



SNIPER BULLETIN



JULY 1970

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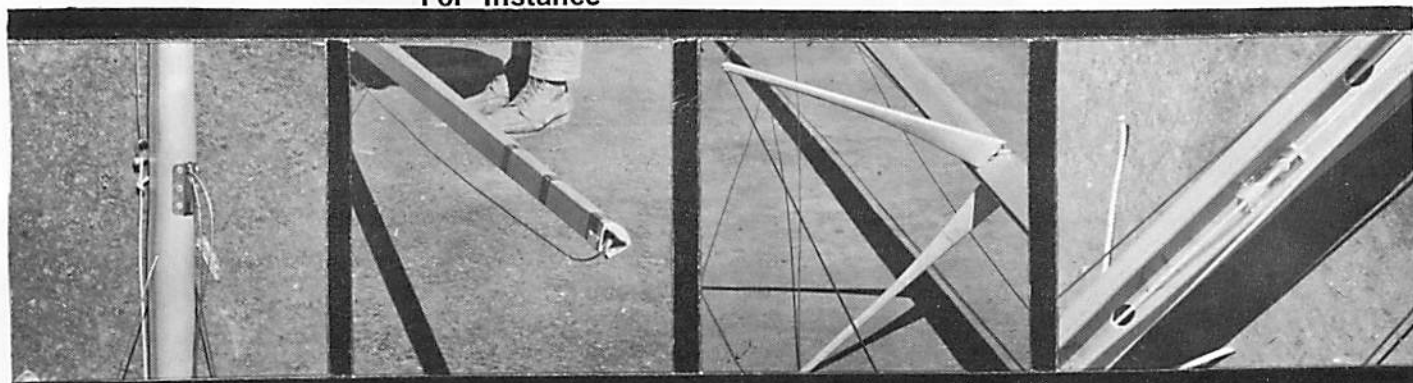
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Voice Of The People

MAKES THEM SHOW MEMBERSHIP CARDS

" We are on the verge of sending a pot -full of dues money for 1970. Collections have been good, since we continue to gain new members and our somewhat fascistic approach to gathering the money in has had the desired effect.

The approach, of course, is very simple. We have a master sheet posted on the bulletin board at the waterfront, on which results are posted immediately after each race. Each boat has a separate line. Three columns precede the column for the first race — one each for (a) payment of dues; (b) weighing of hull; (c) measurement of sails. Unless the appropriate officer has checked off compliance with each of these three requirements, no credit is given for that boat's participation in any race.

The rule has been enforced in several instances, so far, including a case in which the boat that won the first race of the season was summarily ejected from the list for non-payment of dues. As might be anticipated, this has had a very healthy effect upon overall compliance with the class requirements. "

Paul Festersen
Iowa-Nebraska Fleet 309.

This is the way all fleet captains should keep their fleet members in line with good SCIRA standing and eligibility. Many times a list of participants in a sanctioned regatta are checked and it is surprising how many are delinquent in current dues, did not have SCIRA membership cards, and were not asked to display them by the regatta officials, which, of course, is contrary to the agreement made when official sanction to the regatta is given. When discovered, these violators are promptly thrown out (to say nothing of a rising blood-pressure) and the list of standings revised. If you find your position has improved or been omitted entirely, you can figure out what happened. Recently, 2 of 24 entries were dropped; fortunately, they were down pretty far on the list, and did not attract much attention, but if they has finished on the top 5, no doubt the wires would have burned. And it certainly is not fair to the other entries in good standing to have to race against "illegal" sailors. All of this boils down to the fact that many officials simply do not enforce the class rule of eligibility enough—probably because they are too timid to ask good Old Joe whom "they know is all right" and thus avoid mutual embarrassments. Get tough, FCs, and follow the guide of FC Festersen. Otherwise, your regatta might not be officially recognized next year by SCIRA.

HAS A SLIPPERY DECK — WANTS ADVICE

" I bought a used fiberglass Snipe and the former owner advised me not to wax the deck as it would be too slippery. What would be the best thing to do with it to reduce absorption of staining material? It is white, and stays dirty most of the time. There is bound to be some kind of sealer or non-slip wax . . . I couldn't be the only one having this problem.

Many thanks for any advice." Bob Calvert, Jr.
216 S. Louisa St.
Rayville, LA 71269.

WHY HAVE A BLUNT BOW?

" The article in the May-June BULLETIN of "Reworking a Fiberglass Snipe Hull" by Ed Grier was an excellent one. I had a strong urge to rush right out and rework mine after reading it. In fact, what appeared to be one of the fastest boats in the District I Championship last weekend had a sharp bow.

On the other hand, the introduction to the article indicates a difference of opinion on the subject. Before all the new skippers, who think they have the problem that Grier had, redo their hulls, would it be possible to print the other side's opinion? I, for one, would appreciate it. — Bob Turrentine

Q uannapowitt Fleet 628

Perhaps this plea might produce a pro article from Francis Seavy, Red Garfield, or the World Champions of Brasil (Schmidt twins, Conrad brothers, or Nelson Piccolo. They win with them!)

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SNIPES BULLETIN

THE INTERNATIONAL SNIPES CLASS

JULY 1970

Vol. XXIV No. 11

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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

For the first time, a picture showing Snipes sailing in Colombia, South America, is published in the BULLETIN — and it is a great pleasure to give it the place of honor on the cover.

Starting from nothing about 3 years ago, Snipe activity there has culminated in their first national Championship regatta.

In front of a forest of masts, crews gather before a race, close to the locker facilities — the palm trees are real! But there was no crew from Denmark — the boat 15035 (D on sail) was imported from Denmark just before the regatta. Sailors were quite enthused over the success of the affair and the prospect of more Snipe competition in the Pan-American Games in Colombia next year.

The Snipe family of 32 nations congratulates Colombia "on coming of age", and welcomes them into full international class competition.

— Photo by Gabriel Anzola.

THE SCORE

Numbered SNIPES — 18993

Chartered Fleets — 690

46 more Snipes in the last 30 days — not quite our daily average of 1.70 Snipes per day for 38 years! But we have 3 more months to get 98 more to make our annual average of 486, so we should do it easily. Wonder who will get #19000?

Rather an unusual distribution in that Norway got 41 of them, the U. S. only 4, and Canada 1.

4 charters were issued to the following Italian Fleets: Bus del Quai 687; L. N. I. Loan0 688; L. N. I. Milano 689; and San Marco 690. It is encouraging to see growth in both Norway and Italy.

The 1970-71 Rule Book

By the time you read this, the new SCIRA Rule Book (good for the two years of 1970-1971) will be in the mail. You will get your copy either through your Fleet Captain or mailed direct, depending on method used to pay your dues.

It has been rather an arduous task this time, for the planned schedule was completely upset by the unforeseen developments at Angola and new decisions necessary as a result. This held up the text, and then some frustrating delays in production added to the situation.

Thank you for your patience; just have a little more, for the Rule Book is on the way. You will get a copy if you have paid current dues. You can get an extra copy for \$2.00, which is cheap nowadays.

In the meantime, you can continue to use your old rule book, for the rules for conducting regattas have not been changed except in a couple of minor items. If a question arises as to boat or sail specifications, refer to the new MDS B for all latest rules. Also, all the changes in the specs and rules have been printed in the BULLETINS issued since January 1970.

Cut-Off Date is July 15th

As previously announced in the BULLETIN, the June issue was the last one sent to all on the free list for the second copy to all individuals serving as crews on the free list for 1970. As stressed, it is necessary to renew this list every year by specifically asking that your current crew be put on the current list. The removal is automatic, so if your crew complains, get busy with a postcard, etc.

BUT MOST IMPORTANT to all is the fact that this is the last copy that all Snipe owners will receive if they are delinquent in the payment of current 1970 dues. All stencils will be pulled on July 15th and replaced only when good standing is restored. There will probably be some errors (always are!), but they are not hard to correct. So, if you have neglected to pay dues for any reason at all, please do so at once. Not only do other members want you around as sailors, but SCIRA needs your moral support and financial assistance. Both are imperative to the welfare of the Association.

