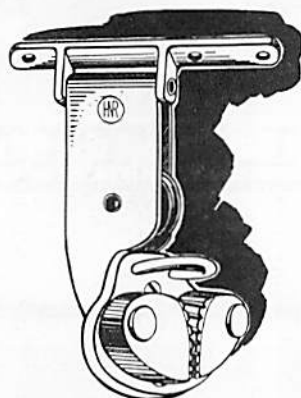




SNIPER BULLETIN



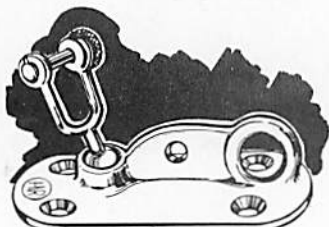
JUNE 1969



Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

This is the fitting that makes anything else up for'ard, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lose pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.



QUALITY FITTINGS



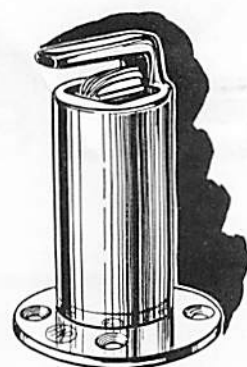
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This quality line of ingenious hardware is designed and manufactured by a Snipe sailor for those who want something better than the ordinary run-of-the-mill fittings. The proven efficiency of these products has received world-wide recognition in the Snipe class as well as many other classes. Take the Jiffy Jib Jam, for example. It has been adopted as standard equipment by most builders of the Snipe class, including the world's largest. The Snipe Class Championship of the World was won by boats equipped with it in the years 1963 and 1965 and the runner-up in 1967. It was adopted as standard equipment on all Snipes used in the 1964 Western Hemisphere Championship and all Snipes in the 1967 V Pan-American Games. The National Championship of countries too numerous to mention, have been won by Snipes equipped with it. In short, it is doubtful if there is an important Snipe regatta anywhere in the world that has not been won by a boat equipped with it. A convincing record such as this, should leave no doubt that when better Snipe hardware is made, Richards will make it.

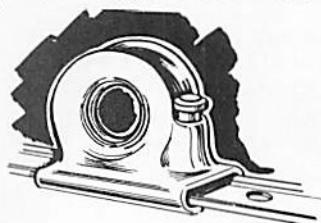


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Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



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Voice Of The People

FINALLY APPROVES OF BULLETIN - AFTER 11 YEARS!

"An astounding letter appeared in the May BULLETIN cautioning against the possibility of changing the BULLETIN for the worse" unless we are careful". The writer's concern evidently mounts from the revisions appearing in the last several issues.

It seems inconceivable, after seeing the recent improvements, that anyone could still rate "regatta results" first in a list of the types of information that should be contained in a Class publication. I submit that "regatta results" are of little interest to anyone but the participants. Indeed, it should be sufficient to point out the lack of emphasis given regatta reporting in top magazines such as Yachting and One-Design Yachtsman.

In his paragraph concerning late regatta reporting, the letter writer further states that the people hurt most by stale news are "new sailors, semi-competitive sailors, owners of semi-well-tuned boats...and prospective owners". What these people could find interesting or useful in fresh regatta results is beyond me.

What they should be interested in is the "juicy articles" (placed third in the letter writer's list) which the recent BULLETINS have had (at long last) in wonderful abundance.

I suggest that the BULLETIN has never been better. The new Editorial Advisory Board, headed by Jim Richter and Arnold Lundmark, is making a real contribution to it's readability. From the comments I have heard, SCIRA members are giving them and all the new contributors a resounding "thanks" for their efforts in bringing the BULLETIN to a new level of usefulness. For the first time in eleven years, I have felt that my "second copy" was worth requesting. I had it sent to my crew who reported reading it from cover to cover. I'll wager the requests for "second copies" will be way up in the future.

I believe the new policies are correct and should lead to the best Class publication in the field."

— Mark T. Schoenberger
Cowan Lake, Cincinnati, Ohio

A FLATTERING LETTER FROM AN OLD FILE

"Enclosed check for \$10.00 for a five-year subscription to the Snipe BULLETIN. I wouldn't miss it for the world!"

