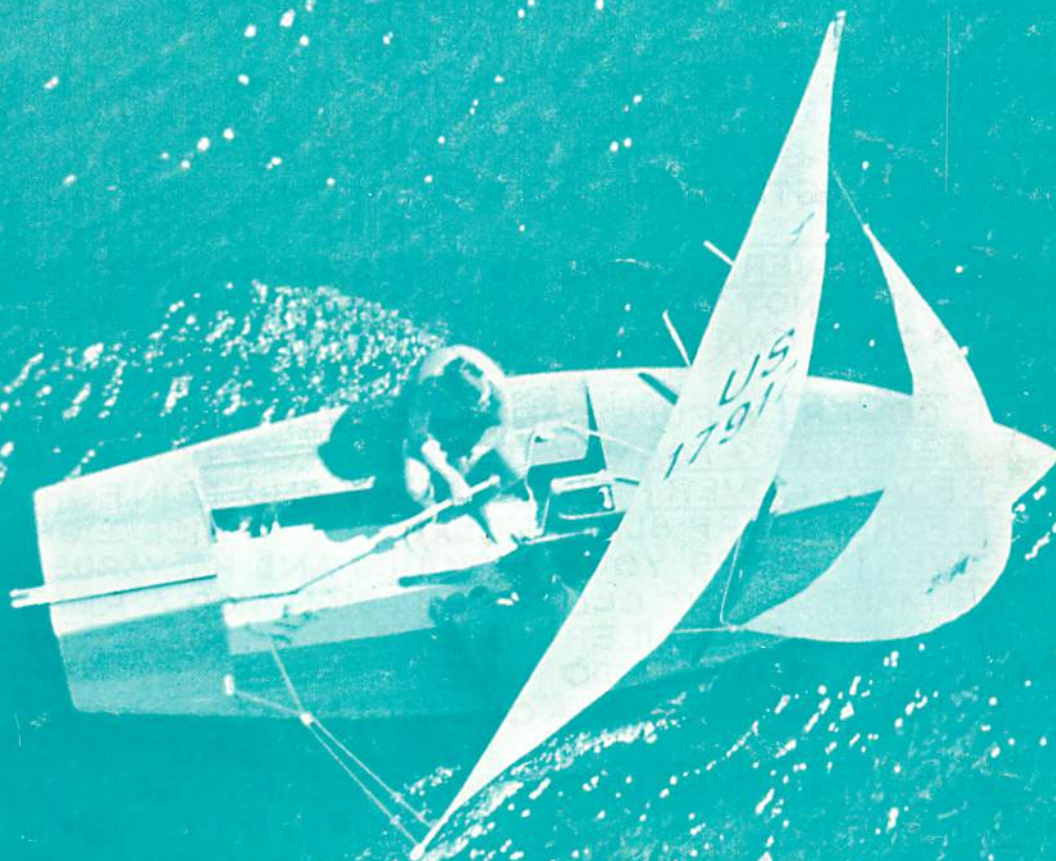


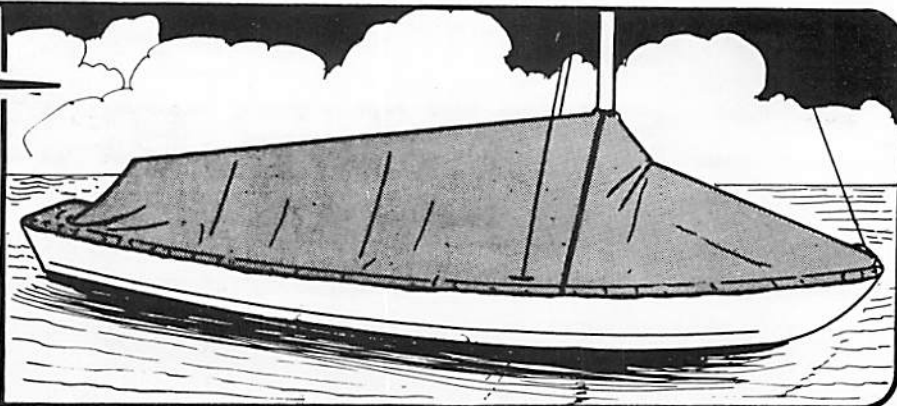


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JULY 1969

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Voice Of The People

(The article below was printed in LIGHTNING FLASHES, the ILA official magazine. It might well have been written by a Sniper for the BULLETIN. Printed here because it makes some points especially pertinent now with dropping of delinquent members.)
IS APATHY OUR PROBLEM?

This writer believes that our class membership is by and large asleep and highly apathetic. As the result they are allowing things to happen which really may not be in their best interest.

It is time that the real purpose of a class organization was plastered in front of them and re-emphasized. YOU JOIN A CLASS ORGANIZATION TO PROTECT YOUR INVESTMENT IN THE BOAT THAT YOU OWN. A class organization is nothing more than an association of boat owners dedicated to that end. We want a good racing program, we want good builders of safe substantial equipment, we want an interesting newsletter, we want a nice yearbook, and we want good fellowship BECAUSE THIS MAKES OUR BOATS MORE DESIRABLE AND MORE VALUABLE. But the minute that these means become so important that we sacrifice the purpose of the association we are doing wrong.

I believe that many members are apathetic and many owners don't join our association because they feel that it is only for the avid national and international racer. This image should be corrected. I believe that there may well be something wrong with our dues structure when the number of boats grows and yet our membership stays static. Maybe some of our none too avid racers can make some suggestions as to how this might be restructured in light of the services they see the class organization performing.

It is time to stress that our association works toward protecting our investment through fleets, districts and national organizations. Every member should see to it that his fleet elects someone who will get to the district meetings and express his views and see that his interests are looked out for. A Fleet Captain and Fleet Secretary should not be an honorary job. These people have a job to do, it's not too hard of a job, but it is a job. When it is not done your investment suffers. Not everyone can get to the National meetings, but it really is not too hard to get to your district gathering once or twice a year. Certainly your Fleet should be represented. Here is where your weight as a member can be well applied. A minor amount of effort at this local level can result in your ideas being heard at the national level. It may well result in your investment being a little better protected.

Apathy is indeed our problem. Something has got to be done to awaken our great sleeping membership before their interests are forgotten and their boats lose their value. Indeed, if they do not awaken, this class may well lose one of its main advantages, a vanguard of some 10,000 identical boats.

— Franz K. Schneider, Jr.

Editor's Note: For the record. From the ever increasing volume of correspondence and telephone calls covering a broad range of subject matter, there is no evidence of "Apathy" on the part of our membership.

Membership Stays Static? Membership figures for recent years show a steady increase in owner memberships in spite of the fact that as the years lengthen from the time Lightning No. 1 was built (30 years) we lose an increasing number of boats. It is true that crew memberships are less than they should be and Mr. Schneider is certainly correct — the Fleet Officers need to do their job in this area.