The 1971 Pan-American Games

The Pan-American Games for 1971 will be held in Colombia, S. A. July 25 - August 8. Snipe, as one of the 7 recognized sailing classes, will participate as in the past.

It is expected that SCIRA/USA will follow the same procedure and rules in picking a representative champion team as it did in 1967 for the Games at Winnipeg, Canada, i. e. the top 3 winners in each District Championship Regatta in 1971 plus the current U. S. Champion will qualify for a special elimination race series held just before the Games next summer at a central location and in identical boats (PROBABLY all new ones) furnished by the Snipe Class. The only requirement in the finals will be that all must be U. S. citizens.

Any sailor, Snipe owner or not, is invited to participate in the championship Regatta of the District (7 of them) in which he lives and attempt to qualify for the final trials. He must, however, furnish a boat and sails for these races. The Snipe Class will not do so here.

The dates and places of these District races will vary, but they should be scheduled early next season so the final trial can be held in ample time for the Games. Usually, these regattas are early, for dependence at the U. S. Nationals depend on the outcome. At any rate, plans are now being considered and as soon as details are worked out, announcement will be made in plenty of time so all who want to will have a chance to participate.

1970 U.S. Nationals

This event July 28-Aug. 7 at the Island Bay Y. C. promises to be the customary large, successful regatta. If you go (a) be sure you have met all entry requirements (b) your boat and sails measure in; (c) all boats will be weighed (green cards no good here.) Anticipate — and avoid — possible trouble.



On the Lighter Side

SAILORS AND WEATHER

by Ruth Bockelman
Iowa-Nebraska Fleet 309

We really live protected lives - heated, humidified air in winter and cooled, "dried" air in summer - even when we're on wheels. Even so, we here in Nebraska do a certain amount of old-fashioned griping about the weather.

Until it comes to sailing, that is!

I've observed that sailors pretty much take weather as it comes. The temperature doesn't matter so much. Unless it is either blistering hot or shivering cold, you don't hear too much complaint as long as there is wind. The big complaints occur, not when there is too much wind, and the brave ones rick capsizing by going out, but when we hit a dead calm.

Nevertheless, we blithely plan regular races and even regattas, knowing that whatever the weather turns out to be is what almost everyone will sail in and not complain too much.

Or we invite non-sailor friends for an afternoon at the lake and very often find the winds too strong for "beginners." After all, we want to help guests to a good time and not frighten them, or even get them too wet! Sometimes the end result is a "shore afternoon" while the branches on the weeping willow tree stream out parallel with the ground, signalling weather that is too windy for guests.

Or consider rain. Who would choose it as sailing weather? But if there is a race scheduled, and we have a fine mist falling and a fog-shrouded lake, only a few boats will stay on their trailers. Most of them will be launched, with skippers and crews padding about in those most flattering foul weather suits. Sometimes after a start like this, by the time everyone gets to the starting line, we have a brisk breeze and a clearing sky and some of the best sailing of the season. Could it be a "reward" for persistence?

Or in another such situation, the race goes on and the rain falls more abundantly, until skippers and crews are drenched and the main spills water on every tack, and visibility becomes a problem. And on top of that, the passing cold front can bring a drop in temperature which chills the bones, if in summer attire.

When you get right down to cases, there is a real satisfaction in pitting brain and muscle against forces to get from here to there!



SAFE Sailboat Racing

by Mrs. Mike Parker
San Francisco Fleet #12

(This excellent and timely article was first printed in SNIPE SCRAPS, a newsletter issued whenever the need arises by the San Francisco Fleet 12. It is most inclusive in subject matter and one of the best class and district newsletters printed in the U. S. But best of all, Mrs. Parker (Carol to Snipers) is the editor - which proves she is quite a talented woman. She certainly knows her subject! -Ed.)

What makes sailboat racing a safe sport? To begin with, a dunking in San Francisco Bay does not have nearly the dire consequences of a freeway crack-up. In addition, racing skippers are the cream of the sailing crop -- the best of us are seasoned salts and even the worst are a cut above the average daysailor. For the former, smugness is the real danger. He's the guy who takes all the chances while the not-so-wise guy stays ashore and sits out the 40-knot duster.

The thing to remember is that we are not only competing against one another for the sake of trophies and SCIRA season scores. The wind and the waves are our real competition, as anyone who has experienced planing conditions will testify. Safety afloat depends on two things -- adequate precautions and teamwork.

Sailors don't want to be shackled by a multitude of rules and regulations. Who likes to be told by the race committee that the wearing of life jackets is mandatory, when the wind is so light he can't tell which way it's blowing? Who wants the race cancelled every time the Coast guard flies a small craft warning? The only way to avoid having rules imposed upon us is to take safety measures ourselves, voluntarily, whenever conditions warrant it. Then our safety record will prove to anyone concerned that we can cope with the elements.

To begin with the obvious -- a life jacket is the most important item in your boat. A Mae West is bulky, uncomfortable, and cumbersome, but when you land in the Bay, it will keep you afloat and save wasting precious energy just trying to keep your head above the water. All of us cut corners on wearing life jackets -- last spring at Inverness Mike Parker capsized wearing a heavy ski parka and no flotation. The race started in light air and when the going got heavy, he didn't want to take time out, risking a few boat lengths, to put it on. Who knows when he will miss the hiking straps on the next tack (pass the Dial soap, anyone?). The point is to anticipate the very worst and be

(CONTINUED top Page 6)

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(SAFE SAILBOAT RACING from Page 5)
prepared to combat it.

The best asset for a sailor might be an active imagination. Imagine yourself up to your ears in rough heavy seas, water temperature about 40°, your Snipe upside down (maybe even sinking!), and no crash boat around (there wasn't one, or if there was, he didn't see you capsize or he's halfway across the Olympic course rescuing somebody else). Then go out and buy yourself a life jacket, the most comfortable and least awkward one you can find -- it will probably also be the most expensive but so what, at least you'll wear it. There is even a Coast Guard Approved float coat on the market. Even with that I'd recommend a life jacket in rough conditions. From experience we've found that a float coat doesn't hold you as high in the water as is necessary to make working with a capsized boat comfortable.

For non-swimmers I recommend either swimming lessons or golf, and in the meantime they should wear a life-jacket even during the drifters.

In keeping with planning ahead for a capsize, remember that San Francisco Bay is cold. On a windy day the chill quotient goes up. Survival time in the Bay is calculated to be between 1/2 hour and four hours maximum, depending upon your physical condition and how warmly you are dressed for your little swim. Nothing could be better than a wet suit top, the kind water skiers wear with short sleeves. The neoprene will almost completely prevent the circulation of water about the torso and thus add (hopefully) hours on to your tolerance. An added bonus -- it offers some buoyancy to help your life jacket keep you afloat. Clothing should consist of waterproof outer layers and snug-fitting wooly underlayers to prevent evaporation (in case you are perched, dripping wet, on the upturned belly of your Snipe in a 30 knot wind in the middle of January) or circulation of water (in case you are swimming.)

An added consideration in choosing your clothing is that the outer layers be a bright color -- yellow or orange -- to aid your rescuers in spotting you. For the fashion conscious, a matching boat bottom will provide maximum visibility. There is an OK Dinghy sailing in the Bay Area with HELP written across its entire bottom. Not a bad idea for attracting passing Coast Guard helicopters. Consider carrying a battery operated flasher and a dye packet in your coat pocket (the coat you're wearing; not the one in the bottom of the boat or the car trunk) at all times except when sailing on Lake Merritt.

One of the ways to avoid capsizing is to have your boat in tip top shape. Are those frayed hiking straps about ready to give way? Is the rudder pin bent? Does the mainjam in its track? In a sudden squall, bringing your mainsail down quickly could keep you upright and still in the

race. Jorge Brown finished in third place at Richmond under jib alone. Or would your crew stand there yanking on a stubborn halyard while you, the skipper, yell and cuss and finally flip the boat? Finally, are you and your crew in top physical condition? You'll find out pretty fast splashing around your capsized Snipe trying to right it.

In the new sail-away Snipes with flotation and holes in the transom, you can bail out your swamped sailboat just by trimming the sails and getting underway. Otherwise you had better have that bailing bucket tied in or it just may have floated off. A big bucket is more useful than an empty beer can for bailing.