— John A. Meaden, Jr.
Hinsdale, Illinois

SPINNAKERS NOT NECESSARY ON A SNIPE

"Incidentally, the sentiment here is definitely running against the addition of a spinnaker. At Annapolis, if one wants to race a boat with a spinnaker, he can choose from any one of 3 other classes that are active in the area - 505, Flying Dutchman, and 420. And the way our racing schedule is set up, a sailor can actually own a Snipe as well as one of those 3, and race each other on separate days and still not miss a Snipe race. Most of our events are single day 3-race series."

— Ian R. Smith
FC, Annapolis 532.

BULLETIN ADVERTISING BRINGS RESULTS

"We were very pleased with the quality of reproduction you attained on our ad. We were averaging one enquiry daily and that is more than we expected. The good part is that we seem to be reaching people outside the hobby field - sportsmen and skippers - and these are the people we feel should know all about the new sport of R/C sailing."

Since our busy season is now coming up, we will not be advertising again until fall, but I want to express again our appreciation for your cooperation and good copy."

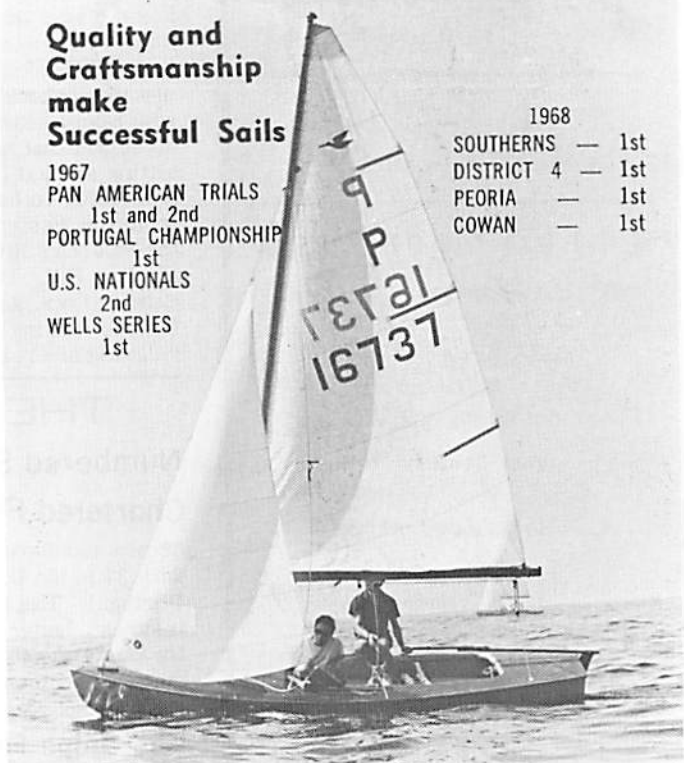
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SNIPER BULLETIN

THE INTERNATIONAL SNIPE CLASS

JUNE 1969
Vol. XXIII No. 12

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

CHANGE OF ADDRESS

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

The Cover

Some critics think that only action pictures should be printed (last month's cover was typical), but in all fairness, the other side of sailing should also be shown. Besides, who hasn't heard of the doldrums? It's no secret that many hours are spent just sitting around on the water waiting for something to happen. Here's a scene from the Western Hemisphere Races on the St. Johns River at Jacksonville, Florida last Fall. Light weather, calm water, calm sailors, and smelly flowers from the famous floating hyacinth lily patches. A relaxing and really beautiful scene.

THE SCORE

Numbered SNIPES — 18334

Chartered Fleets — 663

68 new numbers were issued last month with 37 to the U.S., 30 to Spain, and 1 to Portugal. This is a satisfactory rate which insures a better than average year (486), for our 4-month total is now 346. Should get 140 in 4 months without much trouble this time of year. No new fleets chartered.

The Snipe Family of Nations —

It is not too early to begin to look over text for the new 2-year rule book due to be printed soon after the first of the year.

Stu Griffing spent a winter's evening in front of his fireplace figuring out the changes in the list of countries having Snipe fleets, and came up with this analysis:

"In the 1968-69 yearbook under Africa, we list #312 Dakar, A.O.F., which now could be listed under the country of Senegal (YRU recognizes this with sail letters of SE), and #315 Agadir which should be listed under the country of Morocco (YRU recognizes this with sail letter MA). Thus we should show these fleets as being in countries which are now independent. Angola and Mozambique could be listed under Portugal as one country.

