

Snipe **BULLETIN**



JUNE 1968
Vol. XVII No.12

Whom Do Snipers Marry?
U.S. Committees Appointed
The 1968 Midwinter Championship Regatta

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The 1968-69 Rule Book

By the time you read this, the new SCIRA Rule Book (good for the two years of 1968-1969) should be in the mail. You will get your copy either through your fleet captain or mailed direct, depending on method used in paying your dues.

It has been a rather arduous task this time, for some changes, more or less innocently suggested, developed into real projects, e.g. changing the Constitution and By-laws; entire new measurement instruction section finalized into 14 pages of text, pictures, and sketches instead of the previous 3. Incidentally, this section will be printed in the July BULLETIN in order to gain more rapid and wider dissemination.

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

AND IN THE MEANTIME:

None of the above-mentioned changes have any direct bearing on the actual specifications of the boat, and those in the SCIRA racing rules are very minor, like adopting the Olympic scoring system for certain regattas, etc. They will not affect your performance with your Snipe. So you can continue to use and refer to the 1966-67 book with confidence.

That Second Copy of the BULLETIN

For the past 8 years, a member of SCIRA has been entitled to receive two copies of the BULLETIN upon payment of his annual dues. One of these copies is supposed to be sent to the regular crew, but can be directed to anyone the skipper chooses. Many skippers have sent in names and addresses and the experiment has been quite successful — our circulation has increased legitimately and, since most copies go to prospective sailors, to the ultimate advantage of the class. Good publicity!

However, it is evident that we are not taking full advantage of this fine opportunity to arouse interest in our sport and hobby. Too many have not furnished instructions as to the second copy, while many skippers have ordered two copies to the same address. There may be a real reason for the latter request, but in some cases, the extra copy is not being read and is, therefore, wasted.

LET'S LOOK AT THE POSSIBILITIES: If every member now paying \$7.50 dues would take it upon himself to see that his extra copy went to the proper person, we would have the greatest promotion and selling crew any business man would ever desire. Just consider possible recipients;

- (1) Your own crew, if not a member of your family who can read your copy. Due to the large turnover of crews each year, his name and address must be sent in each year in order to keep "dead" names out of the list.
- (2) A close neighbor, friend, or relative who is attracted by your boat and hobby and might like to sail.
- (3) If you are going to school or college, the local sailing group or school library.
- (4) Local sea scout units, boy scouts, youth groups, or even girl scouts and Brownies.
- (5) Local libraries, especially in seaports or lake towns where sailing is a recognized sport with sailing events.
- (6) Sports editors of newspapers, news bureaus, chamber of commerce bureaus, or any professional news source interested in sailing activities.
- (7) Local yacht, sailing, and water sports clubs where a copy could always be laying around for a casual reader.
- (8) Local manufacturers and purveyors of boating supplies who might become future advertisers.
- (9) Other sailors in other classes, especially the youngsters who are interested in all boats and sailing and thus might be unconsciously steered to Snipe.

We have the largest one-design class organization in the world and enjoy a monthly paper (which is unique, to say the least) with the specialized function of distributing SNIPE NEWS TO SNIPE. Let every skipper be a salesman for SCIRA and remember! YOU DON'T EVEN HAVE TO TALK — JUST SEND THEM THE BULLETIN!

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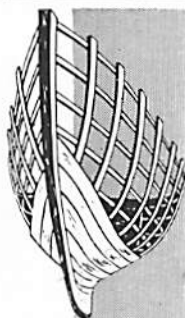
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The Cover

Answer to the question on the cover: SNIPERS, of course!

And why this picture in a sailing magazine? In the first place, it is June; secondly, everyone shown is a Snipe owner.

Actually it was taken in December, and when Marine Lt. Si Yates and Ann Yost, both children of long-time Snipers, came out of the church, they were greeted by fellow members of the Lincoln (Nebraska) Snipe Fleet 567 forming an arch made with whisker poles, which were considered more appropriate than swords for the occasion. The sign held by Dr. Harold Horn made reference to a local fleet slogan.

This shows a side of Snipe racing which has been neglected—the romantic side. Mr. and Mrs. Yates actually met through Snipe ownership. Si, before joining the Marine Corp, spent one summer skippering his father's boat, and chose Ann as a crew, for obvious reasons. They sailed together all summer.

Thus experience proves the winning side of Snipe sailing varies directly inversely to the romantic side. At the beginning, Si, a spare time sailing instructor, was regarded and respected by all as a competent and aggressive skipper, but as the summer wore on, he fell further and further back in the fleet, with more than common nautical courtesy prevailing in the boat. The December ceremony confirmed all suspicions.

This event proves that relations between the skipper and crew becomes substantially more important than the competition between boats. Perhaps the BULLETIN might consider a column dedicated to advice on the subject.

— Allen Overcash, FC 567.

THE SCORE

Numbered SNIPE — 17769

Chartered Fleets — 651

Pursuing the thought speculated on last month, the next wave brought in 84 new Snipe hulls for SCIRA delivery. The U.S. made up for some poor comparative showings in some recent months when 72 of these numbers went to U.S. builders. Portugal and Colombia got 5 each, while Canada popped up with 2. So the grand total for the eight-month period is 390, which is a good healthy 38 ahead of our score last year. In spite of some turbulence, the International Snipe Class continues to expand throughout the world at a record pace. O.K.?

In spite of the fact that several groups are in the throes of organizing new fleets, no new charters have been issued recently. But that is not too alarming - really could be expected, for with the expansion of new expressways and better cars and trailers, it is no chore now to drive several miles to a preferred spot in which to race and sail. Consequently, some strong fleets are getting larger month by month, as sailors endeavor to keep up with the crowd and go where the action is.