Keep your daggerboard tied in snugly, with only enough leeway to raise it to the last notch for running downwind. Otherwise you will capsize off the wind someday and find yourself with no daggerboard to hold onto. Or your boat will turn turtle and the board will go straight to the bottom of the bay, leaving you with no handhold but a bailer and, in the case of a sail-away Snipe, the holes in the transom. With the daggerboard tied in as described our boat has about two inches of board to work with -- try yours out on the trailer some time to determine how far your board protrudes.

Speaking of handholds, the bottom of a Snipe is pretty slippery and shy on handholds. A handle bolted on the transom won't slow you down any and might be a welcome addition in some future emergency.

The hollow mast of a capsized Snipe, if not righted immediately, will eventually fill with water and slowly sink, turning your boat turtle and thus making things a lot worse. To give the most flotation you could attach a big styrofoam ball to the life jacket up the halyard on a particularly wild and wooly day before starting the race. The speedsters may grimace but such a measure could spare you a lot of grief.

Eventually the inevitable will happen and over you'll go. Do you and your crew really know how to right your boat? A practice session on one of the lakes could be a lifesaver. Nothing is worse than floating up to your chin in rough cold seas shouting confused directions to each other.

If on an upwind beat you see a capsize is imminent, the agile skipper or crew can scramble over the high side onto the daggerboard, right the boat quickly, and scramble back into the cockpit, all without getting more than his ankles wet. Of course the other guy goes for a swim. Whether you land in the bay or on the board, get your weight off the high side of the boat immediately to avoid turtling. With a Snipe lying on its side, it takes only one person (not a flyweight) standing on the daggerboard to right it. The jib and main sheets should be uncleated. Be advised, however, that the boat will have a tendency to keep right on coming and roll over the other way, so the crew should be

prepared to counterbalance it, by grabbing the submerged gunwhale when it surfaces.

In case of a capsize off the wind, your daggerboard will more than likely be raised, in which case it is necessary to have the crew push it down through the slot from the cockpit side of the boat. If the boat turns turtle, someone will have to climb up on the slippery bottom and pull the daggerboard through.

You can right a turtled Snipe if you're lucky and the mast is not stuck in shallow mud, but it will probably require both of you applying leverage on the board (it must protrude all the way through the bottom of the hull). A line running from the cockpit over a gunwhale, over the bottom, and pulled on steadily by the crew standing on the opposite rail (if he can find purchase for his toes on the rubrail) may also work. Plan ahead and know which line you will use. You may require such a line for a tow, too, so include that as part of your safety equipment carried on board.

It is much harder to right a turtled Snipe than one lying on its side. The best safety procedure is to avoid going upside down in the first place, and that means a polished routine that will enable you to efficiently right your Snipe in a matter of minutes before the mast has time to sink.

If you are unable to right your boat, remember to stay with it (unless it sinks) always maintaining a handhold. Don't hold on to the mast for support as that will cause it to sink. Don't try to grab things floating away. If a rescue boat wants to rescue you and leave the boat for later, go with them. There may be others in distress that require their attention.

So much for some of the precautions that can be taken to make sailing safer. Teamwork is another matter. I think we need a major revision in our attitude towards capsized boats. Most of us, when sailing past a capsized boat during a race, shout over "Is everything O.K.?" and then, receiving an affirmative answer, we sail on to finish the race. But a boat that is O.K. now could be in trouble minutes later. We sailed past a Snipe capsized at Clear Lake one time on a not

particularly windy day, thinking everything looked alright. But the skipper couldn't swim (no lifejacket, either) and his wife-crew was panicky. Bob Stang stopped to help them out. The best solution is for our fleet members to adopt the following policy without exception.

THE NEAREST COMPETITOR WOULD STAY WITH THE CAPSIZED BOAT UNTIL IT IS RIGHTED AND BAILED OUT OR UNTIL IT IS UNDER THE WING OF A POWER RESCUE CRAFT.


Even if such a rescuing Snipe would be physically unable to help with the righting of the distressed boat, it would be there to mark the position of a capsize and would be available to rescue skipper and/or crew if either should become exhausted or in danger of washing away.

The NAYRU racing rules make the following provisions for such a circumstance: "Rule 58 -- Rendering Assistance -- Every yacht shall render all possible assistance to any vessel or person in peril, when in a position to do so. Rule 12 -- Yacht Unduly Prejudiced -- When the Race Committee decides that, through no fault of her own, the finishing position of a yacht has been materially prejudiced by rendering assistance in accordance with Rule 58... it may cancel or abandon the race or make such other arrangement as it deems equitable."

SCIRA should follow a policy of awarding racing points either equal to the place held by the rescuing boat in the race before it dropped out, or else equal to the boat's season average. Usually conditions are such that when one boat goes over in a race, others are capsizing at the same time. When sails start toppling like pins at a bowling alley, it is time to stop thinking about the race and to start thinking about survival. The rescue boat will have its hands full spotting and rescuing everyone who is in trouble. We all should work as a team and remember that staying alive is more important than winning a race.

(Most Snipers do not sail on such dangerous waters, but accidents on small lakes can be fatal with inexperienced or careless personnel. The above comprehensive analysis of safety should be digested by all.)

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Basic Snipe Sailing Manual
Intended for beginning Sniper, crew, and wives, this excellent manual (6"x9") is a glossary of nautical terms with a sketch applicable to Snipe: knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. 75¢ @ copy-10 for \$6.00. From SCIRA only.

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Colombia Inaugurates First National Championship

by Daniel Moreno Grob

Aristobulo Garrido, an officer of the Colombian Navy, who has represented his country abroad in other sail classes, classified himself as Colombian Snipe Champion with a perfect score of 0 points. From the start his superiority was evident and won by ample margin six of the races sailing a new Chubasco boat equipped with Elms sails. He could have won all seven races, but the breakage of a stay forced him not to finish the 4th race. The competition was organized and staged by the Club Naval Santa Cruz de Castillogrande in the beautiful bay of Cartagena. The modified Olympic course was used with a total length of 7 miles.

Cartagena has one of the most spectacular bays of the Caribbean. It is surrounded by historical relics and by old Spanish Colonial forts that in their time protected the Spanish gold from the colonies, from the attacks of Vernon, Drake and Morgan.

23 Snipes brought from Bogota, Barranquilla, Cali, Santa Marta besides the Cartagena fleet concentrated in Cartagena to offer the most beautiful sailing spectacle ever witnessed in Colombia. This first National was the culmination of the efforts of the National Secretary Daniel Moreno Grob who introduced the Snipe Class in Colombia just 3 years ago. Colombia will be the site of the forthcoming 1971 Pan-American Games in which the Snipe with its strong organization will be represented. The competition took place with light winds predominating. The winds never reached more than 4 to 6 knots in 6 of the races. Their direction too was very variable. Constant wind shifts made the event more difficult and demanded under such conditions a great deal of navigation experience. Garrido was always in the right place at the right moment to take full advantage of the weak and variable wind. Conditions changed completely during the 6th race. The wind reached 16 knots gusting to 20. Participants that had until then a hey-day and had dominated the races maneuvering with light winds found themselves losing ground and began falling and staying behind. 5 of the boats capsized and there were many breakages of masts, booms and stays. To lee the wind was stronger, but there was a heavy chop sea and to windward there was less wind and the sea was more tranquil. This was the tack that Garrido selected to win also the 6th race, which was the only one that was raced with strong wind. Under said conditions Garrido taking full advantage of the tremendous speed of his boat, could sail smoothly with absolutely no worries.

The Host Club, during all the competition, rendered the most efficient services seen in regattas of similar importance. The installations were built especially for the regatta and with the idea in mind that they will be used as



(TOP) Boats on trailers ready for launching; (BELOW) Keen preparation for 1st race.

headquarters of future international competition. There were insistent talks of asking that the forthcoming Western Hemispheric be raced here. The Club's installations include sufficient auxiliary boats; count with good judges and even with an equipment of frog-men. (Yes frog-men!!!) ready to help those who might ask it in cases of risky tip-overs.