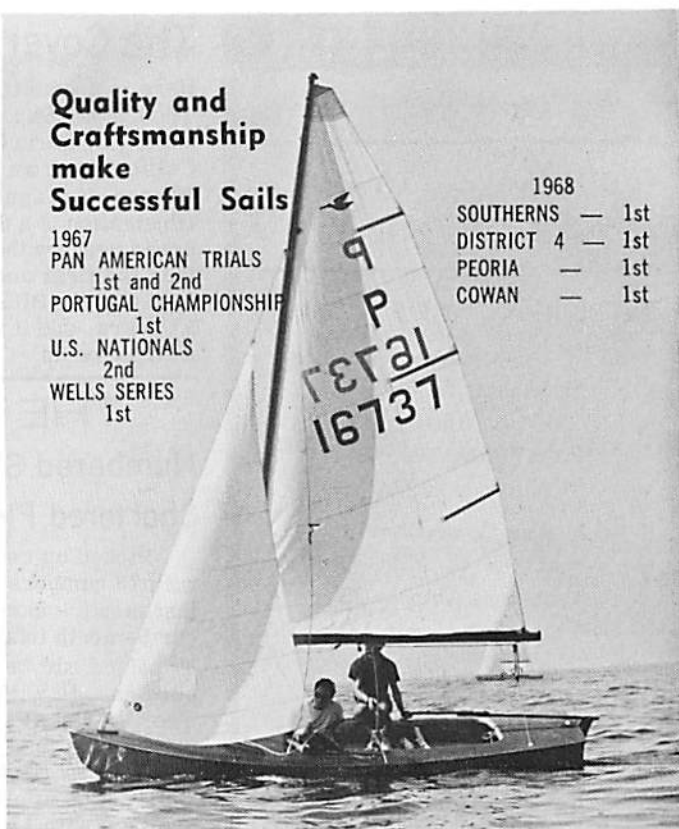
In spite of this it appears that 1969 will be a good year or membership. We have more paid owners than this time last year and over a hundred more paid crew.

Mr. Schneider seems to put a commercial aspect on Class Membership that the writers of our Constitution didn't have in mind. They assumed that Class Members would be interested in promoting and developing racing in Lightnings and state this as the object of the Association.

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THE INTERNATIONAL SNIPE CLASS

JULY 1969
Vol. XXIV No. 1

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CHANGE OF ADDRESS

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

The Cover

Here is a beautiful picture of Jerry Thompson's Snipe. Taken from an unusual angle (by Chris Caswell of Long Beach, California, from a helicopter over Lake Havasu, Arizona), it is a text-book illustration of a Snipe sailing along on a broad reach with sails set to perfection. It is the first and best picture of this kind that the BULLETIN has received in 17 years, and it is hoped you like it as well as we do.

THE SCORE

Numbered SNIPES - 18407 Chartered Fleets - 664

Picked up considerable lost ground with 73 numbers issued for new Snipes last month - more than 2 per day. Brings our 9-month total to 419, which is only 67 behind our "average year", which is good enough with 3 months still to go. The U.S. got 49, Denmark 20, Canada 3, and Bahamas 1.

One new fleet was established when Chile made application for a group at Santiago with 11 boats. These are all new ones, and when Charter 664 was issued to the Papudo Snipe Fleet, it brought the total of 22 boats in 3 fleets in that country. Now they have established a championship "Snipe Trophy" to be based on the most important annual races. All SCIRA is pleased to witness this gradual growth and progress of SCIRA/Chile.

Cut-Off Date is July the 15th

One of the most important duties of a Fleet Captain is to see that all his fleet members are in good SCIRA standing and thus eligible to race. This means he must see that SCIRA dues are paid, and collect them and send them in to headquarters. The loyal support of Snipe owners contributing a small amount periodically makes SCIRA the strong organization it is today.

But yearly, we have the task of eliminating all stencils from our mailing list of those who haven't paid their dues on time. We hate to do this job, but it must be, so this is the last BULLETIN you will receive if you have not paid current 1969 dues payable April 1st.

If you want to pay them direct, send \$7.50 for an individual ownership; if 2 or more people own a Snipe, each is considered a co-owner and pays \$5.00 each; thus 2 co-owners pay \$10.00, not \$12.50.

SPECIAL NOTICE

Important Change of Address

For the first time in 16 years, SCIRA has a change of address. After July 15th, all correspondence either to the organization or to the Executive Secretary should be sent to 856 Sunnyside Ave., Akron, OH 44303. You can help make this change easier - and get better service - by seeing that your mail is properly addressed as above.

THE COMMODORE SAYS

Item: At the meeting of the National Secretaries represented at the European Championship, Izmir, Turkey, September, 1968, a proposal was made to reduce the weight of the Snipe by approximately 50#, or about 23 kg. The vote was 7 for, 6 against.

The significant support of this proposal deserves careful consideration, even though it is highly controversial. This has been seriously proposed frequently from many parts of our sailing fraternity. It has come more often from the championship caliber group; not so frequently from the great majority of our membership who do not necessarily classify themselves as "hot" skippers.

Personally, I desire nothing more than to continue sailing my Snipe as it is for years and years.

But let us think of the distant future for a short minute. Technological advances are now allowing hulls to be built of lighter weight materials having equivalent or better strength and durability. Builders assure me that it is possible to build the hull structure enough lighter so that weight could be as much as 50 lbs. less, and still not compromise strength. Other competing new classes are doing this successfully, in many ways copying Snipe lines sail plan, and rig.

If our class wished to make a significant modernizing change, there seems little purpose in changing the proven hull design. A lighter weight would give more nimble performance and be a somewhat easier package to manage while on shore and during launching. It is anguishing to think of creating overweight boats by reducing the minimum allowable all-up weight. However, a continuing growing sport can not turn its back on technological advantages. We have come a long way from the typical Snipe of the 1930's - the "little yacht", planked top and bottom, 600# and more.

If this type of change is the wish of the class, the board could pass a resolution declaring that at some future date, say 1971 or 1972, (if the board chooses at that time), the Snipe might be reduced to 375# (or 385#, or 395#). Until then boats could be made with sufficient fixed ballast so that it could be removed when a lighter weight was allowed. This situation exists in most boats today, for ever since aluminum boards were authorized, the difference in weight compared to steel has been made up, in most cases, by adding ballast to the hull.

Our obligation to maintain the best boat and class association is not only to our present sailors, but also to the next generation who will be joining us in the future.

Robert C. Schaeffer, M.D.



The Sacred Starboard Tack

by Dick Tillman

Many a sailor has become accustomed to thinking, "If I am on starboard I can do no wrong." However, the revised IYRU (NAYRU Rule 34) rule now places a certain amount of responsibility on the heretofore sacred starboard tack yacht. Apart from the legal aspect, the revision can affect the upwind strategy of every Snipe in every race.

The rule is entitled, Limitations on the Right-of-Way Yacht to Alter Course. It states "When one yacht is required to keep clear of another, the right-of-way yacht shall not (except to the extent permitted by Rule 38.1 - Right-of-Way Yacht Luffing after Starting), so alter course as to prevent the other yacht from keeping clear; or to obstruct her while so doing."

In practice this means that if a port tack yacht steers a course to clear a starboard tack yacht and subsequently must change her course because the starboard yacht has changed her course, then the heretofore sacred starboard tacker has fouled. (Fig. 1) This rule



FIG. 1

therefore places a new responsibility on the starboard tack yacht and thereby limits the tactical advantage previously employed by her. For example, in my opinion it can now be a dangerous maneuver for a starboard tack yacht who is slightly below the lay line of the windward mark to pinch as if she could make it while intending to force an approaching port tack yacht about rather than to allow her to pass astern. (Fig. 2) The strat-



FIG. 2

egy of this is obvious, but it now appears to be a dangerous alternative for the right-of-way yacht. She would be safer to hold a steady course and not try to bluff the burdened boat.