We have some fleets now numbering close to 50 active members. A few years ago, there might have been 3 or 4 local small fleets in the same area. Whether that is good or not for the class growth over the long run may be debatable, but it is a cinch that this is the trend of the times - the bigger the better, etc!

U.S. Committees Are Appointed

We have a brochure available, off the press, and the Brochure Committee should now begin to look toward any corrections or improvements for the next brochure, which would probably be developed and published in 1969.

Regarding the Advertising and Format Committee: I have had several sailors around the country interested in having the finest publication of any sailing class and to have it supported well by advertising. In spite of the fact that I think our publication has been good, I do think that there are suggestions and developments that could make it better than it is and I hope that the Committee will correspond and talk to each other to develop this publication.

The Membership Committee was enlarged and members pretty well cover the United States. We would expect each member to take an active part not only in increasing the number in the present fleets that are close to them, but also to increase the number of fleets in their various parts of the country.

The Rule Book Correction Committee has been doing an outstanding job and should be working on any changes that are necessary to bring them to finalization at the end of 1969.

The National Regatta Site Committee was quite active under the directions of our present Commodore and came up with a rotation system which looks like it will satisfy more sailors than before; however, this Committee should not only continue to be observant, but should have a receptive ear to any changes or improvements that can be made. This committee should also be concerned with the proper facilities and advise various districts, if necessary.

The 10th Western Hemisphere Championship Committee is a new committee and more or less replaces the Pan-American Games Committee. While I have plenty of confidence in the Florida Yacht Club of Jacksonville doing an excellent job, I thought it might be wise to have a committee from whom they could draw additional man power if necessary. Most of this committee is composed of those in District 4 and will probably be called on if necessary to help with the Championships.

The Junior Sailing Committee has stimulated Junior sailing in several of the Districts. The Committee should be encouraging junior sailing in every fleet, and certainly by the District. They should also help to secure proper trophies, if necessary, in the region.

Dick Elms has consented to be the Chairman of the Public Relations and P. R. Committee and I would like to have our past chairman to be the Vice-Chairman. This committee has a great opportunity to publicize and develop our Snipe Class through publicity of all kind. In all districts, I have attempted to have either the present or past district governor as chairman or vice chairman. It may be that in some cases you would want to form a committee with members probably being the fleet captains in your district. I am sure that you will be hearing from Dick Elam regarding public relations all over the U.S. — Bud Hook, National Secretary.

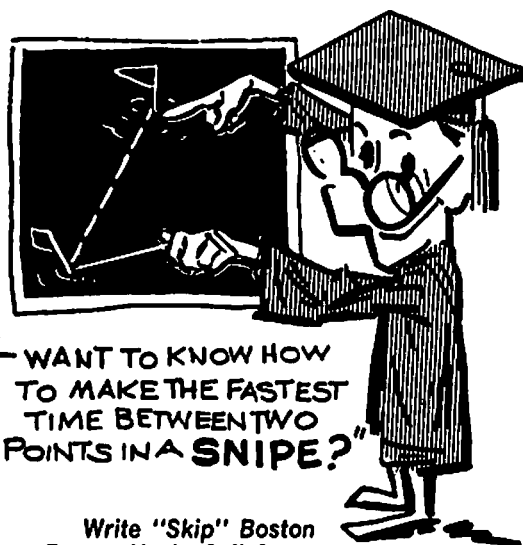
In each case, the first named is the Chairman of that group; the second name is the Vice-Chairman.

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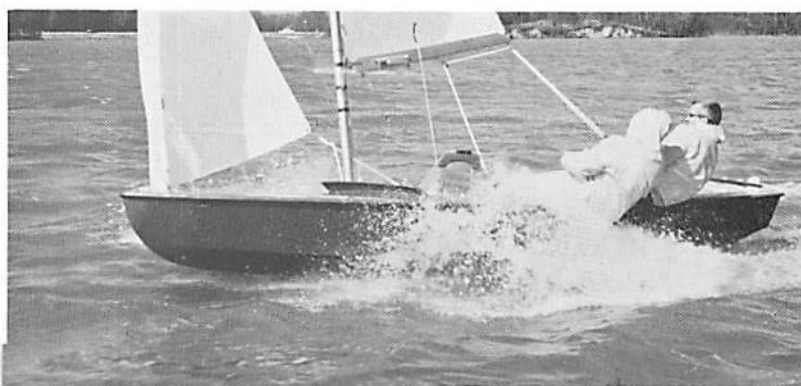
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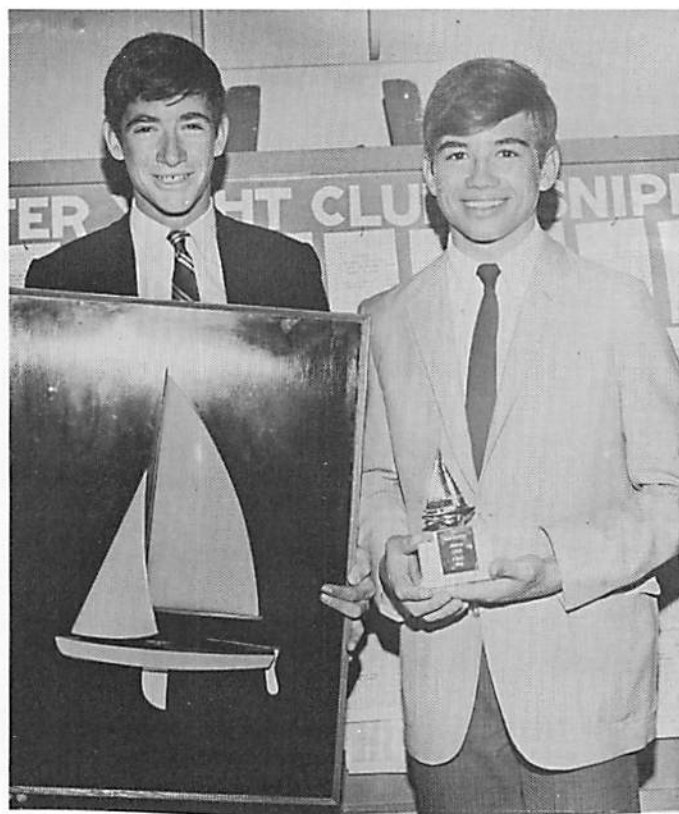