Strange as it may seem, there were

only two protests and two direct disqualifications decreed by the foul-judge in the finishing line. At the final get-away party when the prize was presented and while Garrido was packing his 8 trophies in a large box, by unanimity the same club was selected to be the headquarters of the 1971 National, but the Host Club will be the first Snipe fleet of Colombia - the 634 Caribbean Fleet.

Final Results - 1st COLOMBIAN NATIONAL CHAMPIONSHIP - March 1970

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	6	7	Pts.	Fin.
10864	Aristobulo Garrido	Bogota		1	1	1	dnf	1	1	1	0	1
17720	Juan Carulla	Bogota		2	2	4	1	2	6	2	20	2
17719	Manuel Isaza	Bogota		5	4	2	2	4	2	4	33	3
17902	Carlos Isaza	Bogota		3	5	5	4	3	12	9	54.4	4
8825	Roberto Londono	Bogota	dsq	8	6	6	9	3	5	5	68.1	5
18641	Jaime Barrera	Bogota		7	7	3	8	12	dnf	3	69.4	6
18071	Luis Mogollon	Cartagena		4	3	8	3	dsq	dnf	7	74.4	7
15039	Carlos Hobrecker	Cali		13	6	9	5	5	dnf	11	82.7	8
17503	Daniel Moreno G.	Barranquilla		11	9	20	7	13	4	13	91	9
17313	Lorenzo Depascale	Barranquilla	dsq	10	14	13	6	5	8	8	94.7	10
18846	Hernan Galvis	Cartagena		18	11	10	11	8	9	10	95	11
18061	Gustavo Lemaitre	Cartagena		8	13	12	10	10	16	7	102	12
17509	Julio Gutierrez	Barranquilla		12	12	11	15	15	5	14	104	13
16252	Otto Kemenes	Bogota		14	14	7	12	7	dnf	16	106	14
18825	Manuel Avendano	Cartagena		6	dsq	13	dnf	17	10	6	109.4	15
18432	Enrique Echanique	Barranquilla		9	16	17	14	14	11	17	117	16
17161	Jose Tobon	Barranquilla		10	15	15	18	11	dnf	19	124	17
18243	Pedro Sugranes	Cali		20	21	16	9	19	13	15	128	18
18030	Jorge Abrisambra	Santa Marta		16	18	18	20	10	15	dnf	133	19
18946	Fernando Orjuela	Cartagena		19	19	dsq	17	21	16	12	140	20
18080	Eduardo Wills	Bogota		15	17	19	16	18	dnf	dns	143	21
5039	Carlos Pineda	Cali		17	20	21	19	20	14	20	146	22



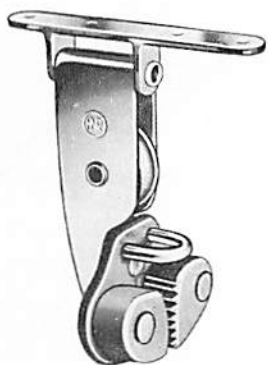
JIBING AROUND A MARK. CB an innovation on a Snipe sail — looks great! — Gabriel Anzola Photo.

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This versatile addition to the Quality Fittings line is destined to become the "Numero Uno" jib sheeting cleat for all small boats. It gives you the advantages offered by the Jiffy Jib Jam, yet is only $1\frac{1}{2}$ " high for those who prefer a lower fitting. This little gem mounts easily on top of the centreboard handle in a horizontal position or on the aft end of the handle in a vertical position. Improved cam releases easily and takes rope sizes through $\frac{1}{4}$ ", $\frac{5}{16}$ ", $\frac{3}{8}$ ", and $\frac{7}{16}$ " diameters. This cleat,



Jiffy Jib Jam

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The fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support **without it coming unjammed**. Adopted as standard equipment by many builders of the Snipe class. Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes $\frac{5}{16}$ " or $\frac{3}{8}$ " dia. sheet. Weighs 11 oz., height $3\frac{1}{2}$ " with a base dia. of $2\frac{1}{2}$ ".

along with the Jiffy Jam, are the only two cleats in the world which operate both ways on a single cam, making only the one fitting necessary. The crew can also hike-out with the jibsheet as support **without it coming unjammed**. Made of high tensile bronze, chrome plated, with a stainless steel bearing shaft and spring. Comes complete with fastenings and weighs only 5 ounces. Height $1\frac{1}{2}$ ", width $1\frac{1}{2}$ ", length $1\frac{1}{2}$ ".

Oklahoma Sailor International Hi-Point Score Champ

Joe Cacoperdo Won Both Minneford and Reichner Trophies

For the past 3 years, Joe Cacoperdo of Sequoyah Fleet 68 in Tulsa has been in the top ten of the annual high score listings. He has been close to the main prize (2nd-4th-9th), but now he finally made it when he compiled a high score of 1738.15 after sailing in 20 races of a 37-race schedule against an average of 7 competitors. He had 17 firsts and 3 seconds — a nice record!

Tom Legere of Winchester, MA, another sailor who is always pushing up, came in 2nd with 1735.2 in 16 races, a difference of 2.96, a little closer than usual. Marsh Jenkins of Lake Merced in California was a fairly close 3rd with 1732 in 17 races; and, of course, Francis Seavy made his customary fine showing with a 6th place to maintain his record of always being in or near the top ten.

A. Fernando Phileto of Bahia, Brasil was 16th with 1683.5 in 15 races, the best score for any sailor outside the United States. Thus Cacoperdo won the two biggest awards for high point scores in a season's racing - the international Reichner Trophy and the U. S. National Minneford Trophy (SCIRA's oldest Trophy).

Holding of official point score races is 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 this fleet activity by each fleet is the only really required annual fleet report. It indicates and verifies fleet activity for the records, and also serves as an interesting comparison of the caliber and ability of individual racing members. Both trophies are the oldest in the Class, dating back to the early thirties when both contests were started.

GET YOUR GLASSES
— and start to look!

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 5 official point score races.
 - (4) your Fleet Captain sent in the point scores as required under class rules and the Fleet Charter.
- and if you
don't find it--
ask him, "WHY NOT?"



1969 SEASON HIGH-POINT SCORES

BOAT	SKIPPER	FLEET	RACES.	PTS.
16492	Joe Cacoperdo	Tulsa,OK	20	1738.15
16582	T.Legere	Winchester,MA	16	1735.2
10281	Marshall Jenkins	Lake Merced,CA	17	1732
12217	Gary Boswell	Dallas, TX	15	1724.06
17763	Carl Cheney	Fine Beach, NJ	26	1716.7
6995	Francis Seavy	Clearwater,FL	9	1703
16765	Bruce Macdonald	Potomac River,DC	13	1699.9
17780	Mel&Tim Nichols	Wolf Lake,MI	18	1698
18089	Robert L.Williams	Wichita, KS	23	1695.47
16836	Gary D.Martin	Ponca City,OK	16	1692.25
10350	Richard Wadlow	Lincoln, NB	16	1691.3
17164	Dr.Gunnar Stickler	La Crosse,WI	17	1690.9
12640	S.Pikuet	Newport, NY	12	1687.1
14590	George Nash	Lake Merced,CA	17	1686
13028	Bill Houghton	Lake Mohawk,NJ	18	1684.6
11921	A.Fernando Phileto	Bahia,Brazil	15	1683.5
15654	Ronald C.Prime	North Cove,NH	15	1683.1
17163	Frank Pontius	Diamond,MI	15	1683
18247	Jim Richter	Indianapolis,IN	22	1682
18090	Louis Nelms	Lake Worth,TX	12	1681.50
14290	Bobby Cummings	Dallas, TX	28	1680.25
16953	Jeff Troeger	Birch Lake,MI	15	1673.15
18009	Robert Jarasek	Deep Creek,MD	9	1672
17514	George S.Brown	Annapolis,MD	16	1668.6
7780	Mel Nichols	Wolf Lake, MI	18	1668
17732	Chuck Hardey	Shreveport,LA	12	1665.4
15940	Carl Zimmerman	Portage Lakes,OH	27	1664.78