On the Lighter Side

by Judy Lundmark

Judy Lundmark has been crewing for 4 years on Snipe 15697 for her husband



Arne. Arne is the Fleet Captain for Cowan Lake 433 and on the Snipe BULLETIN Committee. So when Judy suggested a series called the LIGHTER SIDE to be written by and for women, naturally, she got the job for the first 3 articles of this new series. Since they just bought

Jim Richter's 13008, it should prove interesting.

To other female crew members and/or sailors: Your articles on any subject at all having to do with sailing will be welcome for future editions. Just send them in. - Ed.

Well girls, it's that time of year again! Time to forget the weekly \$4.00 hairdo and the neatly filed and polished finger nails. Sailing season is here!

I think the greatest shock to my nervous system is the first race that is rainy, windy, damp, and cold. In order to survive the ordeal, you must put on the lovely and light foul weather gear. Somehow, I never feel agile in two or three layers of clothes with soggy wet wool socks and boat shoes.

My inability to move quickly when wearing foul weather gear was well demonstrated about two years ago at the Northeastern Championship Regatta on Lake St. Clair in Michigan. The winds were gusting to 30 knots with waves high enough to soak me clear through. The regular Saturday races for sailboats in the twenty eight to sixty feet class were cancelled because of gale warnings. But the Snipes were not about to call it "quits".

While sailing in these ideal conditions, ready to round the mark, I managed to catch my jacket on the reaching hook as we were trying to come about. The lower and wetter I got the higher my husband hiked out to the windward side. Between my yelling for help, my husband yelling for me to get up and over, and our sails hitting the mark, I thought my sailing days were over for good.

But all was not lost as he managed to reach over and unfasten my jacket just in time. I did manage to get over to the other side without too much trouble as we headed for shore. As a sidelight one of the Levinsons turned turtle at the next mark.

Can't wait to start sailing again so I can once more wear my lovely and light foul weather gear.

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Some More Jacksonville Pix



Birney Mills receives the new SCIRA Regatta Flag from FYC R-C Wm. R. McQuaid, Jr., (in rear). It was flown during the WH Regatta and then presented to SCIRA by the Florida Yacht Club. It is to be flown at all future national and international events.

Displayed (upper right) by Inez Bachman, SCIRA office girl, the flag, with a true color replica of the SCIRA emblem, measures 60 x 44 inches and is beautifully made of dacron sailcloth by Bert Vervey of Jacksonville.



Flag pole as it appeared at the WH Regatta. SCIRA at top with Steve Taylor's red & yellow Mission Bell YC of San Diego below it. FYC and winning Japan flags are on yardarms.

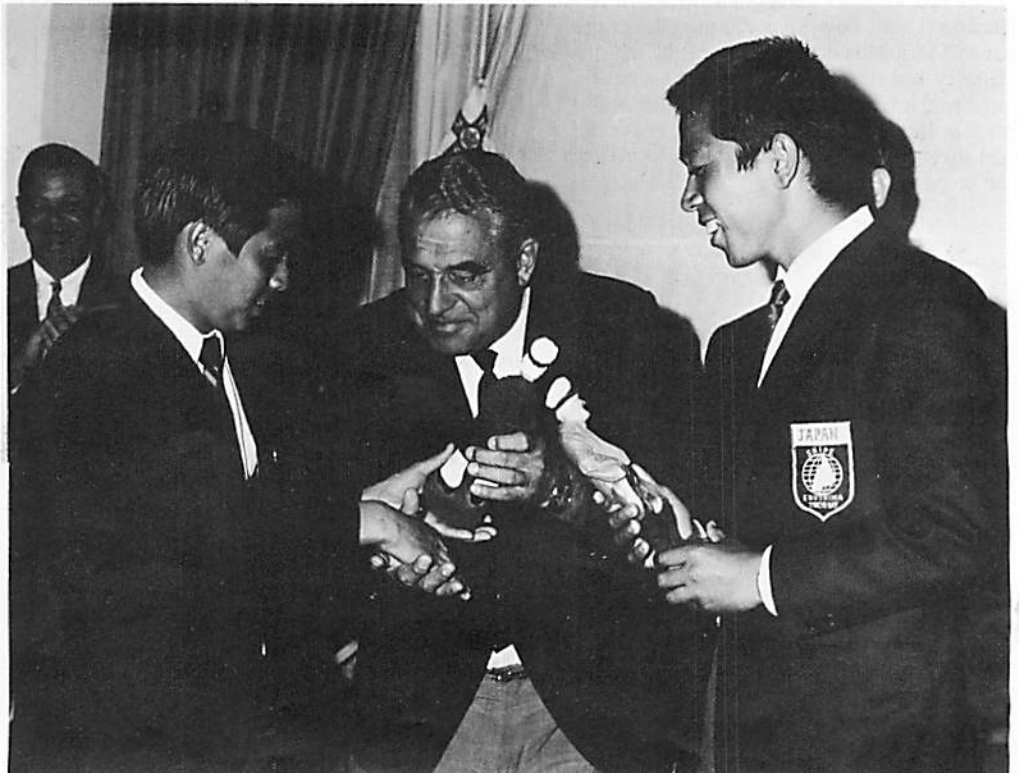


Brad McFadden, Regatta Co-Chr., prepares to work his way through the weeds. (Upper rt.) Puerto Rican sailor shows how they walk on weeds and deep water at home. A trick!



The top 3 placing WH teams each received permanent mementoes of Skipper and Crew statues. Expertly carved and painted by hand, these amusing caricatures of sea-farin' men are products of a nationally known famous wood-working artist, and are about 12" tall.

At right, Bud Hook bends an attentive ear as thanks are expressed by the Japanese Champ in "English as she is spoke."



Atlanta Team Wins Southern Championship

BILL TUMBLIN AND RANDY NORD GET PATTEN TROPHY WITH PETE DUVOISIN AND BUZZ LAMB FROM CHATTANOOGA IN NEXT 2 PLACES

Privateer Yacht Club held the 18th Annual Southern Championship May 10 - 11 with varying wind conditions and results. The Cartter Patten trophy was won by Bill Tumlin of Atlanta. Pete Duvoisin of Chattanooga was second and Buzz Lamb, Chattanooga, took third.

The first race was sailed in winds of 20 with gusts over 35. There were only 14 finishers out of 32 starters. Capsizes exceeded finishers, even taking a toll of heavy weather sailors, and skippers were presented an opportunity to eliminate weak masts and inadequate equipment. Pete Duvoisin, in a masterful display of heavy weather sailing, got off to a commanding lead which he held throughout the race, even after leading the first eight boats off to the wrong mark. The back running boats mixed in with the lead boats and at least 10 skippers were heard muttering how they could have won the race. Bill Tumlin took second and Bob Green, Atlanta, was third.

Special commendation should be given Hugh Donald of Annapolis. He picked up a crew who had drifted away from one of the capsized boats. Sails had to be dropped before they could get the crew aboard.

Winds continued to increase and when the Weather Bureau posted tornado warnings, the second race was postponed. One of the local crews remarked that this was the 3rd Southern in a row to have tornado warnings and since it is held on Mother's Day, maybe Mother Nature is trying to tell us something!

The second race was held on Sunday morning in winds 8 to 10 with an Olympic type course and was won by Buzz Lamb with Lloyd Cox, Chattanooga, second and Frank Johnson, Atlanta, third. Duvoisin took a 6th, but was still in the lead.

The third race, a triangular - wind-wind, started in dying, shifty winds. Dan Williams, Chattanooga, took this race with Glenn Young, Chattanooga, second and Johnson had another third. Duvoisin started on the wrong end of the line, was 27th at the windward mark and worked his way back to 21th for second overall. Tumlin's 4th was good enough for top place.