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—Seavy Won Midwinter Championship for 7th Time—

Breaks Old Record—Californians Earl Elms and Tom Nute 2nd and 3rd



A memorable picture of two old-time Snipers - and hard-boiled competitors! Francis Seavy (right) receives the Midwinter Championship Trophy and congratulations from Ted A. Wells after winning the 31st annual regatta. It was the seventh victory for Seavy and it broke a tie for the most wins that he shared with Wells, who is regarded as one of the all-time great Snipe sailors. For over 20 years, these two have battled it out under all conditions. They typify the fine rivalry and friendship found in the Snipe Class.—Photo by Clearwater Sun.

27 boats from 11 different states plus Canada entered the 31st annual Midwinter Championship regatta at Clearwater, Florida, March 6-9, and, as usual, this second oldest Snipe regatta turned out to be a great success.

Earl Elms, present National Champ, came back from California to defend his title won last year, bringing a suit of sails with him. Not only was he a house guest at the Seavy home, but Francis lent him his second boat HONEY II for the regatta. Seavy, of course, wanted victory also, which would uphold his fine record and give him all-time most victories, so he was asking for trouble when he treated his friend Earl so nicely. And that is exactly what he got, although he finally squeaked through to a happy ending by the narrowest of margins.

6 afternoon races to be sailed on the Gulf of Mexico over a 4-day period were scheduled with one to be dropped if 6 were sailed. For a change, the weatherman cooperated perfectly and the schedule was carried through without a hitch.

The first race Tuesday PM was under ideal conditions with temperature at 65, wind 5-15, and calm seas, and over a modified Olympic course (triangle followed by windward-leeward-windward legs). At the windward mark, Jerry Jenkins of Michigan led the way followed by Seavy and Elms, but by the time the skippers had completed the triangle, Jenkins had dropped back. When Francis started on the downwind leg, it appeared his wind was cut off by following boats, and Elms maneuvered into 1st place. Heading for the beat on the last windward leg and the finish line, Elms tacked almost due north before bringing his craft about and out-raced Seavy to get the checkered flag.

Here's a picture in sharp contrast to the one in the adjoining column. These two young-time Snipers are receiving their first major awards. Pat Flaherty (left) and his crew, Bob Welbon, display their trophies won for the highest score of any junior in the regatta - 113 pts. for 18th position. The plaque was given by Charlie Morgan when an active member of Clearwater Fleet 46, and has been won by Pat's older brother Danny, who went on to win the National Junior Championship and was also National Champion Crew for Harry Levinson in 1965. There are 4 Flahertys sailing Snipes in Clearwater, so be on guard! Bob is a newcomer to Snipe sailing, and certainly looks quite competent. Clearwater has always been noted for producing good junior sailors, and here is a couple full of ambition, ready and willing to emulate Wells and Seavy.—Sun Photo

Frank Levinson of Clearwater, Jenkins, and Dr. Don Cochran of Clearwater, finished in that order.

The first of Wednesday's 2 races started out in wet and gusty weather, quite a contrast to the previous day. This was what Seavy liked and wanted, and he was right at home as he took the lead right at the start to win it by one of the most decisive margins ever. He led the 2nd boat (skippered by Bert Poulsen, National Secretary for Canada) by over 2 minutes - a lot of water to leave between the fleet. Dr. Bruce Cochran was 3rd and Elms finished 4th.

However, at the time of the 2nd race, the rain increased as the wind died down and changed directions. And it was cold - nothing else bad could happen. So many wondered, "What in the world am I doing out here?" All except Dr. Peter Duvoisin of Chattanooga (who had made the trip to soak up a little sunshine) who won the race and found out at the end of 3 races that his overall standing was second and quite close to Elms in first. This was due to Seavy, sailing in light air, hitting the mark as he was turning for home and the final leg. That put Seavy in 7th overall. Seavy, co-chairman of the regatta, jokingly said, "We'll get in 6 races even if it snows!"

Races 4 and 5 were sailed Thursday PM in bright sunshiny weather with fresh winds up to 15 knots and whitecaps seen

on occasion. Right what the doctor ordered for Seavy. He trailed Dr. Don Cochran early in the race, but rallied to win going away. Cochran was 2nd, Jenkins 3rd, and Elms 4th. This was an important win for Seavy.

The following race saw a new winner, Tom Nute, possessor of one of the widest flaring walrus mustaches seen locally, come through in style after 4 previous below-par races. He beat fellow clubmember Elms and Seavy across the line while Dr. Bruce Cochran, one of 4 from the Cochran family competing, was 4th. Jenkins got a 5th - a spot he held as his protest against Duvoisin was upheld. But it pushed Duvoisin back to 10th overall. Like Seavy, he looked forward to the final 6th race on Friday, which promised to be exciting and decisive.