However, if we follow the policy already established by Bahamas, Bermuda, Virgin Islands, etc., being considered as separate sailing entities, then perhaps Angola and Mozambique should be placed in the same category. We list Scotland separately, and thus have a precedent for Angola and Mozambique. Since we are holding our world championship regatta in Angola this year, this might be the time to give this situation some consideration.

Recently Rumania was granted Charter 661 for the first time (YRU sail letters RM), so it looks like we now have 32 active countries in the Snipe family of nations. And this is without counting Poland (which has a national secretary); Austria, which now has 3 active Snipes and is well on the way to official organization; and Lebanon, who participated in the 1968 Eastern European Championship Regatta unofficially."

CREW BULLETINS - This is the last one 1968 crews will receive unless renewed. Send name and address of 1969 crew NOW if you have not already done so.

An Important Notice

from the Rules Committee

The majority of the Rules Committee has recommended, and the Board of Governors has approved, a change in sheer tolerance width as follows:

PLUS OR MINUS 1/2" EXCEPT ANY TWO WIDTHS MAY BE PLUS OR MINUS 3/4".

Reference: Upper right hand corner of drawing on Page 4 of the MDS.

This change has been approved on an emergency basis as builders have had an excessive amount of difficulty meeting the former tolerances (same as above except these words at the end of 3/4" have been dropped - IF ALL OTHERS ARE NOMINAL OR MINUS).

No possible effect on performance can come of this change. Therefore, boats based on these new sheer width tolerances will be approved.

and Some Other Comments:

SAILAWAY ABILITY and OLDER BOATS

While all new hulls in the future will have this characteristic, there has been very little interest displayed by owners of older boats to make these hulls "sail awayable." There are many variations and ideas on how this should be done. Possibly the best would be flotation bags, and perhaps someone can design and build such bags for Snipe similar to the deal which the Lightning Class now has.

The amateur using BUILDING A PLYWOOD SNIPE can obtain this characteristic the easiest by providing two vertical plywood bulkheads (3/16" thick would be adequate) running fore-and-aft, one on each side of the boat, from the transom to a bulkhead about half-way between the stem and Frame 1, and from the bottom to the side fore-and-aft deck stringers shown on Plate 25 of the book.

This, in effect, provides two plywood tanks, but does not remove the necessity for styrofoam flotation. Limber holes must be provided in all frames in the bottom for drainage, and there must be a removable access hole in each side to permit bailing in case of leakage around the sheer or for condensation.

An Elvstrom or similar suction bailer should be installed, also.

TENSION APPLIED IN MEASURING SAILS

Hasty reading of Paragraphs 66 and 67 might result in some confusion about the application of tension in measuring both sails. There is nothing wrong nor is there conflict in these paragraphs.

In 66, leeches (plural) is correct - 8 lb pull on both jib and main leech.

Paragraph 67 deals with the measurement of the GIRTH of the main - the distance from the midpoint of luff to midpoint of leech = 5' 10 1/2" with no tension unless necessary to remove bad wrinkles.

Always make sure you know what a paragraph is talking about before you try to apply the text.



RACE COMMITTEE Responsibility and Equipment

by Steve Taylor

One of the best known men in SCIRA is none other than Steve Taylor, that genial and accomplished gentleman who has been officiating at our National Championship regattas for the last 6 years as RC Chairman.

Holder (the only one!) of the Macklamburg Trophy awarded to the U. S. National RC Chairman, Steve also served at the WH Championship Regatta in Jacksonville last October, and his dedicated performance to Snipe and SCIRA has resulted in widespread acknowledgment in sailing circles of the fine job he has done.

Last year the U.S. Nationals regatta at Alamitos Bay, California, was judged the best sailing event of any in the U.S. and it was awarded the St. Petersburg Y. C. Trophy by the OD-OY Magazine of Chicago. Steve, as RC Chr., thus got national recognition of his ability and successful accomplishments.

SCIRA has long recognized his value and all National competitors now know what to expect - and respect - when they see Steve in charge. We have been lucky!



Steve goes out on a stake boat to supervise laying a mark.

Steve lives in Oklahoma City, OK, where he works for the Chase Bag Co. of Dallas, Texas. His son Jim now sails a Snipe, so Steve is actually getting some skipper experience along with the deep-water sailing he enjoys occasionally. His analysis and opinions are those of an expert.
—Editor.

NOW HEAR YE!