And so arch-rival Atlanta continues to dominate the series with another win, making 7 out of the last 11 races. This compares with only 4 out of the entire 18 for the host fleet. And always Atlanta comes up with a different champ! Seems they have an endless supply of good sailors.

— Lowry Lamb, Jr.



OFF TO A GOOD START - Photos by E. T. Bales



FIVE TOP WINNING TEAMS - (Skippers in back with crews kneeling l. to r.) - Lowry and Marge Lamb (3); Dan Williams and John Wesley (4); champions Bill Tumlin and Pat Crowe (1); Pete and Jane Duvoisin (2); Frank Johnson and Randy Nord (5).

Final Results - SOUTHERN CHAMPIONSHIP - Lake Chickamauga, Tenn. (25 of 37)

Boat	SKIPPER	FLEET	Races	1	2	3	Pts.	Fin.
17120	Bill Tumlin	Atlanta	2	8	4	25		1
16853	Pete Duvoisin	Chattanooga	1	6	11	28.7		2
7428	Buzz Lamb	Chattanooga	9	1	18	39		3
9747	Dan Williams	Chattanooga	DNF	5	1	48		4
6258	Frank Johnson	Atlanta	DNF	3	3	49.4		5
12345	Lloyd Cox	Chattanooga	DNF	2	6	52.7		6
15327	Don Arthur	Chattanooga	11	12	12	53		7
17236	Neil Brown	Chattanooga	13	18	5	53		8
13013	Beth Norwood	Atlanta	10	11	16	55		9
9026	Glenn Young	Chattanooga	DNF	10	2	57		10
16400	Bob Bigham	Cincinnati	6	17	19	59		11
6940	Bruce Colyer	Ft. Lauderdale	5	DNF	9	64		12
9007	Jim Bronaugh	Chattanooga	DNF	9	7	66		13
13455	Tom Mooney	Cincinnati	7	20	21	66		14
10901	Bob Green	Atlanta	3	22	27	66.7		15
13300	Henry Wade	Atlanta	DNF	7	14	71		16
12766	Colman Keane	Chattanooga	8	28	17	71		17
12884	Means Davis	Atlanta	12	14	29	73		18
16157	John Muhlhausen	Atlanta	DNF	13	15	78		19
9126	Garnett Puett	Valdosta	14	21	32	79		20
15940	Carl Zimmerman	Akron	DNS	15	10	80		21
8653	Brad McFadden	Atlanta	DNF	4	22	84		22
16766	Fred Pember	Atlanta	DNF	16	20	86		23
12097	Ham Clark	Columbus	DNS	23	13	91		24
11660	David Cox	Chattanooga	DNS	29	8	92		25

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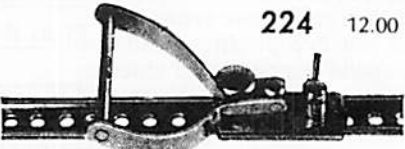
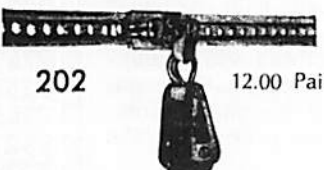

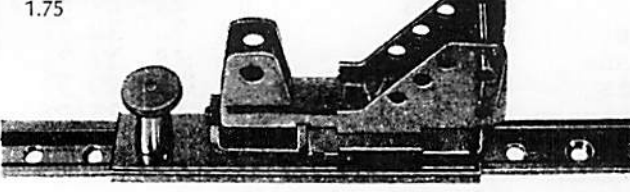





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How to Lay Out a Course—and Some Responsibilities

by Steve Taylor, Race Committee Chairman

Any race committee that has worked together for a length of time and set many courses, has its own pet way of setting out a good course. For the past ten years, we have been having success in the following manner: First, we decide on the length of the course, and we try and keep close to the minimum. In light airs, it is tough on skippers who have raced hard for two-and-one half hours to have the race called off - and it is just as tough on them in heavy weather if one lays out a course that is close to the maximum length. Try and set the length of the course so that the race will take around an hour and fifteen minutes. Our system is based on the exact speed of the Mark Setting Boat, and he runs at either 15 or 20 knots and times his runs with a stop watch to match a course sheet made up in advance, as shown here:



Olympic Course - all legs equal
60° - 60° - 60°
triangle
use nautical mile
2,026 yards



Our course sheet is calibrated at one tenth mile from .6 mile to 1.1 mile legs, but to save space above is shown only the .9 mile and 1.1 mile leg courses.

	.9 mile legs - total 5.4 miles	15 KNOTS
CA: .9 mi. - 2 min. 42 sec.	3 min. 36 sec.	
AD: .45 " - 1 min. 21 sec.	1 min. 48 sec.	
DB: .755 " - 2 min. 19 sec.	3 min. 06 sec.	
	1.1 mile legs - total 6.6 miles	
CA: 1.1 mi. - 3 min. 18 sec.	4 min. 24 sec.	
AD: .55 " - 1 min. 39 sec.	2 min. 12 sec.	
DB: .975 " - 2 min. 55 sec.	3 min. 54 sec.	

the course of our Mark Setting Boat, making sure that he is proceeding directly into the wind.

When he gets to position A, if all looks well he is advised to set the Weather Mark. It would take a fairly experienced boatman, since the weather rumb line is 180 degrees, to run a course of sixty degrees for the .9 mile leg to the Reaching Mark and then checking the last leg to the Starting Mark running 300 degrees. We have found the quickest and simplest way to set the Reaching Mark is for our Mark Setting Boat to run back half way the rumb line (AD), at 20 knots, 1 minute and 21 seconds, make a 90 degree starboard turn and run DB (.775 mile) for 2 minutes 19 seconds, set the mark and in most cases you are ready to get things started with less than ten minutes to set the course. Sometimes, things go awry - the Mark Setting Boat should first lower the anchor on the windward side of his boat, and allow the necessary scope to hold the mark, but not too long so as to foul a turning boat.

Things slow down when the depth of water gets around 150 ft. and extra line has to be bent on. I've seen the anchor, line, and mark all thrown over the side of the boat at the same time - the line gets fouled and everything sinks, including the marker! You wonder how something like this can happen, but it does.

By this time, let's hope the wind is still holding out of the south and that we are ready to go as soon as we get the

Let's take an example: suppose we have a 25 boat race, wind out of the south at 10 knots; the race course is about 15 minutes sailing time from the docks. The R. C. Boat, and the Stake Boats depart the harbour 45 minutes before race time, leaving the Rescue Boats to offer a tow to any boat that is late. The R. C. Boat is flying the "O" flag (Olympic Course) and fires one gun as it leaves the harbour, and selects a starting area, making sure that all marks will be stationed in as clear air as possible. We then anchor the R. C. Boat securely, and let out another 50 feet of line with another 50 feet aboard in order to pull up or let out the boat if necessary between the 10 and 5 minute signal. The Mark Setting Boat is then advised that he is to set a .9 mile equalateral triangle, the Starting Mark (C) is to be set approximately 400 feet on a course of 270 degrees from the R. C. Boat, and the Weather Mark (A) is to be set .9 mile on course 180 degrees. It is suggested that in light shifty airs the length of the Starting Line be the minimum (15 feet times the number of boats), and in heavy steady winds the maximum length (20 feet times the number of boats).