10600	Dave North	Seattle, WA	9	1664.3
17714	Phil C. Morse	Topeka,KS	16	1663
17757	Dick Fagan	White Rock,TX	16	1662.25
16853	Dr.Peter Duvoisin	Privateer, TN	12	1661.4
12968	Worth F.Ross	Sierra, NV	10	1661.1
10825	M.Buckup-C.Ladeira	Santos,Brazil	6	1660
14414	Reinaldo Conrad	Santo Amaro,Brazil	6	1660
15190	Charles Robertson	Leon Lake, NY	7	1658.85
14654	Pete Cacoperdo	Tulsa, OK	28	1658
17322	M.Rodrigues Porangaba	Pajussara,Brazil	7	1658.7
15673	Jim Bookhout	Dallas, TX	16	1657.06
12223	Robert Wightman	Keuka, NY	19	1655.84
6908	James Cunningham,Jr.	North Cove, NH	21	1654
16697	Dan Wesselhoft	Peoria,IL	11	1653.6
17736	Jim Kastrup	Crystal Lake, IL	20	1652.7
18113	John Pilon	Chicago, IL	13	1651
11088	Gilberto Carvalho	Pernambuco,Brazil	5	1650
16291	Wm.D. Bedford	Galway, NY	13	1649.15
15353	Gib Zeratsky	Green Lake, WI	14	1649.6
12118	L.Alfredo-B.Ferreira	Salgadinho,Brazil	6	1646.8
15468	W.A. Butler	Lake Washington,CA	10	1645.3
18333	Joe Ramel	Lake Lotawana,MO	24	1644.8
18318	Dick Caspari	Wichita, KS	17	1644.12
14608	John Cameron	Wichita, KS	32	1642.82
8437	Fred Jordon	Keuka, NY	17	1641.88
15089	Robert C.Wells	Galway, NY	15	1637.7
15301	Don Campion	Chicago,IL	14	1635.5
15001	Bill Marx	Wall Lake,MI	13	1634.61
10111	Gonzalo Diaz	Miami, FL	13	1634
17556	Don Hite	Lake Angelus, MI	6	1633.6
9448	Luke Czarney	Quassapaug,CT	18	1631
18111	Agustin Diaz	Miami, FL	10	1630.5
12742	John Aune	Brasilia,Brazil	18	1629.5
13859	Rita Bragg	Lake Worth, TX	14	1629
17238	F.Clements	Rocky Mountain,CO	9	1629
16341	Ed Griffith	Acton, OH	18	1625.5
18104	Tom Rolfes	Acton, OH	14	1623.9
14905	Wm.Kuehnlng	Portage Lakes,OH	19	1623.74
14702	Alan Robertson	Potomac River,DC	13	1621.7
14771	Steve Sherman	Muncie, IN	9	1620.9
14241	Ernest A. Moore	Wall Lake, MI	9	1620.88
13198	Gerald Willoughby	Ponca City, OK	15	1620.7
11007	Tucker	Topeka, KS	15	1619
12097	Ham Clark	Chattahoochee,GA	5	1618.4
17162	Paul Holbrook	Pine Beach,NJ	26	1618.2
7999	Tom-Bill Fehsenfeld	Grand Rapids,MI	22	1617.8
17687	Henry C. Young	Portage Lakes,OH	18	1616.72
16025	T.A. Wells	Wichita, KS	20	1616.53
8190	Otto Weisener	Tulsa, OK	17	1616
18120	Bob Hill	Acton, OH	17	1615.1
16620	J.Goldsworthy	Newport,NY	11	1613.8
3518	Robert Huggins	Annapolis, MD	12	1611.9
18266	Bob Wesselhoft	Peoria, IL	8	1611.4
17739	Will Ivie	Lake Worth, TX	12	1610.8
14632	Carver	Topeka, KS	15	1610
18073	Leonard McKeever	Ponca City, OK	16	1609.7
8653	Bradford McFadden,Jr.	Atlanta, GA	27	1608.19
6258	Franklin Johnson	Atlanta,GA	25	1607.88
12948	Frank Suesz	Pine Beach, NJ	14	1607.7
14002	Edgard Hesselmann	Brasilia,Brazil	17	1607.4
14854	Russell McHenry	Keuka, NY	15	1606.80
15724	Terry Cobb	Sierra, NV	10	1606.6
9432	Earl Troeger	Birch Lake, MI	15	1606.1
12452	John Stanley	Acton, OH	19	1602.9
17110	Gordon Yates	La Crosse, WI	19	1602.9
16142	Dr.Harald Schmid	La Crosse, WI	21	1602.7
11391	Clif Hogg	Chattahoochee,GA	5	1602.6
17931	John Korkosz	Galway, NY	30	1602.3
17470	Bob Foster	Gull Lake, MI	9	1598.1
16751	Geves Kenny,MD	Rocky Mtn.,CO	17	1598
11748	A.E.Grossman	Lake Lotawana,MO	25	1597.3
17511	Dr. Ray Croasdale	Gull Lake,MI	13	1596.8
18356	Jim Towler	Wolf Lake, MI	20	1596
15777	Schwenk	Quassapaug,CT	18	1596
14417	Fernando Germano	Quara Piranga,Brazil	6	1594.8
16645	Adalberto Silva	Salgadinho, Brazil	6	1594.1
12192	Harry Levinson	Indianapolis,IN	6	1594
15400	Dan Pender	Gull Lake, MI	15	1593.7
16948	Dr.Harold Horn	Lincoln,NE	24	1593
8570	E.Garfield-Griffith	Chautauqua,NY	10	1592.46