First, allow me to quote from the NAYRU Race Committee Handbook - "The Yacht Club Race Committee is one of the most important factors in the sport. The manner in which it performs its duties determines not only whether a race is successful or disappointing from the racing fleet's point of view, but also the reputation of the club it represents." . . . "Racing skippers who 'take' from the sport should also 'give' by volunteering for a tour of

race committee duty. They can learn as much from running races as the race committee members can from racing in them."

The running of races is an exacting job. SCIRA has a set of rules to follow for both "Conducting Sanctioned Regattas" and "Conducting National and International Championship Regattas;" and woe be any RC Chairman that deviates very far from them.

Actually, there is no such thing as The Perfect Race Committee. Quite often a group of fellows will get together and make a dandy race committee. They set many marks to lay out good courses (quickly), they fire many guns right on time with the visual signal and the starting lines are so perfect, that it makes no difference to the "hot shots" where they start on the line - but sooner or later, it's bound to happen, they will botch up a race and the roof falls in? In most cases it will happen over a situation or a detail that they have handled many times before. There are too many variables that are consistently changing.

I wonder how many Snipe sailors realize that at any of their National Regattas during the last six years, there was around \$200,000 invested in the boats that crossed the starting line for the first race. Approximately another \$40,000 was spent on transportation, food and lodging. With this amount of investment the skippers certainly deserve a fair shake and it is up to the race committee to give it to them.

Three important factors for a Race Committeeman would be: 1. Run the races by SCIRA Rules; 2. Run them by NAYRU; 3. Get in lots of practice. Anytime the R. C. has found an improvement in the running of the races, he should be sure and get it in the Sailing Instructions and should pass it on to the Chairman of the Rules Committee to be incorporated in the rules, if merited.

In addition to a Race Committee Boat (not too large), Mark Setting boat, Stake Boats, Rescue Boats, Spectator Boats, below is listed some equipment that is needed:

- Blackboard
- Boat Entry List
- Bull Horn & Megaphone
- Cannon or Gun
- Code Flags as listed
- Clipboards
- Chalk
- Charts
- Current & Tide Tables
- Dividers and Parallel Rules
- Field Glasses
- Finish cards
- Ground Tackle (RC Boat & Marks)
- Hand Bearing Compass

(CONTINUED Page 8 - bottom 1st column)

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Over the boom-snap closed front-mast collar to keep rain out, and boom tip cover.
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- 10 TRAILING COVER** \$60.00
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- 10-A WINTER COVER** \$60.00
Covers deck and sides but with no openings.
- 10-C BOTTOM COVER** \$35.00
Covers bottom and sides, overlaps top of deck with draw rope.
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- 11-B ENVELOPE COVER** \$85.00
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- 11-C MAST COVER with RED FLAG** \$12.50
For protection when trailing.
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- 11-D RUDDER BAG** \$10.00

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Chattanooga Yankees Capture Atlanta Prizes

TAKE FIRST TWO PLACES IN BOTH SPOOK AND GOBLIN DIVISIONS OF THE 1968 HALLOWEEN REGATTA



SPOOK FLEET WINNERS - (r. to l. in order of finish) Lloyd Cox, Pete Duvoisin, Jim Richter, Dan Williams, and Francis Seavy. Crews shown below each skipper.

General Sherman moved his army from Chattanooga to take the city of Atlanta in 1864, and the Privateer Yacht Club Snipers followed the same route to take the top places in both divisions of the Atlanta Yacht Club's 15th Annual Halloween Regatta last November. Apparently, AYC has been hoping it was all a bad dream, for the pictures to prove the fact just recently turned up at this late date.

In all, a grand total of 75 boats from 10 states and Bermuda qualified in this famed regatta sponsored by Snipe Fleet 330. The Halloween is still the largest one-design competition in the Southeast, and the Snipers who always attend make it a top notch regatta.

In 1968, the air was very light, and the water was very low, but still the top competitors (the favorites) were still up front, which proves something. In the Spook Division, composed of those who chose to race in the top half with the toughest competition, Lloyd Cox won first, followed by Dr. Pete Duvoisin. Both men are from Privateer YC of Chattanooga. Then came Jim Richter of Indianapolis; Dan Williams (Privateer) and Francis Seavy (Clearwater) in 3rd, 4th, and 5th.