As he proceeds to set the Starting Mark, we may give him hand signals and also advise him as to the 400 foot length of the Starting Line. The Mark Setting Boat decides to run at 20 knots, looks at his course sheet and notes that he must run (CA) for 2 minutes and 42 seconds to cover the .9 mile leg. While he is underway, the R. C. personnel start their previously assigned duties. Two people start checking in boats, one calling out the sail numbers and checking the mast and boom stripes, the other with the "check list" of entries checking them off (supplied by the Registration Committee). With the Olympic or Snipe Scoring System we must know who is in the starting area because a Did Not Start (DNS) and a Did Not Finish (DNF) receive different points. Two other people are checking the Starting Line. There are several satisfactory methods, but since a fine article appeared in Wells Wandering (May 1969) on Setting of Starting Lines, use a Hand Bearing Compass and follow Ted's instructions. Our 5th personnel has been assigned to the radio and is also watching

Weather Mark Stake Boat on proper station some 75 feet past the mark on rumb line CA and the Reaching Mark Stake Boat the same distance past its mark on rumb line AB. The Downwind Stake Boat usually does not take station until after the race starts. When all is ready, we give a whistle or horn signal and lower the course flag, this is the alert that the 10 minute signal will be in approximately 30 seconds. (Fly the course flag during the race - lower when on station for the finish and fly Blue flag or Shape, NAYRU, Part II, Rule 4, Paragraph 5.

The R. C. Chairman should get down to the docks after every race and discuss the race with the contestants, find out how things are going and if anyone has any suggestions as to how the future races can be improved. Remember this is their show - do your best to give them a good fair race and keep their pulse beat normal.

I would like to bring up one point as to how the racing skippers can be of help to the R. C. Usually the Sailing Instructions and an announcement is made at the Skippers Meeting that all boats are required to sail past the committee boat giving his number and allowing the mast and boom stripes to be checked and sail stamps if necessary. Invariably some boats are missing from the check-in list when they are counted. It gets difficult, but we always run down the missing boats for the check. Some skippers admit they forgot to check in, others stand up in indignation that they checked in. If they did, they more than likely came by the R. C. Boat with a group of boats and were missed - whose fault is that? There is no rule to this other than your responsibility to check in as stated in the Sailing Instructions. Like: The R. C. will attempt to advise early starters, but failure to do so does not relieve any skipper of his responsibility to make a proper start. The burden is on you, the racing skipper, to check in before the start. I would not like to be around when a skipper got a good finish position, but did not check in, and his score card showed a DNS. Good Grief!

One can easily see that it requires a good, well-trained organization to use all the equipment listed in last month's article.

Louisiana Sailor International Hi-Point Champion

Chuck Hardey Won Both Minneford and Reichner Trophies

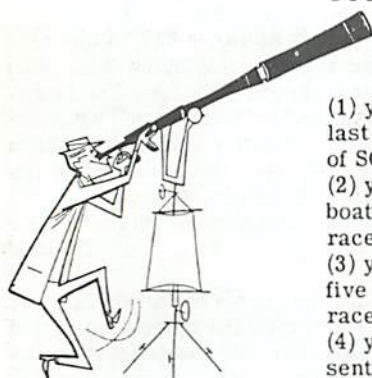
Charles O. Hardey of Fleet 38, Shreveport, Louisiana, made a clean sweep of the 1968 high point scores when winning the International and U.S. National Trophies by turning in a score of 1735.3 for 16 races. And the above sentence is exactly what was written ten years ago in 1958 when he won then with 1741.22 points in 18 races. Chuck had hovered near the top every year, so it is not too surprising that he finally hit the jackpot again. He had 14 firsts and 2 seconds - a good job!

Bob Cummings of Dallas Fleet 1 in Texas was runner-up with 1729.21 for 19 races. He also had 14 firsts, but joined them with 5 seconds. Bob is an improving sailor and gradually moving up in standings; makes his own boat, too!

Rather strange is the fact that Joe Cacoperdo of Sequoyah Fleet 68 was the only one of the top 10 last year who made the same list this year. He dropped from 4th to 9th, and all the rest are virtually newcomers. However, the scores were all a little higher than previously, for there were 12 over 1700 points compared with only 5 last year when Gilberto Carvalho of Pernambuco, Brasil, made a perfect score of 1750 to lead everybody. He dropped to 22 this year with 1667.2.

Holding of official point score races is really the heart of Snipe racing on a local fleet level for it determines the standings on which many decisions are made for titles, eligibility for major events, etc. Reporting of these scores to SCIRA headquarters are mandatory on an annual basis and it indicates and verifies fleet activity and compliance with charter terms and class requirements. These reports also serve as an interesting comparison of the caliber and ability of individual racing members. The trophies awarded are SCIRA's oldest, dating back to the early thirties when both contests were started.

YOU WILL FIND YOUR SCORE HERE IF



- (1) you paid your dues last year as a member of SCIRA.
- (2) you had a measured boat and were eligible to race.
- (3) you sailed in at least five point score official races.
- (4) your Fleet Captain sent in the point-scores as required under the Fleet Charter.

Keep looking
and if you don't find it --- ask him, " WHY NOT ?"

1968 SEASON HIGH-POINT SCORES

BOAT	SKIPPER	FLEET	Races	PTS.
17732	Chuck Hardey	Shreveport, LA	16	1735.2
14290	Bob Cummings	Dallas, TX	19	1729.21
9741	Jas. Cunningham	New Hampshire	17	1726.88
6908	Jas. Cunningham, Jr.	Privateer, TN	19	1725.1
13026	Phil Peterson	Island Bay, IL	18	1723.7
17162	Robert Quay	Pine Beach, NJ	14	1723.1
13072	John & Scott Griffith	Crystal Lake, IL	16	1720.6
16969	Dick Caspari	Wichita, KS	21	1717.33
14107	Joe Cacoperdo	Sequoyah, OK	30	1713.7
6258	Franklin Johnson	Atlanta, Y.C.GA	18	1707.89
12978	Robt. Williams	Wichita, KS	24	1707.20
13933	Louis Nelms	Lake Worth, TX	12	1700.42
17736	Jim Kastrop	Crystal Lake, IL	16	1696.4
17329	Flammarion Fontes	Aracaju, Brazil	15	1692.6
12099	Robert Vreeland	Newport, NY	18	1689.67
16528	T. Legere	Winchester, MA	14	1684.3
17049	J.D. Drake	Magnolia, MS	7	1684
10651	Idelio Ribeiro	Aracaju, Brazil	15	1682.2
7432	H.Allen-R.Whittemore	Quassapaug, CT	22	1680.5