14731 Doug Day	Lake Lotawana, MO	28	1592.9	16132 Ken Rix	Wichita, KS	27	1527.42
3929 C. Webster	Newport, NY	7	1592.1	16801 Reuben Ross	Bow Mar, CO	9	1527.33
10390 Victor Larson	Chautauqua, NY	10	1592	17686 Ray Gassler	Crystal Lake, IL	9	1527.7
16938 Bob Hurst	Tulsa, OK	11	1590.1	13696 Bill Demurray	Chicago, IL	5	1526
17728 A.P. Jeffery	Galway, NY	14	1588.2	14398 Leigh Seaver	Chicago, IL	5	1526
17928 Carlos Mattson	Lake Merced, CA	17	1587	15500 B.J. Hague	Birch Lake, MI	15	1526.1
14974 Alan Morris	Willamette, OR	15	1585.13	17900 Ed Haynes	Dallas, TX	26	1524.92
11899 Richard H. Glenn	Chippewa, OH	23	1584.09	9917 Emilio Salvi	Pernambuco, Brazil	5	1524.8
17318 Aldo Dellicciotti	Guarapiranga, Brazil	6	1582	12021 Dr. J. Herbert West	Atlanta, GA	24	1524.4
16808 Walter Lowrie	Bow Mar, CO	7	1581.71	15308 Bill Quinlin	Wall Lake, MI	13	1524.3
10101 Don Magmison	Chautauqua, NY	10	1581.56	14328 Ken Gustafson	Chicago, IL	6	1524
17102 Roger Turner, Jr.	Gull Lake, MI	15	1581.3	11386 Art Lippitt	Wichita, KS	13	1520.30
16799 Bud Leonard	Diamond Lake, MI	18	1581	13433 Pat Flaherty	Clearwater, FL	6	1518
17767 John Rose	Seattle, WA	6	1581.2	18034 J. Gannon	Winchester, MA	23	1517.8
10201 Ken Kinias	Green Lake, WI	7	1580.6	17602 Donald Griffin	Deep Creek, PA	9	1517.78
11926 Gene Shelley	Seattle, WA	14	1580.1	11600 P. Beitem	Newport, NY	13	1516.9
18342 Paul Porter	Muncie, IN	9	1577.3	17018 Alvin Bugbee	Chautauqua, NY	10	1516.8
15236 Guilherme Raulino	Brasilia, Brazil	17	1577.1	15059 Jaime Otero	San Juan Blue, PR	5	1516
9106 Marguiles	Quassapaug, CT	11	1577	15580 George Croasdale	Lotawana, MO	12	1513.75
16722 Roland Bodenheim	Shreveport, LA	11	1576.8	16099 F/T/B. Fehsenfeld	Grand Rapids, MI	22	1512.5
15228 J. Guido Grimaldi	Bahia, Brazil	18	1576.5	17999 John Swanson	Winchester, MA	15	1512.1
12999 Ralph Swanson	Winchester, MA	20	1573.6	8151 J. Lawlor	Quassapaug, CT	9	1511
10831 Dr. L. McElwaine	Sequoyah, OK	5	1573.2	16154 Ed Butler	Sequoyah, OK	31	1510.56
15114 Fred & Jos. Hutter	Woodstock, Canada	5	1571.4	17766 Bruce Colyer	Miami, FL	13	1510.5
6300 Edw. F. Cunningham, Jr.	North Cove, NH	17	1570.8	12533 Braga-Oosta	Pajussara, Brazil	5	1509.4
14771 Ric Porter	Muncie, IN	10	1569.6	10007 A.M. Hanna	Newport, NY	19	1508.8
11951 Jim Buhlert	Lake Washington, CA	9	1569.1	13499 Mike Kogler	Dallas, TX	26	1508.03
18338 Allen Overcash	Lincoln, NB	15	1567.2	17557 G. Fox	Newport, NY	19	1508.2
17755 Charlie Freeman	Dallas, TX	20	1566.90	15399 Buz Koenig	Lake Worth, TX	11	1507.36
17231 John Fox	La Crosse, WI	20	1566.9	12964 Wallace Kent	Sierra, NV	10	1507.1
16711 Bob Blomquist	Annapolis, MD	30	1566.7	16996 Jerry Guardiola	Miami, FL	6	1506.3
16611 Sid Brown	Wolf Lake, MI	14	1564	16316 Edward McHenry	Loon Lake, NY	7	1505.28
18018 John G. Hoyt	San Juan Blue, PR	5	1563	16648 J. Arnold-P. Lima	Salgadinho, Brazil	6	1504
13103 Willard Wright	Seattle, WA	9	1562.8	18350 Harlen Wilkinson	Crystal Lake, IL	14	1504.3
15214 Donald Ploetner	Lake Mohawk, NJ	15	1562.3	14301 T. Eastwood	Newport, NY	12	1503.8
14505 J. Mackenzie	Rocky Mtn., CO	10	1561	15233 L. Dionisio Costa	Pajussara, Brazil	7	1503
13667 Dr. Jim Lawlor	Quassapaug, CT	17	1561	10640 M. Axton	Sequoyah, OK	15	1502.11
16333 George Bouckhuys	Chautauqua, NY	10	1559.45	5921 Ben Schneider	North Cove, NH	16	1502.7
12121 Walter Broadhead	Crystal Lake, IL	18	1559.8	18349 Bill Ridge	Lake Mohawk, NJ	7	1502
17762 Jill Carver	Green Lake, WI	12	1559.7	14201 Dr. Harold Brammer	Wichita, KS	14	1501.78
13835 Wayne Milne	Birch Lake, MI	15	1558	15393 John Olsson	Lincoln, NB	17	1500.1
12453 Don Cochran, Jr.	Clearwater, FL	6	1557.2	14445 T. Hammermeister	Portage Lakes, OH	20	1499.99
6978 J. Clodfelter	Rocky Mtn., CO	14	1557	16310 James Horn	La Crosse, WI	19	1499.9
17516 Larry Johnson	Annapolis, MD	32	1556.5	10512 Don Shoemaker	Keuka, NY	17	1499
16374 George Bailey	Lake Angelus, MI	6	1556.3	17120 Miss Dinah Tumlin	Atlanta, GA	22	1498.45
15320 David Mahan	Deep Creek, PA	6	1555.66	14281 Bill Fanning	Magnolia, MS	5	1497
15253 Peter Kratschmer	Santo Amaro, Brazil	6	1555.3	12569 Murray Gow	Woodstock, Canada	5	1496.8
16839 R. Fillings	Sequoyah, OK	21	1553.15	15235 Rocha-Pontes	Brasilia, Brazil	12	1496.5
14583 John P. Keefer	Wall Lake, MI	13	1553.4	15073 Joe Mark	Lake Mohawk, NJ	11	1496
11133 Rafael Ribeiro	Bahia, Brazil	18	1553.2	13020 Paul Dovey	Peoria, IL	5	1496
9554 Charles A. Fowler, III	Miami, FL	10	1552.7	14550 W. & M. Ernst	Keuka, NY	16	1495
10637 Tom Salek	Deep Creek, PA	9	1552	17327 de Barros Vieira	Pernambuco, Brazil	5	1495.6
14238 Charles Eshleman	Pine Beach, NJ	22	1552	12885 R. Patrick	Winchester, MA	19	1494.4
16289 Richard Hart	Lake Merced, CA	17	1552	16180 D. Pixley	Rocky Mtn., CO	11	1494
7432 H. Allen	Quassapaug, CT	6	1550	14291 Don Ferrell	Willamette, OR	16	1493.87
12099 R. Vreeland	Newport, NY	11	1548.8	16802 Robert Paulson	Bow Mar, CO	12	1493.25
12900 Larry Wheeler	Portage Lakes, OH	18	1546.67	16314 T. Van Dusen	Winchester, MA	17	1493.8
11700 Mary Jane Miracle	Green Lake, WI	12	1546.7	17632 Gary Galvin	Lake Lotawana, MO	15	1493.4
17634 Francis R. Conley	Ponca City, OK	18	1545.9	10182 R. Towle	Winchester, MA	25	1493.3
17624 Eddie Williams	Lake Lotawana, MO	30	1545.5	16856 Tom Townsend	Indianapolis, IN	14	1492
13522 Wm. Kebea	Pine Beach, NJ	18	1544.5	7371 J. Vandervelde	Green Lake, WI	15	1491.53
15471 Ken Miller	Shreveport, LA	8	1544	18012 D/M Hesseltschwerdt	Grand Rapids, MI	22	1491.7
15498 Roy Deng	Chicago, IL	11	1544	14634 Bob Brown	Miami, FL	10	1490.6
17041 Dave Patterson	Willamette, OR	14	1543.36	13456 Leonard Lewis	Portage Lakes, OH	7	1488.56
17475 Pedro Jose Julian	Santos, Brazil	6	1543.5	18014 Bob Hunt	Lake Lotawana, MO	19	1487.2
11763 Flavio Caiby	Guarapiranga, Brazil	6	1543.1	12296 George Raulino	Brasilia, Brazil	19	1486.6
17049 J.D. Drake	Magnolia, MS	7	1543	13836 Dan Holtz	Birch Lake, MI	12	1486.4
12713 Jim Kirkpatrick	Wichita, KS	14	1542.07	18313 H. Hebert	Rocky Mtn., CO	12	1486
15226 Niels Leoni	Bahia, Brazil	18	1541.5	18047 Roy & Karen Thiel	Green Lake, WI	12	1485.8
17464 John Magnuson	Chautauqua, NY	10	1541	9371 Russ De Boer	Wall Lake, MI	12	1484.3
14962 Ken Purvine	Willamette, OR	17	1540.41	15496 J. Lamson	Rocky Mtn., CO	7	1484
13011 Scott Overton	Lake Mohawk, NJ	16	1540.1	11888 Gordon Wallace	Dallas, TX	29	1483.79
15166 O. Saunders	Sequoyah, OK	20	1539.17	10373 Art Zachai	Potomac River, DC	7	1483.6
16767 Richard Schusler	Seattle, WA	10	1539.7	15218 Bryan Hague	Birch Lake, MI	17	1482.2
12965 Les Russell	Sierra, NV	10	1537.1	16222 Bob Lyke	Wolf Lake, MI	17	1482
16797 Paul Zent	Indianapolis, IN	17	1537	8657 Edwin Colette	Loon Lake, NY	7	1481.85
16297 John Burdette	Lake Washington, CA	10	1537.9	15961 Joe Byrne	Lake Mohawk, NJ	8	1481
10201 Ken Kinias	Portage Lakes, OH	11	1535.91	18006 Dave Black	Potomac River, DC	5	1480.2
17671 Berkley Duck	Indianapolis, IN	19	1535	17123 Robert Ewell	Galway, NY	15	1478
10870 J. Glenn	Clearwater, FL	6	1532.2	7377 Dick Rix	Wall Lake, MI	12	1478
15015 David Luther	Ponca City, OK	13	1532.2	16495 D.F. Neff	Shawnee, KS	9	1477
14059 Burt Ray	Lake Washington, CA	10	1531.2	9022 Jim Lyke	Wolf Lake, MI	18	1477
14640 Scott Best	Lake Angelus, MI	6	1530	13034 Ed Moore	Lake Mohawk, NJ	16	1475.7
14092 Bill Aicardi	Miami, FL	13	1530	7610 Deborah Olsou	Pine Beach, NJ	7	1475
12114 Carlos Wanderley	Santos, Brazil	6	1529.6	13018 T. Cronberg	Winchester, MA	8	1473.6
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(Will be Concluded Next Month)