In the Goblin Division, composed of the less experienced and class Bsailors, Privateer again took the two leading spots



GOBLIN FLEET WINNERS - (r. to l. in order of finish) Jim Bronaugh, Bo Cline, Jack Magnuson, Kristina Cleveland, and Bob Hague. Miss Cleveland's crew not shown.

when Jim Bronaugh was 1st and Bo Cline 2nd; to be followed by Jack Magnuson of Chautauqua, NY; Kris Cleveland of Atlanta; and Bob Hague of South Bend, IN. Quite a representation from a large part of the country. Miss Cleveland is the daughter of Freddie Cleveland, a highly successful Thistle skipper.

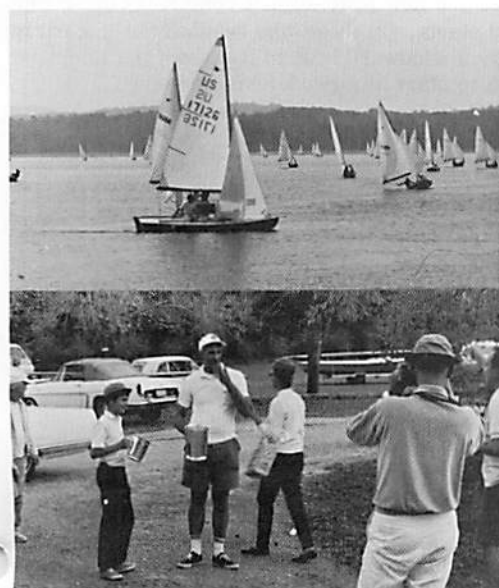
AYC skippers, who usually finish high in the standings, were heard muttering about "very unusual weather." And the 3 races (1 Saturday PM and 2 back-to-back on Sunday) were barely completed within the time limits as the boats slowly moved around the course. Lloyd Cox outsailed every one else under those trying conditions as his boat seemed to move while all others sat and watched him glide by. Some kind of a hidden propellor, perhaps? His small son crewed for him, and his desire to win may have provided the needed incentive.

All up, though, the Halloween was a great success with the usual hot buttered rum party served in special black-and-orange ceramic mugs specially decorated for the occasion with individual names and appropriate remarks. Sailors who have attended for years now have quite an interesting collection of these reminders. Fleet 330 is already making plans for next year in 1970 when the Spooks will fly again!

Results of the HALLOWEEN REGATTA - Atlanta YC - Nov. 2-3, 1968

SPOOK DIVISION (Top 26 of each fleet) GOBLIN DIVISION

Skipper	Home Club	FIN.	Skipper	Home Club	Fin
Lloyd Cox	Privateer YO, TN	1	Jim Bronaugh	Privateer, TN	1
Pete Duvoisin	Privateer YO	2	"Bo" Cline	Privateer	2
Jim Richter	Indianapolis, IN	3	Jack Magnuson	Lakewood, NY	3
Dan Williams	Privateer YO	4	Kristina Cleveland	Atlanta	4
Francis Seavy	Clearwater, FL	5	Bob Hague	South Bend, IN	5
Spike Boston	Mt. Clemens, MI	6	Elmer Riker	Atlanta	6
Harold Gilreath	Atlanta	7	Eric Treidel	Denver, CO	7
Franklin Johnson	Atlanta	8	Nell Brown	Privateer	8
John Call	Indianapolis, IN	9	John Muhlhausen	Atlanta	9
Berkley Duck	Indianapolis, IN	10	Dinah Tumlin	Atlanta	10
Herbert West	Atlanta	11	Beth Norwood	Atlanta	11
Dave Schmidt	Indianapolis, IN	12	Luther Rollins	Atlanta	12
Bobby Burns	St. Simons, GA	13	Jay Cahill	Atlanta	13
Brad McFadden	Atlanta	14	John Walker	Atlanta	14
Buzz Lamb	Privateer	15	Martin Burnup	Atlanta	15
Carlos Bosch	Bermuda	16	Glenn Young	Privateer	16
Ken Simons	Privateer	17	Orie Wade	Atlanta	17
Joe Harmon	Atlanta	18	John Stanley	Ft. Ben Harrison, IN	18
Jim Kastrup	Northfield, IL	19	Dick Madden	Indianapolis, IN	19
Paul Whittier	Atlanta	20	Coleman Keane	Privateer	20
Don Hite	Pontiac, MI	21	W.N. Gee, Jr.	Valdosta, GA	21
John Wesley	Privateer YC	22	Emory Thompson	Valdosta	22
Ron Knight	South Bend, IN	23	John Friis	Valdosta	23
Derek Peters	Atlanta	24	Craig Friis	Valdosta	24
Charles Carroll	Atlanta	25	Larry Tuten	Clearwater, FL	25
Philip Nieman	Chicago, IL	26	Walton Peabody	Newman, GA	26



The fleet was well-scattered due to light winds during all 3 races. Cox & Son, Inc., get greetings from Mother as they celebrate with beer, root beer, and picture taking. -Story by Jim Wilkerson.