14608	John Cameron	Wichita, KS	36	1676.30
15190	Chas. Robertson	Loon Lake, NY	15	1667.73
11921	Gilberto Carvalho	Pernambuco, Brazil	15	1667.2
17780	Tim Nichols	Wolf Lake, MI	24	1665
15316	D. Outler	Cuba Lake, NY	19	1664.5
17163	Frank Pontius	Diamond Lake, MI	16	1662.8
16646	Carlos A. Morres	Aracaju, Brazil	15	1661.8
17514	G.S. Brown	Annapolis, MD	23	1661.2
15353	Gib & K. Zeratsky	Green Lake, WI	12	1660.9
17726	Andy Zeratsky	Green Lake, WI	11	1660.4
12152	Frank Levinson, Jr.	Indianapolis, IN	14	1655.9
10350	Victor Larson	Chautauqua, NY	17	1654.6
16697	Bob Wesselhoft	Peoria, IL	11	1653.63
16799	Bud Leonard	Diamond Lake, MI	15	1653.7
13887	Ian R. Smith	Annapolis, MD	19	1652.6
12640	Steve Pikuet	Newport, NY	15	1651.93
12217	Gary Boswell	Dallas, TX	8	1650.57
16808	Walter Lowrie	Bow-Mar, CO	8	1650.5
13646	Wm. Domuray	Chicago, IL	5	1650
16853	Dr. Peter Duvoisin	Privateer, TN	20	1649.8
17671	Duck	Indianapolis, IN	31	1647.9
9448	Luke Czarny	Quassapaug, Ct.	10	1647.7
15505	Dan Wesselhoft	Peoria, IL	20	1644.7
17164	Gunnar Stiekler	La Crosse, WI	22	1644.2
7780	Mel Nickels	Wolf Lake, MI	20	1644
13463	Seppo Raatikainen	Finland	22	1642.45
13018	T. Oronberg	Winchester, MA	8	1641.3
15114	Fred Hutter	Woodstock, Can.	8	1641.2
12968	Worth F. Ross	Sierra, NV	10	1640.7
17113	T. Reising	Pistakee, IL	10	1640
16741	Joe Williams	Torch Lake, MI	10	1639
16733	Bob Hayner	Island Bay, IL	16	1638.4
14853	Charles Black	Potomac River, VA	5	1634.2
13008	Richter	Indianapolis, IN	20	1629.7
17511	Ray Croasdale	Gull Lake, MI	15	1629.2
13859	LeRita Bragg	Lake Worth, TX	19	1628.42
14985	John Pilon	Burnham Park, IL	14	1628
10818	Phil Nleman	Burnham Park, IL	7	1626
15700	Terry Gilkison	Crystal Lake, IL	20	1625.6
14905	Wm. Kuehnling	Portage Lakes, OH	22	1624
16310	James Horn	La Crosse, WI	21	1621.1
16234	Bill Ridge	Lake Mohawk, NJ	11	1620.1
14196	Wm. McInnis	Narragansett Bay	15	1620
16341	Ed Griffith	Acton Lake, OH	15	1619.6
4140	R. Howell	Winchester, MA	11	1614.4
16620	John Goldsworthy	Newport, NY	18	16620
14583	John P. Keifer	Wall Lake, MI	14	1613.7
7377	Paul Quinlin	Wall Lake, MI	14	1613.5
12345	Lloyd Cox	Privateer, TN	18	1613.2
16142	Harold Schmid	La Crosse, WI	24	1613.2
17102	Roger Turner, Jr.	Gull Lake, MI	14	1613.2
11386	Art Lippitt	Wichita, KS	9	1611.44
15280	John Mueller	Peoria, IL	12	1611.1
15593	Wilby Coleman	Valdosta, GA	15	1610.87
14115	Dr. Chas. A. Rose	Loonlake, NY	15	1610.46
17147	Bruce Shultz	Gull Lake, MI	17	1608.9
4340	Bob Hill	Acton Lake, OH	17	1608.5
16855	Pat Doyle	Island Bay, IL	19	1607.7
13439	Howard J. Weeth	Sierra, NV	10	1607
16154	Pete Cacoperdo	Sequoyah, OK	22	1606.17
14734	R. Dodds	Cuba Lake, NY	17	1605
12119	Ed. da Silva Freire	Aracaju, Brazil	15	1604.9
17600	Lemke	Indianapolis, IN	18	1603.8
14241	Ernest Moore	Wall Lake, MI	11	1603.5
17389	Larry Evans	Island Bay, IL	9	1602.8
17110	Gordon Yates	La Crosse, WI	25	1601.7
12964	Wally H. Kent	Sierra, NV	10	1600.4
16314	D. Van Dusen	Winchester, MA	12	1599.8
16101	Lee Kellerhouse	Burnham Park, IL	12	1599
12223	Robt. Wightman	Keuka, NY	11	1597.45
14604	Craig Wilson	Lake Mohawk, NJ	16	1595.4
16722	Roland Bodenheime	Shreveport, LA	20	1594.3
17686	Ray Cassler	Crystal Lake, IL	21	1592.4
16730	Lou Leber	Peoria, IL	16	1591.56
12298	Hans Hagenbeck	Aracaju, Brazil	15	1591.8
15596	Tom Forsythe	Narragansett Bay	14	1591.3
17757	Dick Fagin	Dallas, TX	13	1589.23
16661	Walter Broadhead	Crystal Lake, IL	17	1589.4
16661	Sid Brown	Wolf Lake, MI	21	1589
17343	David Wilson	Magnolia, MS	15	1588
12900	Larry Wheeler	Portage Lakes, OH	22	1587.41
8457	Fred Jordan	Keuka, NY	9	1586.67

8570 Edw. Garfield
16828 Allen Overcash
15471 Ken Miller
16839 Ian Pilling
15654 Ronald C. Prine
15001 Bill Marx
17008 P. Reeve
14742 Russ & Dave Furlong
15106 W. David Richards
16765 Bruce MacDonald
11600 Paul Betlem
13522 W.A. Kabea
15940 Carl Zimmerman
9126 Garnett Puett
17422 J. Call
12208 Thomas Rose
17238 Frank Clements
14445 T. Hammermeister
16806 Roy Whisenand
15223 Hugh Donald
12102 Luciano Sobral
13519 Ray Steelman
14505 Jim Mackenzie
6908 Jas. A. Cunningham
16333 Terah Bugbee
16948 Dr. Harold Horn
17336 Ken Evans
17557 Charles Fox
16836 Gary Martin
9747 Dan Williams
13023 Ed Probeck
17018 Alvin Bugbee
13085 Jerry Sams
17460 Buzz Levinson
12297 Walter Rezende
17516 Lawrence Johnson
15125 Dr. John Fulton
13837 Tom Wurster
13287 John Jones
14854 Russel McHenry
16316 Edw. A. McHenry
17344 Dave Chapin
16732 Harry Goldstein
16450 Paul Holbrook

Chautauqua, NY
Lincoln, NB
Shreveport, La
Sequoyah, OK
North Cove, NH
Wall Lake, MI
Pan Am, Canada
Narragansett Bay
Woodstock, Can
Potomac River, VA
Newport, NY
Pine Beach, NJ
Portage Lakes, OH
Valdosta, GA
Indianapolis, IN
Lebanon, NY
Rocky Mt., CO
Portage Lakes, OH
Bow-Mar, CO
Annapolis, MD
Aracaju, Brazil
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Rocky Mt., CO
North Cove, NH
Chautauqua, NY
Lincoln, NB
Magnolia, MS
Newport, NY
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Pine Beach, NJ

17472 Linda Bartlett
14979 Steve Gayton
9106 Irving Margulies
14733 R. Perrigo
12609 F. Farleigh
7613 Walt Kornrich
15961 Joe Byrne
15166 Grant Saunders
15400 Dan Render
17007 G. Anderson
16751 Geores Kenry
13028 Bill Houghton
15155 Will Ivie
15579 John Uhl
16797 Zent
17144 Jim Hoyt
15186 Peter Daily
14194 Ray Prosser
14550 Wayne & Mark Ernst
17107 Harlen Wilkinson
12885 R. Patrick
17317 Robert Stoddard
16622 Bob Lyke
16802 Robert Poulson
17687 Henry Young
13438 Jim Fairclough
12003 Don Floetner
10101 Don Magnuson
17010 A. Moore
8653 Brad McFadden