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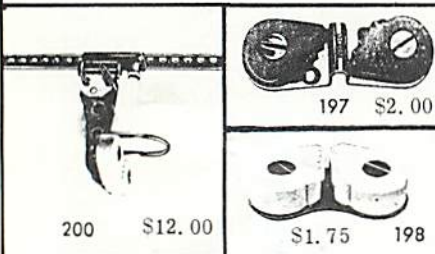
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Site of 1970 U.S. Nationals



The 1970 Snipe Nationals, hosted by District #3, are to be held at Island Bay Yacht Club, Springfield, Illinois starting July 27 and running through August 7.

The Yacht Club was founded in 1935 and in 1965 a new quarter of a million dollar club house was constructed. The club is located approximately seven miles south of downtown Springfield on eleven and one-half acres of ground. (There are eight motels and one camp ground within 2-3 miles of the club.) There is a protected bay with three electric hoists for fast and easy launching from the dry parking area where there is ample room for at least 150 boats. There are also two 80 ft. docks on the east side of the club for rigging and tying up between races. On the grounds there is also a

swimming pool and a play area for younger children.

Lake Springfield is a crescent shaped man-made lake. It is thirteen miles long and 1½ miles wide, with an average depth of twenty feet. The wind and weather conditions at that time of year can be anyone's guess; even the weatherman can't be sure! For those who sailed in the Peoria Nationals, we generally have the same weather conditions but without the river current.

The race committee chairman is Steve Taylor from Oklahoma City, Okla., who should need no introduction to Snipers. With Steve and the many other fine talents in the District, who are and will be working on this Nationals, we hope to offer two weeks of fine sailing and fun for all those attending.

Hope to see you all in July!

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Wells Wanderings



by Ted Wells

JULY 1970

SILAWAY ABILITY

This new feature now supposedly provided by the added buoyancy required on all new Snipes has many advantages—and some problems. I'm sure Howie Richards gave the matter quite a bit of thought as he hung onto his nearly submerged wood hull out in Biscayne Bay several miles away from the Coconut Grove Sailing Club in March. The local people who had to spend a lot of time getting him back to shore probably gave the matter some thought, too. There was just no way of getting the water out, out in the bay.

In our local fleet we have had some recent experience along these lines—one occasion unfortunately involving me in what I hope turns out to be my annual capsizing. Last year's capsizing was on the west coast, where I made the mistake of getting on the centerboard to help my crew right the boat. This procedure rights the boat momentarily—unfortunately it keeps going until it is upside down.

As a result of that experience, I have developed a procedure which, with a few refinements as a result of recent experience, works well. First—tie in the board limiting its movement as much as you feel you can without losing too much performance. Tie the painter or another line, preferably at least 5/16" diameter and ten feet long, to the aft end of the centerboard trunk. As the boat goes over, the crew goes over the high side and the skipper goes into the water on the low side, shoving the centerboard all the way out if it isn't already there, and tossing to the crew the line from the centerboard trunk, unless the crew has been able to take it with him as he bails out. The skipper also uncleats both sheets, gets all the way into the water even with the aft end of the cockpit, while the crew stands on the very bottom of the centerboard, hanging onto the line from the trunk. As the boat comes up, he moves aft to facilitate drainage of water through the transom holes (if the boat has them). The procedure worked fine—(although it was anything but self-rescuing)—after we fished out a large plastic sack which had been under the after deck until it plastered itself over the drain holes, effectively plugging them. We climbed back in and the suction bailer handled the rest of the water promptly.

Another local episode involved a fairly old boat with side tanks. This boat apparently leaked some at the joint between the deck and the hull (most fiberglass boats do) and the owner had removed the handhole covers in the tanks. The initial capsizing was followed by a comedy of errors involving several more capsizes caused by all sheets still being cleated, while the boat sank steadily lower in the water. The boat had been bought used; there were rumors that it had been damaged and that it did not have adequate styrofoam in it; and when it was finally towed in, the bow was the only part of it out of the water and only barely so at that. It now has the tanks sealed and lots of styrofoam added. If this hadn't happened about fifty feet from the Club docks, it could have been serious.

The moral of these stories is that there is no such thing as a self-rescuing boat, and that the effectiveness of any type of sailaway capability is greatly influenced by technique and procedures used by the occupants, and the care and maintenance of the boat, or lack thereof.



BOB WILLIAMS—a true lake champion

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ROCKY MOUNTAIN - Denver	1st	Bob Williams
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LOTAWANA - Ks. City	1st	C. S. Reusch
LOTAWANA - Ks. City	3rd	Bob Williams
DISTRICT 2	3rd	Bob Williams
WICHITA FLEET	1st	Bob Williams

OTHER CHAMPIONSHIPS

NATIONALS Luder 21	1st seven places
CSSA SPRING - Tulsa L21	1st - 2nd - 3rd
CSSA FALL Luder 21	1st

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August 15-16

Annapolis, Maryland - Fleet 532

Sail at the Site of the
1971 NATIONALS

Regatta info: Lawrence K. Johnston
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fleet 515 hosts the '70 "oxford incident" REGATTA



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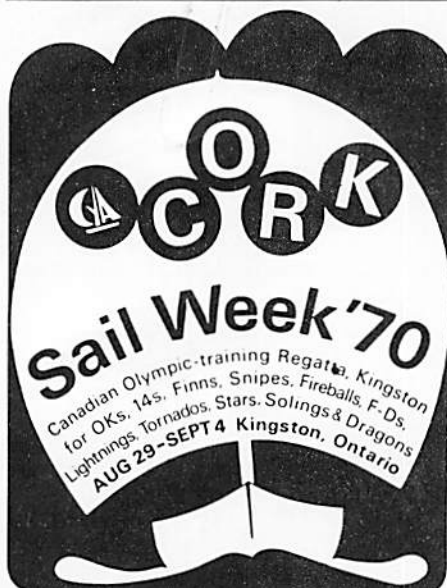
\$5.00 per inch
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Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6"x9") is a glossary of nautical terms with a sketch applicable to Snipe: knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. 75¢ @ copy-10 for \$6.00. From SCIRA only.



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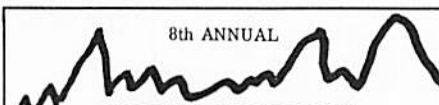
News item: 1976 Olympic sailing events will take place in these same Kingston waters.