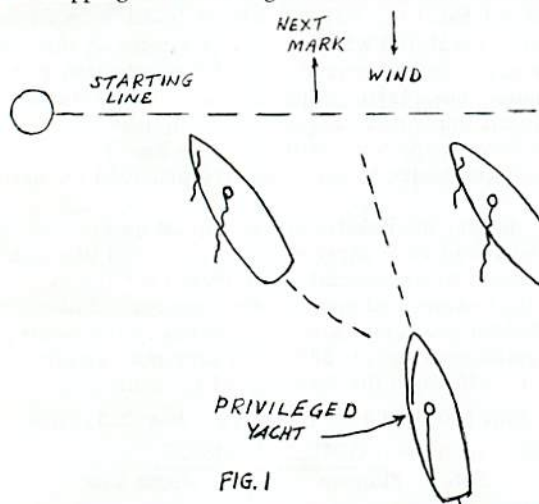


NEW IYRU-NAYRU RULE 40

by Dick Tillman

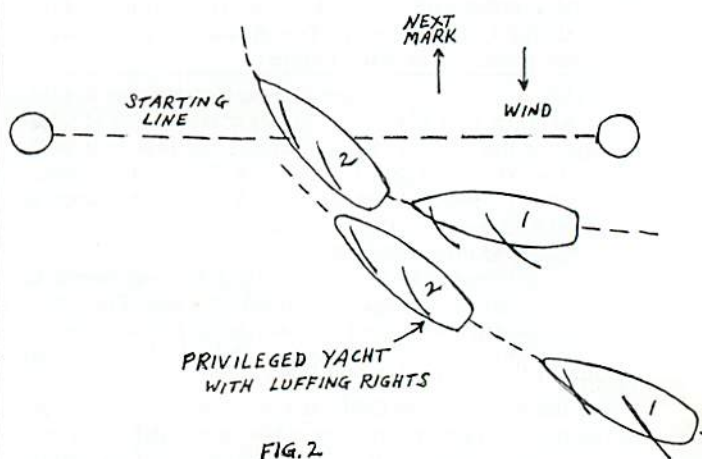
One of the disadvantages of serving overseas is a 30-60 day delay in receiving mail. Since writing for last month's BULLETIN on the subject of rules, the mail boat arrived with the January issue of YACHTING. The issue contained advance notice of six IYRU rule changes. One of them is a significant change in Rule 40, luffing before starting. This rule falls under the heading Section C--Same Tack Rules, which is the subject of this discussion.

The old Rule 40 allowed a leeward yacht to luff before the starting signal only when she had luffing rights; that is, when her skipper was forward of the weather boat's mast (sighting abeam from his normal station). The new rule allows the leeward boat to luff before the start even though she has no luffing rights. There is a limit however. She may not luff above a close-hauled course and she must carry out the luff slowly. This change will affect starting tactics considerably, especially in fleets of large numbers such as the Snipe. It will give the leeward boat greater control and flexibility to carry out her start and place a larger responsibility on the windward boat to stay clear. It means that the skipper who has timed his start to cross the line at maximum speed will be able to do so without having to bear away to avoid a boat drifting near the line with no steerage way and sails flapping. The sitting duck will now have to be on guard



and maintain at least enough way to respond to a leeward boat closing in from astern and sailing on a higher course. This will put more emphasis on timed starts, as a windward boat caught unawares will either have to head up sharply which will kill her way or be forced over the line. See Figure 1.

You will like or dislike the rule change according to the starting habits you have formed. The skipper who barges is still in the wrong. Any boat approaching the weather mark of the line on a close hauled course still has the right of way as before. However, the skipper who is early and decides to run down the line slightly below it and parallel to it, will have to be on guard. Another boat to leeward, even though only slightly overlapping, can initiate a luff and force him over. This was previously possible only if the skipper of the leeward yacht was forward of mast line. See Figure 2.