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Lake Worth, TX
Quassapaug, CT
Guba Lake, NY
Pistakee, IL
Newport, NY
Lake Mohawk, NJ
Sequoyah, OK
Gull Lake, MI
Pan Am, Canada
Rocky Mt., CO
Lake Mohawk, NJ
Lake Worth, TX
Grand Rapids, MI
Indianapolis, IN
Lake Quivira, KS
Torch Lake, MI
Narragansett Bay
Keuka, NY
Crystal Lake, IL
Winchester, MA
Lake Worth, TX
Wolf Lake, MI
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Atlanta, GA

(To be continued next month)

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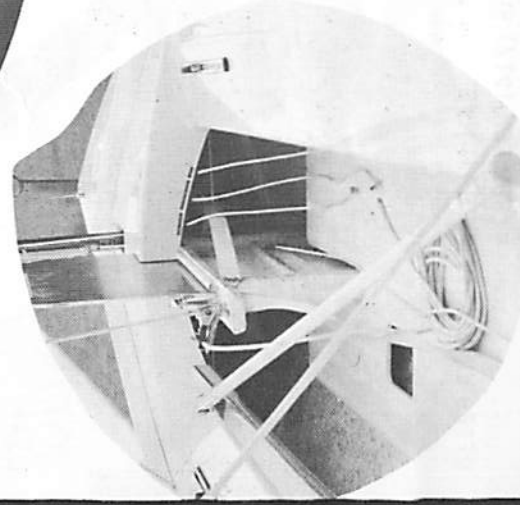
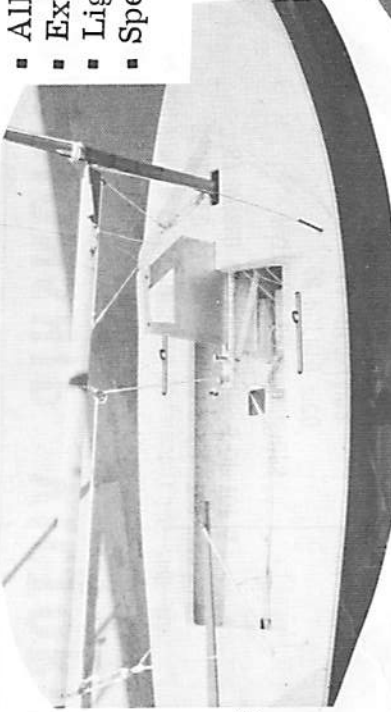
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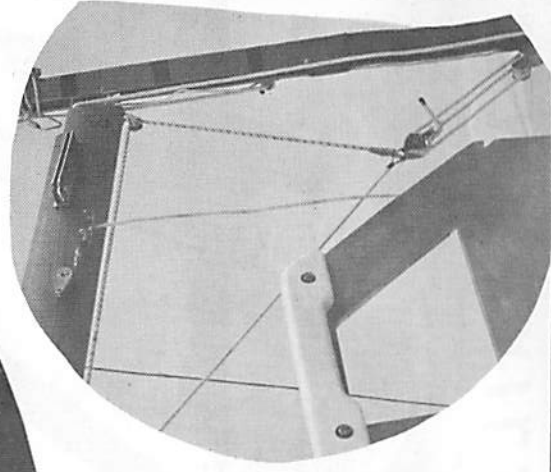
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Building Your Fleet

by Stephen Sherman - Muncie 557.

If you're in the process of building your fleet and are looking for interested people, try giving a program for a local club or civic organization. The Junior Chamber of Commerce, Kiwanis, Lions, and other clubs are always looking for programs, especially free ones.

As a program, may I suggest a film such as "One Boat For All", or "Gold Medal Sailors"? The latter film is available free from the Ford Film Library, American Road, Dearborn, Michigan, attn. Mr. Piper. This film describes the five classes of Olympic sail boats and is excellent for both sailors and non-sailors alike. It is a 16 mm, sound-color film.

After the film, tell a little about your local sailing facilities, the Snipe, and then invite any interested parties out for a sail. It is advisable to have literature available. Bob Smith had an excellent Snipe article in July 1968, One-Design and Offshore Yachtsman which can easily be Xeroxed. There is also a generally sailing pamphlet available free, in large quantities, from American Sailing Council, 537 Steamboat Road, Greenwich, Conn. 06830. It is called, "Sailing is Fun" and explains what a class is, the different boats available, and principles of sailing.

The Muncie Fleet 557 Arranged for several programs during a two week period to make maximum use of the films. The acceptance was excellent.



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

67 WORLD CHAMPIONSHIPS 3 OF TOP 5

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68 YUGOSLAVIA

68 BELGIUM

68 BAHAMA

68 CANADA

68 SWEDEN

68 FRANCE

68 SPAIN



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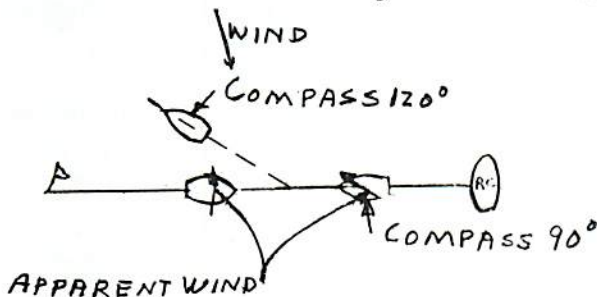
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by Ted Wells

JULY 1969

The first thing to do on arriving at the starting line is to determine which end of the line is favored. A compass provides the most accurate means of doing this. In the illust-



ration, the difference between the compass heading, reaching on the line, and close-hauled on the starboard tack, is $120-90 = 30^{\circ}$. Any reading less than 45° indicates that the port end of the line is favored. In the illustration, the difference in apparent wind as shown by yarn on the stay or a masthead indicator is somewhat exaggerated for easier illustration, but the thing to note is that the indicator seems to point toward the favored end and away from the poor end.

When you have found the favored end, the next thing to do is to resist the temptation to try for a perfect start there. Invariably, there will be a traffic jam of people who got there too early and are sitting there with sails flapping. By the time they can accelerate, they will have been run over by people hitting the line at a less favored spot, but going full speed.

I've never raced anywhere where the wind didn't shift some, and it seems that frequently just before the start is a favorite time. For this reason it is a good idea to reach along the line between one and two minutes before the start and check your apparent wind--a quick change in tactics may be in order.

The new rules on luffing before the start make loafing on the line on a reaching course more hazardous, but until quite a few people have drawn DSQ's for not responding to luffs or have been pushed over the line early, you are likely to have your start ruined by a windward boat who didn't respond. It is better to try to find a hole or try to get clear ahead to windward.

Where the starboard end is favored, loafing on a close hauled course can give you a good start if your timing is correct on when to drive for the line, and if there aren't too many bargers. I saw Augustine Diaz make some excellent starts this way at Clearwater this year.

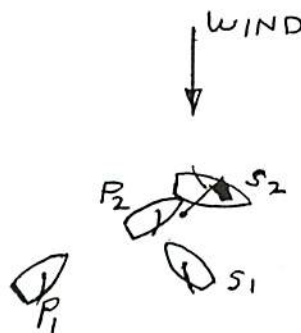
Coming up to the line close hauled and going fast sounds like a good safe way to get a good start, but it doesn't always work. Even if you scream your head off, boats reaching down the line may ignore you. You can hit them and get them disqualified if your overlap was established in time to give them ample room and opportunity to keep clear, but this doesn't help win races.

It boils down to the fact that a fast, clear start is best even if

it isn't right at the most favored end. If you do any loafing—do it far enough away from the line so you can accelerate to full speed before you hit the line.