At this point, Elms had 1-4-7-2 and 32 pts. against Seavy with 2-1-DNF-1-3 and 41.7 pts. With Seavy sure to drop his DNF, Elms had to win while Seavy was worse than 5th; or if he could keep him bottled up way back in the pack and allowed him to finish no better than 18th, then Seavy would be forced to accept the 24 points for 18th position and wind up with 33.7 pts, while Elms, assuming he was also way back, would just throw away that race and so win the title with the 32 points he already had. A smart diagnosis!

The weather was perfect as Elms left the dock Friday to try out his well-planned strategy. He partially succeeded, failing only because he made an error in scoring (he thought a 10th or worse would sink Francis), and because Francis managed to outwit him during the race.

This Elms-Seavy duel was a classic example of cut-throat racing. Elms covered Seavy like a big umbrella all during the race, matching him move for move, even to the extreme of hollering back when Seavy hollered to give him some air.

At one point, the pair was as far back as 16th and 17th. But with less than 2 legs left, Seavy took advantage of a sudden puff of air to sneak by Elms and then moved through the fleet, with the defending champ desperately trying to catch him. Seavy was 11th across the line and Elms was 12th, thinking at that point he had succeeded in doing what he had set out to do. But

the official scoring soon set him right. Tom Nute won this race and he was a most happy man, for by garnering two firsts in the last 2 races of this series, he not only won a fine 3rd overall, but also put himself right back into contention for the Southern Circuit Zimmerman Trophy. Dr. Peter Duvoisin finished in 4th position, while Dr. Don Cochran, Jr., barely beat out his son, Dr. Bruce, for the 5th spot, 45.7 to 47.7 pts. Jerry Jenkins, with a DNF in the last race, dropped to 7th spot.

At the banquet Friday night, Seavy was awarded the SCIRA Midwinter Trophy. He also got the Taver Bayly plaque for being the fleet champion of the local fleet for the 14th consecutive time. How easy some men make sailing - and winning - seem!

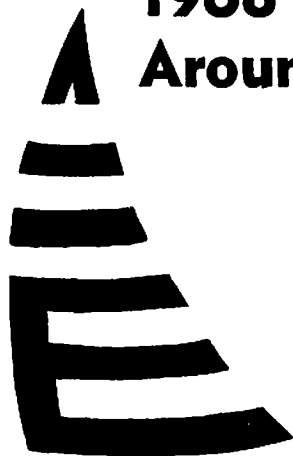
All in all, it was a great week of sailing - cold the first day, wet the second, but the last two days were perfect. And there was always enough wind to get in all races as scheduled. It was agreed that this was one of the most exciting regattas ever. Chances are, though, if someone asks a local resident for a loan of a boat again, the reply might be a long time in coming.

— Ed Haver of the Clearwater Sun.

Final Results - 1968 MIDWINTER CHAMPIONSHIP Regatta.

Boat	SKIPPER	FLEET	Races	1	2	3	4	5	6	Oly.	Pts.	Fin
6995	Francis Seavy	Clearwater, FL	2	1	dnf	1	3	11	58.7	25.7	1	
17471	Earl Elms	San Diego, CA	1	4	7	4	2	12	50	32	2	
17388	Tom Nute	San Diego, CA	7	8	14	9	1	1	61	42	3	
16853	Peter Duvoisin	Chattanooga, TN	6	6	1	10	dnf	2	69.9	42.4	4	
12453	Don Cochran	Clearwater, FL	5	7	8	2	14	3	65.7	45.7	5	
11221	Bruce Cochran	Clearwater, FL	dnf	3	5	5	4	8	63.7	47.7	6	
17396	Jerry Jenkins	Warren, MI	4	9	10	3	5	dnf	82.7	54.7	7	
10547	Howie Richards	Oakville, Ontario	14	5	2	11	8	6	72.7	55.7	8	
13479	Ben Poulsen	Oakville, Ontario	9	2	14	8	6	7	73.7	56.7	9	
17600	Eugene Lemke	Indianapolis, IN	dnf	10	3	7	9	4	90.7	57.7	10	
17460	Frank Levinson	Clearwater, FL	3	11	4	14	7	10	78.7	59.7	11	
16025	Ted Wells	Wichita, KS	8	14	dnf	6	16	9	115.7	82.7	12	
16291	Martin Hollar	Pittsfield, MA	12	16	15	12	10	13	114	92	13	
12970	Arthur Anderson	St. Petersburg, FL	13	15	9	15	11	dnf	121	93	14	
10818	Philip Hicman	Chicago, IL	17	13	6	dnf	dnf	5	129.7	96.7	15	
16699	Fritz Gram	Olean, N.Y.	18	12	16	12	15	128	103	16	16	
17332	Dick Edwards	Cuba, N.Y.	14	17	17	18	16	140	112	17	17	
13433	Pat Flaherty	Clearwater, FL	19	14	16	17	17	14	139	113	18	
16135	Bill Culp	Oklahoma City, OK	15	12	20	14	25	dnf	149	116	19	
16789	Don Hite	Troy, MI	21	dnf	14	20	15	17	150	117	20	
15940	Carl Zimmerman	Akron, OH	16	18	dnf	19	13	dnf	156	123	21	
9995	Glen Young	Hixson, TN	20	14	18	21	19	18	153	126	22	
17236	Neil Brown	Signal Mt., TN	24	22	21	22	18	dnf	170	137	23	
11899	Dick Glenn	Wadsworth, OH	dnf	23	19	23	20	dnf	175	142	24	
11111	Jim Carroza	Clearwater, FL	dnf	26	24	25	21	19	178	145	25	
16935	Dick Stroud	Indian Rocks, FL	23	24	22	24	23	dnf	179	146	26	
16934	Morris Crisler	Clearwater, FL	22	25	23	dnf	dnf	20	180	147	27	