IMPORTANT District V REGATTAS

LAKE ONTARIO OPEN REGATTA
BRIODY TROPHY
July 11th and 12th
Olcott Yacht Club

District 5 Championship

July 24-25-26
Juniors on the 24th and 25th
Newport Yacht Club
Rochester, New York



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Snipe Championship
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AUGUST 29-30
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Possible Site of District I Championship in 1971
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Sanctioned Snipe Regattas

- JULY 11-12 DISTRICT 3 JUNIOR Championship, Diamond Lake, Diamond Lake YC. Arthur Francis, Rt. 4, Cassopolis, MI 49031.
- JULY 11-12 BRIODY MEMORIAL TROPHY, Lake Ontario, Olcott, NY, Olcott Yacht Club. G. Howard Fletcher, Box 153, Olcott, NY 14126
- JULY 11-12 WINCHESTER Invitational Regatta, Winchester B. C., Winchester, MA. Richard Towle, 40 Woodbridge Rd., Durham, NH 03824
- JULY 18-19 BLUE-GRAY Regatta, Pine Beach Y. C., Pine Beach, NJ. Paul S. Holbrook, 504 Bergen Dr., Cinnaminson, NJ 08007
- JULY 17-18-19 DISTRICT 3 Championship, Diamond Lake YC, Cass County, Michigan. Harold E. Slutsky, 924 Weber Square, South Bend, Indiana 46617
- JULY 25-26 NEW JERSEY STATE Championship, Lake Mohawk, Lake Mohawk YC. Charles Ridge, 71 Norwood, Upper Montclair, NJ 07043.
- JULY 25-26 ROCKY MOUNTAIN CHAMPIONSHIP, Grand Lake, Rocky Mountain SA. Geves Kenny, 3503 W. Bowles Ave., Littleton, CO 80120.
- JULY 25-26 MARYLAND SNIPE Championship Regatta, Deep Creek Lake, Maryland, Deep Creek Y. C. Don Griffin, 206 Coleen Dr., Pittsburgh, PA. 45231
- JULY 28-31. JUNIOR U. S. NATIONAL Championship, Island Bay YC, Lake Springfield, Illinois. Phil Peterson, 2505 Churchill, Springfield, IL 62702. Measuring starts on Tuesday the 28th (1 day) with 5 races next 3 days ending Friday PM the 31st.
- AUGUST 1-7 1970 U. S. NATIONAL CHAMPIONSHIP Regatta, Island Bay YC, Lake Springfield, Illinois. Measuring starts Tuesday July 28 with last day Friday 31st. 5 Crosby and then 7 Heinzerling and Wells Races on the following 7 days ending Friday Aug. 7. Phil Peterson, 2505 Churchill, Springfield, IL 62702.
- AUGUST 15-16 WISCONSIN- MINNESOTA Open Snipe Championship, Lake City YC, Lake Pepin (Mississippi River). Dr. Wolfgang J. Baumann, The Hormel Institute, Austin, Minnesota 55912
- AUGUST 15-16 TORCH LAKE OPEN Snipe Championship Regatta, Torch Lake, Torch Lake Y. C. Alan B. Hickman, 9653 Windercrest, Adrian, MI 49221.
- August 15-16 MASSACHUSETTS OPEN Snipe Championship, Boston Harbor (outer), Cottage Park Y. C. John B. Kelley, 18 Upland, Winthrop, MA 02152.
- August 15-16 COLONIAL CUP Regatta, Chesapeake Bay, Annapolis, MD, Severn S. A. Larry Johnson, 3 Severn Ct., Annapolis, MD 21403.
- AUGUST 22-23 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Marvin Lee, 5219 Nichol St., Anderson, IN 46011. Tel: 644-3349
- AUGUST 29-30 MICHIGAN INVITATIONAL Snipe Regatta, Barton Pond, Ann Arbor, MI, Barton B. C. W. H. Hanselman, 1326 King George Blvd, Ann Arbor, MI.
- AUGUST 29-SEPT. 4 CORK SAILING WEEK, Lake Ontario, Kingston, Ont., Canada, Canadian Y. A. North American Championship Title. CORK C. Y. A., 91, Yonge St., Toronto, Ont., Canada.
- SEPT. 4-5-6 LABOR DAY Regatta, Lake Worth, Lake Worth S. C. Rita Bragg, 2133 Edwin, Ft. Worth, TX 76110.
- SEPT. 12-13 INDIANA OPEN Snipe Regatta, Geist Reservoir, Indianapolis, SC. Ralph M. Townsend, 742 W. Main St., Carmel, IN 46032.
- SEPT. 12-13 MISSOURI YC Snipe Championship, Lake Lotawana, Missouri YC. Roger N. Moorman, 804 Cedar, Lee's Summit, MO.
- SEPT. 19-20 INDIAN SUMMER Regatta, Lake Michigan, Chicago, IL, Burnham Park YC. Lee Brahos, 5757 N. Francisco, Chicago, IL 60645.
- SEPT. 12-20 WESTERN HEMISPHERE Championship Regatta, Spanish Point, B. C., Great Sound, Pembroke, Bermuda. Carlos Bosch, P. O. Box 720, Hamilton, Bermuda.
- OCT 3-4 OXFORD INCIDENT, Acton Lake, Ohio, Hueston SA. Tom Rolfes, 3781 Quante Ave., Cincinnati, OH 45211

ATTENTION: ALL REGATTA CHAIRMEN!
IF the Chairman of your Decorating Committee is wondering what to do, have him get one of the big Snipe posters to hang over the head table at your award-giving banquet. It makes a fine colorful background 34" x 36". See ad on the next page.

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FOR SALE: LEMKE 18342. Proctor EX keel-stepped mast; North medium cut sails; Custom Teak floor and trim; minimum weight; racing equipped; good record; trailer. \$1350.00. Paul Porter, 15 Meadow Lane, Muncie, IN. (317) 298-5639.

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FOR SALE: IRISH FIBERGLASS SNIPE 15184. White deck and ochre bottom; deck stepped wood mast and boom; dry sailed; cockpit and daggerboard cover. Minimum daggerboard; boom mounted mainsheet jam and Jiffy Jib Jam, etc. \$850.00. Trailer optional. E. Ecklund, 3777 Greenoak, Ann Arbor, MI 48103.

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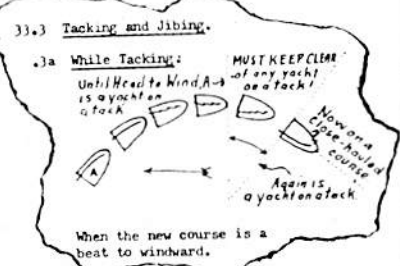
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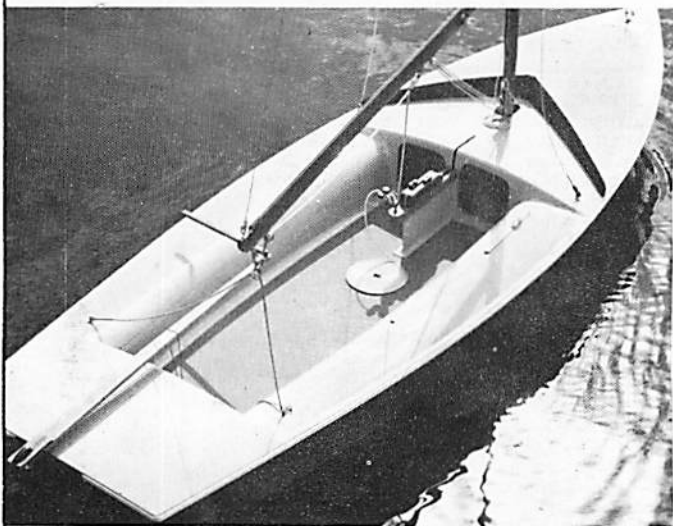
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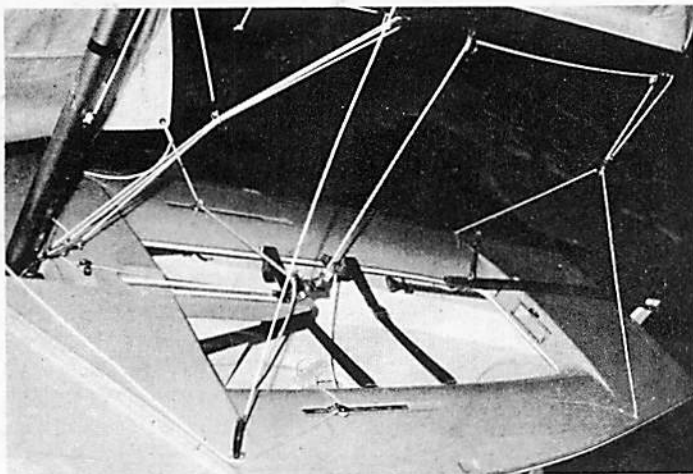
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- Swivel Action Mainsheet Cleat
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- Adjustable Traveler — Whisker Pole



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- Lever Outhaul Adjusting Device
- Hiking Stick — Cunningham Hole Rig
- Anchor and Holder
- Paddle — Fiberglass Spray Rail
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- Aluminum Centerboard
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