RULE INTERPRETATION

The incident diagrammed here was submitted by Jim Fairclough of Lake Quassapaug, Conn., and it illustrates why it is a good idea to lay out courses with marks to port when possible.



At S1, the starboard boat, closehauled, is laying the mark and will clear it by less than half a boat width. P1 is also laying the mark on a port tack.

At S2, the starboard boat has completed his tack and is rounding the mark when P2 hits him two feet forward of the starboard transom. Jim wants to know who is in trouble.

First read rule 42.1 (c) which says that while they are on opposite tacks rule 36 (port vs starboard) applies, and when one of them tacks, rule 41 applies. Rule 41.2 says that P in this case does not need to do anything until S has completed its tack - and rule 41.3 says S must convince the protest committee that he completed his tack far enough ahead of P so P could take evasive action. This would depend on wind velocity and sea conditions (both inconsequential on Quasspaug), but although the burden of proof is on S, P can't just bang on hoping to hit S if he actually could have luffed up (or even tacked) after S completed his tack. In the facts which Jim provided, there is not enough data timewise to permit a decision.

For tactics: see figure 49 in Scientific Sailboat Racing.

When You Get a New Fiberglass Boat

When you receive your new Fiberglas boat from the dealer or factory, chances are it has a "mold release" coating on the exterior surface. This coating does not affect your boat in any way except that paint will not adhere to this coating. By the time you have to paint your fiberglass boat, this mold release agent will be long gone from the hull surface. The first thing to do with your new boat is to wash off the dust and dirt and wax the deck, topsides and exposed surfaces above the waterline. Depending on use and/or abuse, one or two complete waxings a season will suffice.

Waxing with a hard automotive type-non-abrasive wax will keep your boat's color and gloss "like the day you purchased it" for years. It will be easier to "hose off", resist stains and scratching of the glossy surface. The bottom should be painted with standard marine antifouling paint if the boat is moored in water where algae and barnacles grow.

Your maintenance schedule for the season (with a wax coating on) will be to keep the dirt washed off and periodically re-wax areas of heavy wear: where you step aboard, stow the anchor, etc. With the new designed deck shoes, a waxed deck is reported to be more slippery than the original glossy deck. Anti-skid strips should be applied, where needed.

Remember: A coat of wax will make your cleaning chores much easier, keep your boat looking shipshape for years, and give you a higher trade-in or resale value. (You can rely on the above advice and instructions, for this comes direct "from the horse's mouth" — none other than the Owens-Corning Company, a pioneer and leading manufacturer of all things FIBERGLAS, especially boats. - Ed.)

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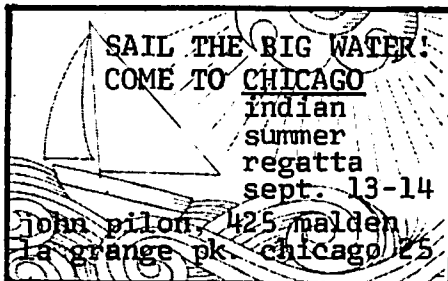
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JULY 26-27 DIAMOND LAKE Open Regatta, Diamond Lake YC, Diamond Lake, Cassopolis, MI. J. K. Gore, Spring Beach Rt. 3, Cassopolis, MI 49031.

JULY 29-AUGUST 1 JUNIOR U.S. NATIONAL Championship, Florida YC, Jacksonville, FL. Measuring starts Tuesday July 29 (1 day) 5 races next 3 days ending Friday PM.

AUG. 2-8 1969 U.S. NATIONAL CHAMPIONSHIP Regatta, St. John's River, Florida YC, Jacksonville, FL. Measuring starts July 29 with last day Friday Aug. 1. 5 Crosby and then 7 Heinzerling and Wells Races on the following 7 days ending Friday Aug. 8. W. R. McQuade, Jr., Co-Chairman, U.S. National Championship, 5210 Yacht Club Rd., Jacksonville, FL 32210.

AUGUST 16-17 TORCH LAKE Open Regatta, Torch Lake, MI, Torch Lake YC. Alan Hickman, 4653 Windcrest, Adrian, MI 49221/

AUGUST 16-17 BRIDY Trophy. Keuka YC, Keuka Lake, NY. Wayne Ernst, 66 Penfield Cres., Rochester, NY 14625.

AUG. 23-24. HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Al Clark, 2903 N. Tillotson, Muncie, IN 47304.

AUGUST 30-31 LAKE WORTH Annual Regatta, Lake Worth, Lake Worth SC. Louis Nelms, 2340 Mistletoe Ave., Ft. Worth, TX 76110.

SEPT. 6-7 INDIANA OPEN STATE Snipe Championship Regatta, Indianapolis SC, Geist Reservoir, Indianapolis, IN. Berkley W. Duck, III, 433 W. 83rd Pl., Indianapolis, IN 46260.

SEPTEMBER 6-7 PACIFIC COAST Championship, Yale Reservoir, WA, Willamette S.C. Al Morris, 715 W. 28th, Vancouver, WA 98660.

SEPTEMBER 13-14 CHICAGO INDIAN SUMMER Regatta, Lake Michigan, Burnham Park YC. Brian Sherry, 1649 E. 50th St., Chicago, IL 60615

SEPTEMBER 13-14 LAKE LOTAWANA Snipe Regatta, Missouri YC, Lake Lotawana, Lee's Summit, MO. Bob Ruppert, 6325 W. 101 Terr., Overland Park, KS 66212.

SEPT. 20-21. OHIO OPEN Championship Regatta, Chippewa YC, Chippewa Lake, Medina, Ohio. Art Kenat, 17819 Naragansett Ave., Lakewood, OH 44107.

OCT. 4-5 OXFORD INCIDENT, Hueston S.A., Acton Lake, Oxford, OH. E. L. Griffith, 1224 Laurence Rd., Cincinnati, OH 45215

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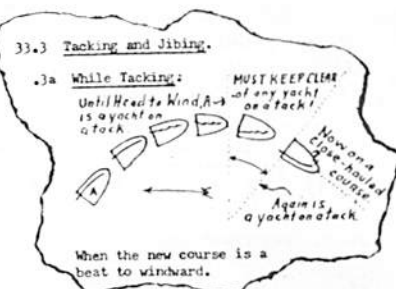
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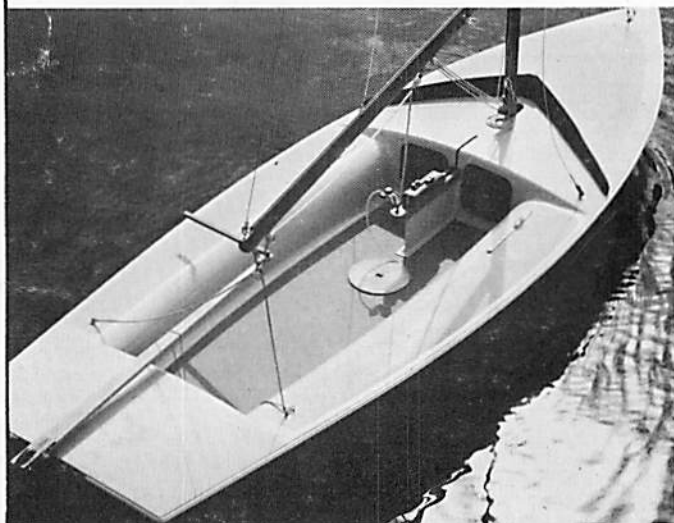
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