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- 1, 2, 4 — Clearwater Midwinter Championships
- 1 — Bicardi Cup, Nassau
- 1, 3, 4 — San Remo Pre-Olympic — the best Snipe sailors in Europe were there.
- 1, 2 — St. Thomas Midwinters, Virgin Islands
- 1, 2 — Cruzan Gold Cup, Virgin Islands
- 1 — Atlanta Open

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SNIPES NEWS IN BRIEF

You probably have heard the old farm saying, "The willing horse gets all the work." Well, announcement has just been made that Steve Taylor will head the Race Committee at the Western Hemisphere Championship in Florida this coming October. He will be fresh from his usual stint at the U.S. Nationals in August at Long Beach, California; he certainly loves the spot - and the sailors love to have him in command, for they know he will do the best to get in good races, as he has always produced in past regattas. Indefatigable Steve will assure all competitors that things will be done right. . . . Seattle sailors race on Lake Washington during the week in the evenings when they can get full advantage of daylight savings time. However, that has indirectly cut into attendance, as most of the Snipers worked overtime at Boeing last summer. But this year, they expect some changes and think 12-15 boats will turn out, as some new boats have come into the fleet and others have changed hands. A beautiful place to sail at any time, as those who attended the 1962 Nationals can testify. . . . 18 Snipes attended the April opener at the Richmond SC at Richmond, Indiana. As soon as they get some weighing and measuring done, they expect to apply for an official fleet. May it be soon! . . . SNIPES SCRAPs, the District 6 newsletter, is edited by Lynne Warfield of Fleet 12, and she is doing an excellent job. The 4 sheet pamphlet contains all the recent racing news, gossip, and Snipe information for the entire area and is a real model for such projects. Get a sample copy from her at P. O. Box 941, Oakland, CA to use for a model, if interested. . . . Annapolis Fleet 532 has added 5 more new boats and now are starting a money raising campaign to finance a definite bid for the 1971 Nationals. They will offer some sweatshirts with the SCIRA emblem on them. . . . Charlie K. Ridge thinks he has established some sort of a record - and we agree! He has 4 Snipes in his family, and since all of them are properly registered with current dues paid, he is entertaining the thought of starting his own fleet - likes the sound of the Ridge Family Snipe Fleet. And the boats his 3 daughters own individually are numbers 13-54-4741,

while he and son Bill co-own 16234. Now isn't that a remarkable line-up? And what's more, they race on equal terms in fleet races at Lake Mohawk. . . . I. H. Algert of the American Consulate in Salvador, Bahia, Brazil is now engaged in building Snipes with the goal of getting a new fleet started there. . . . Mark Hesselschwerdt, 1966-67 National Junior Champ, was a freshman at Iowa University last winter and won the individual high-point honors at the Big Ten regatta held in Madison, WI. Nothing that SCIRA does is more encouraging and rewarding than the work done with our Juniors. Get your kids in Snipes early. . . . Alberto Linenberger of Porto Alegre, Brasil, continues an outstanding record as one of the best Snipe builders in the world. That is Nelson Piccolo's home town, so naturally he used one of his new boats to win the 1967 World Championship title; but he was merely following in the footsteps of Axel Schmidt and Ralph Conrad, who used Linenberger Snipes to win their world titles, too. Those who attended the 1960 World Championship Regatta in Porto Alegre will remember the 20 beautiful Snipes he built for that event. Look up the picture of his shop and boats in the March 1960 BULLETIN. Very revealing picture, and an augur of the future which was scarcely recognized at the time. . . . W. R. Chandler of Christiansted, St. Croix, VI reports that St. Thomas Island appears to be on the road to starting a fleet there. They presently have 2 Lofland Snipes and have officially adopted Snipe as one of the classes to be sponsored by the club. . . . Les Larson, 1962 National Champion, has been transferred to Mullins, South Carolina, and is looking hungrily for Snipes, but they are 300 miles away. Can anyone help him? . . . The idea of having several monthly Bull Sessions on specific aspects of Snipe sailing has been brought up by sailors of Fleet 12. They would have night meetings in one of the side rooms of the St. Francis Yacht Club with a fully-rigged Snipe for demonstrations. An informal talk discussion followed by questions and answers: Suggested topics: Sailing Techniques; Rigging a Snipe; Sails; Measuring; Rules; and Racing Conduct. Sure a fine (and ambitious) proposal, and it will be interesting to know how the program turned out (if ever).

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VIII Gran Tropeu de Valencia
I Tropeu Mediterraneo
Hurricane Gulch
North Atlantic Districts
District 7 Championship
North Eastern Championship
Swedish National Championship
Nordic Championship
Canadian National Championship
U.S. National Championship, 3 of first 8 boats
Pan American Games, 3rd
District 3 Championship
Indian Summer Regatta-Chicago
Portuguese National Championship
Spanish National Championship

1968

CARL ZIMMERMAN TROPHY

NASSAU — MIAMI — CLEARWATER OVERALL

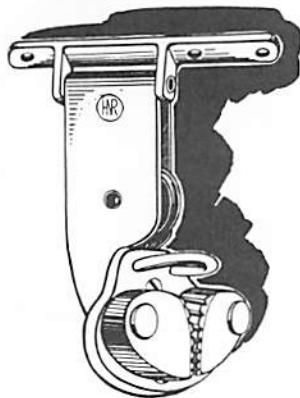
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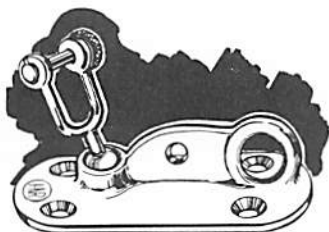
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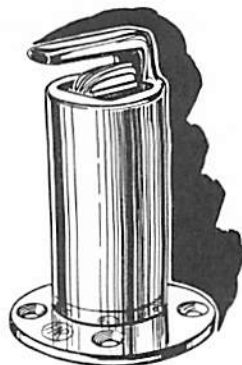
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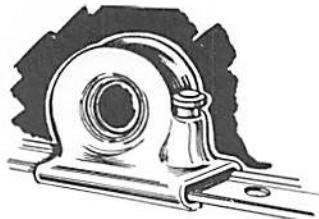