Finally, the leeward boat will have greater control over where she starts. For example, a skipper wanting to start at any particular point on the line, whether at either end or the middle, can now head up slowly to his spot and any weather boat she overlaps will have to oblige.

To summarize, the new Rule 40 will benefit (1) those who execute well timed starts, (2) those who reached the line early and were forced by a windward boat to run down the line, and (3) those who wish to start at a predetermined spot.

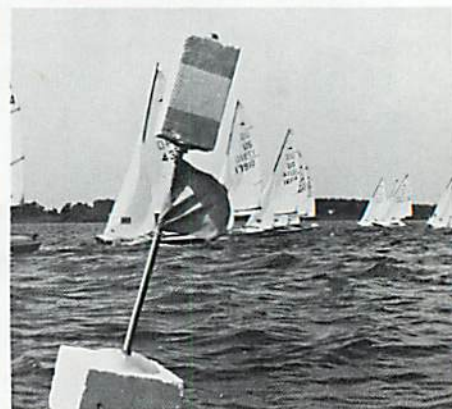
(RACE COMMITTEE from Page 5)

Kodak Timer
Knife
Light Line
Marks
NAYRU APPEALS DECISIONS
NAYRU Rule Book
Pads & Pencils
Race Committee Flag
Radios - Citizens band
Radio - Weather
SCIRA Rule Book
Scoring sheets
Scoring system
Starting line pole and flag
Shells
Sailing Instructions (extra copies)
Signal Shapes (White-Blue-Red)
Tape Recorder
Wind Speed Indicator
Wind Direction Indicator Whistle
Yachting timers.

The above list is not complete, however it should get by. We plan to try something new at the District II this year; we have taped the starting sequence and will start the tape at the starting gun - naturally we will back this up with yachting timers, however, it may reduce the chance of errors.

As to Race Committee Personnel; A Committeeman must have time to devote to the pre-race preparation. He must have interest in the sport; Dependability, Judgement and the courage to back up his convictions, Tack, Racing Experience and Knowledge of SCIRA and NAYRU Racing Rules.

Next month, "How to Lay Out a Good Course and Starting Line". Good Grief, when the wind is cycling I get as nervous as a long tail cat in a room full of rocking chairs! And remember - no alcoholic beverages are ever allowed on the RC boat!



Here is a simple standard float, but the addition of a large block of styrofoam painted with florescent stripes above an iridescent flag makes it extremely visible and also easily replaced and maintained. Used by Muncie Fleet 557 at Richmond, Indiana.



RACING TACTICS

Light Wind Sailing

THE USE OF WIND DIRECTION INDICATORS

By Howie Richards - Oakville 321 - Oakville, Ont., Canada.

Some form of wind direction indicators are, I feel, essential on a Snipe, for the proper sail trim cannot be obtained unless you know the exact wind direction. There are many forms of visual aids in use and most skippers use at least one form of them. Earl Elms is an exception. He says he can feel the wind direction "on the back of my neck"; and I will admit that his system must be one of the best, as his racing record shows. However, I quite often "feel the back of my neck" when racing, but it gives me no clue as to the wind's direction, which I can depend on. The difference might be, perhaps, that Earl is usually up in front constantly looking back at his followers, and so when heading into the wind, he would get a draft in that sensitive spot, and thus sail the right course on to victory.



I use the most common system - ribbons on the sidestays, (two on each side) located at five and six feet above the deck with the top one just within reach of the crew, who, I insist, keeps them untangled for me. Typewriter ribbon before it is inked is ideal as it is just a nice width, about a half inch, and the ends do not fray as easily as ordinary ribbon. I use them in strips about a foot long, and tie them to the stays with thread so they won't slide up or down. Wool yarn or small feathers are preferred by some skippers on the stays.

The next most common system in use is the mast-head fly, either in the form of a small wind-sock or a balanced pheasant feather. A mast-head fly is possibly more accurate, especially on reaches and runs, but has the disadvantage of kinking your neck from looking up at it as well as getting some possible undesirable windage aloft.