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Wells Wanderings



by *Fred Wells*

JUNE 1968

OLD JOE UPDATED

There was a period of time during which I neglected Old Joe's activities, with the result that when I again mentioned him, some of the newer readers were left in the dark as to what it was all about.

The workings of Old Joe were first exposed in the September 1955 BULLETIN, after the Nationals on Lake Allatoona near Atlanta. There are those who think he is a mythical character, but any racing skipper who gets around much will become convinced that some of the things that happen to him could only be caused by a character who is far from mythical.

Old Joe's headquarters are under a rock near the windward mark on Lake Allatoona. The location of this mark, and the normal weather there give him many opportunities to practice and perfect his trade, which is lousing up the plans of racing skippers. He started out with a simple black box with pushbuttons, but he has expanded his organization to include computer programmers so he only has to attend the more important regattas in person. The less important regattas and local races are taken care of by these assistants.



(In order to revive memories of Mr. Joe, search was made through the archives and the following picture of him turned up. This drawing was made from memory by Mr. Wells himself, the only person privileged (so far) to have actually seen him at work. - Ed.)

There are, of course, the basic starboard and port lift buttons, and they can be programmed as either alternate or continuous, with varying time spans. These make the use of a compass valuable even on small lakes.

There are "wind increase" and "wind decrease" buttons. Pushing "wind decrease" and "continuous" buttons actuates the suction system which removes all wind from a local area if the "local" button is held down, or produces a drifter if the "general" button is held down.

On the start of the first race at Shreveport, the program in the computer called for light and variable. The "starboard lift" and "continuous" buttons were down, so by the time that Steve Taylor got a course and a line set, the windward mark would be on the lay line on a starboard tack. On about the third try, it looked like Steve had outguessed Old Joe but he hadn't. With 45 seconds to go to the start, the "Port Lift" and "Suction-local" buttons went down. Instead of having a well timed, almost perfect start on the starboard end of the

line, I finally got across the line at the port end on a port tack about three minutes later.

The "Suction-Local" button can also be used to produce windless spots into which one sails easily and out of which one emerges several places back of where he was because boats on both sides kept going. This can happen anywhere-on a small lake or the Caribbean.

The "Wind Increase-Local" often is used in conjunction with and nearby to the area affected by the "Suction-Local" treatment. This is usually programmed so that on a reach, the boats way off to leeward or to windward get private streaks of wind. Bob Williams was about 100 feet to leeward of me on one reach in Shreveport, and there were flocks of boats more or less abreast to windward. He took off suddenly and must have gained a quarter of a mile and about ten boats.

A less frequent trick is to push the "Split Lift" button after two or three boats have rounded a leeward mark and headed up on a beat. This permits the boat just rounding the mark, and all those behind to head about twenty degrees higher than the leaders. This lift never gets to the leaders and their only salvation is to tack quickly.

There also is a "Side Selector" which determines whether the starboard or port side of the course will be favored on the windward leg. At times, this is left in neutral so just going up the middle will pay, but this is seldom used. No fun. No one gets really loused up this way. In the Pan-American Games final trials at Minneapolis, Old Joe came up himself, as it was a difficult job to control things on that big a lake, with the relatively strong winds. He did a dandy job! I have never seen so many large shifts or such quick ones in that much wind. He will handle things personally at Alamitos Bay, I'm sure.

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(for the first time). La Crosse SC, Lake Onalaska,
La Crosse, WI. James J. Horn, 424 N. 23rd St., La
Crosse, WI 54601
JUNE 29-30 OKLAHOMA CITY BC Series, Oklahoma City
Boat Club Fleet 14, Lake Hefner, Oklahoma City, Okla.
William Kilpatrick, Box 60178, Oklahoma City, OK 73106

IMPORTANT *District V* REGATTAS

NEW YORK STATE OPEN CHAMPIONSHIP

June 29th and 30th
Cuba Lake Y.C., Cuba, N.Y.

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July 20th and 21st
Juniors on the 19th and 20th
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JULY 13-14, 1968

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JULY 5-6-7 Annual MISSOURI VALLEY Regatta, Iowa-
Nebraska SA, Lake Manawa, Council Bluffs, Iowa.
Floyd E. Hughes, Jr., 8 Westlake, Council Bluffs, IA.

JULY 13-14 WINCHESTER FLEET 77 INVITATIONAL
Regatta, Upper Mystic Lakes, Winchester, MA. Jack
McInnis, 117 Mt. Vernon St., Winchester, MA 01840.

JULY 13-14 DISTRICT 3 JUNIOR Championship, Birch
Lake YC, Birch Lake, Michigan. Robert Hague, 317
Eckman St. South Bend, Indiana.

JULY 19-20-21 DISTRICT 3 CHAMPIONSHIP, Crescent Sail
YC, Grand Traverse YC, Grand Traverse Bay, Traverse
City, Michigan.

JULY 19-20-21 DISTRICT 5 CHAMPIONSHIP, Onondaga YC,
Onondaga Lake, New York.

JULY 19-20-21 DISTRICT 1 Junior and Senior Champion-
ships, Bantam Lake YC, Bantam Lake, Connecticut.
Jacob G. Stockinger, Fairwood Rd., Bethany, CT.

JULY 27-28 DIAMOND LAKE OPEN Regatta, Diamond
Lake, Cassopolis, Michigan. J. K. Gore, Rt. 3, Cass-
opolis, MI 49031.

AUGUST 1-4 EUROPEAN JUNIOR CHAMPIONSHIP. San
Remo and Monaco YCs, San Remo, Italy.

AUGUST 3-4 MARYLAND STATE Championship, Deep
Creek Lake SA, Deep Creek Lake, MD. Thomas Selck,
811 Virginia Ave. Pittsburgh, PA 15211

AUGUST 3-4 MASSACHUSETTS BAY Open Regatta, Cottage
Park YC, Boston Harbor, MA. Stephen Haseltine, 177
Lynn Fells Pkwy., Melrose, MA 02176

AUGUST 3-4 SHADOW MOUNTAIN Snipe Regatta, Rocky
Mountain SA, Shadow Mountain Lake, Colorado. Martin
Emeson, 1624 S. Hudson St., Denver, CO.

AUGUST 7-8 JUNIOR U. S. NATIONAL CHAMPIONSHIP
9-15 U. S. NATIONAL CHAMPIONSHIP, Snipe
Fleet 218, Alamitos Bay YC, Long Beach, California.
Jerry Thompson, 51-66th Place, Long Beach, CA 90803.

AUGUST 17-18 NEW ENGLAND CHAMPIONSHIP, Edgewood
YC, Upper Narragansett Bay, Rhode Island. Gerard H.
C. Forman, 21 Stratford Rd., Edgewood, RI.

AUGUST 17-18 COLONIAL CLUB Regatta, Severn S. A.,
Chesapeake Bay, MD. Ian R. Smith, 7 Shipwright St.,
Annapolis, MD 21401.

AUGUST 24-25 BOARD OF GOVERNORS Invitational
Regatta, Norman Carlson, 54 Summit Rd., Naugatuck,
CT.

AUGUST 24-25 HOOSIER HARVEST Regatta, Muncie
Snipe Fleet, Prairie Creek Reservoir, Muncie, IN.
Al Clark, 2903 N. Tillotson, Muncie, Indiana.

AUGUST 30-31 -SEPT. 1 LAKE WORTH SC Annual Regatta,
Lake Worth, Ft. Worth, Texas. George W. Becker, 8112
Redwood Dr., Ft. Worth, TX 76116.

AUG. 31-SEPT. 1-2 FIFTH ANNUAL DECATUR Snipe
Regatta, Lake Decatur, Decatur, Illinois. Francis
Castelli, 1504 W. Garfield, Decatur, IL.

SEPTEMBER 7-8 LOTAWANA SNIPE Regatta, Missouri
YC, Lake Lotawana, MO. Earl Nygren, K-3 Lake Lot-
awana, Lees Summit, MO 64063

SEPTEMBER 7-8 INDIANA OPEN CHAMPIONSHIP Regatta
Indianapolis SC, Geist Reservoir, Indianapolis, IN. David
Schmidt, 5910 Indianola Ave., Indianapolis, IN 46220

SEPTEMBER 14-15 INDIAN SUMMER Regatta, Burnham
Park YC, Lake Michigan, Chicago, IL. John L. Pilon,
425 Malden Ave., La Grange, IL.

SEPTEMBER 17-26 EUROPEAN SNIPE CHAMPIONSHIP
Izmir, Turkey. National Secretary of Turkey has
promised more about this regatta in a short time.

SEPTEMBER 21-22 OHIO OPEN CHAMPIONSHIP, Acton
Lake, Hueston SA, Oxford, Ohio. Alfred J. Kibler, 322
Brydon Rd., Dayton, OH 45419

OCTOBER 20-25 WESTERN HEMISPHERE SNIPE Champ-
ionship, Florida YC, St. John's River, Jacksonville, FL.

WANTED AND FOR SALE DEPARTMENT CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? **RESULTS WILL BE GOOD!** These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

RUGGED ALUMINUM WHISKER POLES - buoyant, light, strong. Shaped half-moon rubber pad clings to the mast, yet cannot gouge or scrape the varnish. Large, clothespin type jaws grasp the jib sheet hard enough to jibe the pole, yet releases instantly. \$20.00 Postpaid.

We also make buoyant, light, aluminum tubing **UPHOLDERS** for dagger boards. 18" uplift, enough to retract the point of the board within the trunk. \$3.50 Postpaid. Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Mass 02155. Telephone: 396-4416

FOR SALE: JIB SHEET AND MAINSHEET ROPE - Having trouble with your sheets not holding in your jam cleats? Marlow Pure Anchor Braid is made especially for the racing sailor. **FUZZY FINISH** (not the slick-finish braid). It will not slip in cam cleats. Will outwear all other types - easy on the hands. 1/4" @ 14¢ ft; 5/16" @ 21¢ ft; 7/16" @ 32¢ ft. Imported from England and exclusive with **LEVINSON SAILS**, 900 N. Osceola, Clearwater, Florida.

NOTICE TO DAY SAILORS! We have a few new and used masts, structurally sound, but not perfect. Will sell at 50% off. Deck-stepped spruce masts \$100.00 each. 2" deflection; average weight 15½ lbs.; Holt-Allen shive cages; adjustable stay tangs. Post Woodworking Shop, 2020 E. 1st St., Tempe, Arizona 82251.

FOR SALE: Snipe 13152 - Leon Irish fiberglass self-bailing hull; deck-stepped mast; 2 suits sails - one Roberts and the other 1967 Bostons. \$900.00. Write or call Howard Linder, 1200 Chesterfield, Birmingham, MI 48009. Phone 313-646-0274.

FOR SALE: Owner gone to Alaska - WITHOUT LEMKE 16747! Green glass hull, wood deck. Proctor E keel-stepped; deck cover; all racing extras; outhaul, etc. Boat sailed very little. \$1295.00. Sails or trailer, add \$100.00 each. Bill Reyenga, 717 Linden, Shreveport, LA 71104. Tel: 865-4523.

FOR SALE: TWO DECK-STEPPED WOOD MASTS at \$50 and \$85. Sheaves and tangs. R. F. Hunt, G-18 Lake Lotawana, Lees Summit, MO. Tel: 816-774-2457.

FOR SALE: IRISH FIBERGLASS SNIPE 16789. Dark blue hull with white bottom; blue and white deck. New in June 1967. Perfect condition and always dry-sailed. Proctor E keel-stepped mast; reinforced extra stiff hull with Elvstrom self-bailer. Completely rigged with all latest adjustable racing equipment. Also new North A-19 main and medium jib. Price for boat and sails \$1250.00. Don Hite, 693 W. Milwaukee, Detroit, MI. Phone after 5 PM: 875-4671.

FOR SALE: SNIPE 8569 - wood planked hull. Designed and built by Mills. Mint condition. Green measurement card. All racing equipment. 2 suits sails - \$925.00. New trailer add \$175.00. Ed Naugle, 1207 Kapok Cove Circle, Clearwater, FL 33515. Phone: 813-725-4265.

FOR SALE: SCHOCK 16207. New sails; keel-stepped mast. Ready for good racing season. A proven fast boat. Latest racing hardware. Green hull with white deck. \$1225.00. Add \$100 for trailer. W. P. Reyenga, 717 Linden, Shreveport, LA 71104. Call: 865-4523.

FOR SALE: 10657. Dry-sailed; wood; fiberglassed covering lifting slings; trailer; steel board; mast stepped on keel; one suit North sails. Ready to race - \$450.00. Frank Castelli, 1504 W. Garfield, Decatur, IL 62526. Phone: 423-0857.

FOR SALE: LOFLAND FIBERGLASS SNIPE 14732. Deck stepped Section E Proctor mast; Elvstrom bailer; adjustable traveler; outhaul. Cunningham hole rig. North sails. Excellent condition. Fine racing record. Fleet champion last two years. Robert Jarasek, 385 Parkway Dr., Pittsburgh, PA. Phone: 412-343-5366.

FOR SALE: FIBERGLASS SNIPE 15960. Fully equipped, ex. condition, with trailer. Make of boat: Ets Teurlay; sails: Ulmer of City Island. Lofland trailer. Price \$1000.00. Boat may be seen by calling owner, Theodore Lough, Plainfield, NJ. Call: 201-754-4386.

FOR SALE: SNIPE 16585. The latest and **LAST GERBER SNIPE** - A GEM! Plywood; aluminum mast and daggerboard; twin bailers; sails; complete racing accessories; cover; Tilt - frame trailer. A great sacrifice at \$1200.00. Dr. M. Arbitman, 3411 Wayne Ave., Bronx, NY 10467. Call: 212-881-4088.

SAVE MONEY on a new fiberglass Snipe. Never in water; number 17130; E section keel-stepped; all accessories. W. G. Chase, Olean, NY. Call: 716-372-0328

FOR SALE: LOFLAND SNIPE 14384 and trailer. Larsen sails; wood mast; very good condition. Always dry-sailed. \$1050.00. Dr. Herbert L. Warres 2614 Englewood Rd., Springfield, MO 65804. Tel: TU3-3914.

DO YOU NEED A NEW MAST? Why not build your own? Get a complete set of plans for the **CHAMPION** round mast for Snipes designed by Ted Wells! 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. From **SCIRA**, 655 Weber Ave., Akron, OH 44303

BUILD YOUR OWN TRAILER. You can get blueprints and a detailed instruction sheet for two different types of trailers which were especially designed by Snipers to fit a Snipe. Why spend a lot of money, if handy with tools? Only \$1.25 postpaid complete.

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JULY 27 - 28

Write to: J. K. Gore
Rt. 3, Cassopolis,
Michigan 49031

Always **TOP** Competition
DIAMOND LAKE YACHT CLUB

AUGUST 3-4, 1968

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DEEP CREEK YACHT CLUB

Garrett County, Maryland.

Sail in the cool mountains where Snipes from near and far meet on a 17-mile lake.

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Write: Thomas Selck, 611 Virginia Ave., Pittsburgh, PA.

fleet 515 hosts the "oxford incident"

1968 OHIO STATE

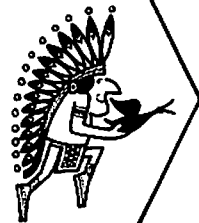
OPEN CHAMPIONSHIP

Sept. 21-22/Acton Lake

HUESTON WOODS STATE PARK

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CONTACT: Ed Griffith / 1224 Laurence Rd.
Cincinnati, Ohio 45215 / 513-821-0918



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TEL-O-TAILS attached to port and starboard sailboat stays. Excellent in light air or a blow. Better than cigarette smoke in a drifting match.



\$4.50



WIND-TELLS-Red and green plastic vanes. Attach to port and starboard stays. Fine needle bearing for sensitivity. Balanced and accurate.

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(1/2 actual size)

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4" SPECIFY MATERIAL when ordering — \$2.00.

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