Another system I first saw used by Charlie Morgan when he was actively racing Snipes a few years ago, is a balanced plastic or metal indicator mounted on the bow about 8 inches off the deck. This gadget, now known as the "Tillman-Teller", is available commercially in plastic or metal from several sources. This gadget has the advantage of giving you a hint of a wind shift before the wind gets to your sails. Offsetting this advantage are the facts that it is not too accurate on a run and can be easily damaged, especially when used in high winds. I have also seen this gadget mounted on top of the rudder for down-wind work.

Quite common a few years back, but apparently dying out now, were six inch long pieces of wool yarn attached to the jib luff at eighteen inch intervals and about six inches aft of the luff wire. These were for windward work only, the idea being that when you had the boat pointing correctly, the pieces of yarn danced about up and down. If you were pointing too high or not high enough, the yarn streamed straight back-or at least I think this was the message they were supposed to give.

Old timers will recall the sensation that John Hayward created when he appeared at the Nationals in Snipe 4584 with a decidedly novel way to detect the wind.

About half-way up the jib luff and a few inches in from the wire, he had installed a small round pouch or bag which hung loosely when headed into the wind, but when falling off, the wind would move into the open mouth and fill it out into a nice round half-ball, or blister. Thus one knew that the sail was drawing efficiently; when headed too high, the collapsing bump gave ample advance warning. He thus concentrated on one small sensitive spot on the jib luff which gave exaggerated variations, and did not have to watch for a flutter along the entire leading edge of the sail. Nice idea -- and it probably worked for him. Highly visible at a distance (the inverted cup (Bottom of next column over)

RACING ON SMALL INLAND LAKES

By Buzz Levinson - Indianapolis 409 - Indianapolis, Indiana

To Carl Eichenlaub is attributed the whimsical statement -- "learning to sail in light air is important, because the winds are dying all over the world!": On many midwestern lakes during July and August it is impossible for the winds to get any lighter. There is nothing worse than a big high pressure area over Geist Reservoir on a Sunday during sailing season (or Diamond Lake, or anywhere for that matter) But since these conditions do occur, one must learn to sail with them.

Many think that sailing in heavy wind is exhausting and, conversely, light wind is more relaxing. I think it is more tiring in "drifters" than any other type racing. There is never a moment to relax as conditions may suddenly change and the boat that anticipates such a change first has a great advantage.

Skipper and crew weight is often blamed for success or failure in light air, but I believe it is least important in drifters and most important in marginal planing conditions. Skipper and crew agility is a very important factor in light air. Moving cat-like in the boat so as not to shake the boat or disturb the set of the sails is most desirable. Sails in light air should not be stretched as tightly along the luff or foot. Centering the traveler usually improves the leech on the main. Constant trimming of the sails helps maintain maximum speed. If possible, anticipate a freshening or lessening breeze and trim sheets as it happens, not afterwards. Constantly watching the sails and telltails is also a must.

Following are a few items I believe important in light air racing:

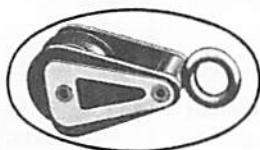
1. Don't wander too far from the starting line. A late wind shift may put the advantage at the opposite end of the line from where you intended to start.
2. Try to have your boat moving at least 15 seconds before the start. This is more important than trying for the best spot on the line.
3. On the beat stay on the tack closest to the mark, with only occasional short tacks to obtain a fresher breeze.
4. On reaches or runs "tack" towards fresh breeze and then ride with it when in the puff. Usually the windward side is the advantaged side in light air.
5. Don't try to cover unless it is in the last part of the race. Too often covering one boat results in several others slipping by.
6. Last, don't "blow your cool." A light air race is never over until the finish line is crossed and the winner is most frequently the one who has doggedly kept his boat moving making as few mistakes as possible.

(TELL-TALES concluded)

stuck out of the sail like a sore thumb), it excited considerable curiosity with resulting questions and arguments, but it never became popular. A good try!

For absolute drifters, cigarette smoke is the only thing I know of that will work. I can go through a complete pack in a long drawn-out drifter.

Without getting too technical, I must explain that on all points of sailing except directly downwind, tell-tales give you the apparent wind direction and not the true wind direction. To clarify this as simply as possible, let's assume you are hard on the wind in a good breeze. The tell-tales on the stays will be streaming out almost straight back, giving you the impression that you are pointing nearly into the wind and that your boat must be a real winner. You must remember that the forward speed of your boat through the water causes the tell-tales to swing further aft, and that you are really not pointing much better than 45 degrees to the true wind.



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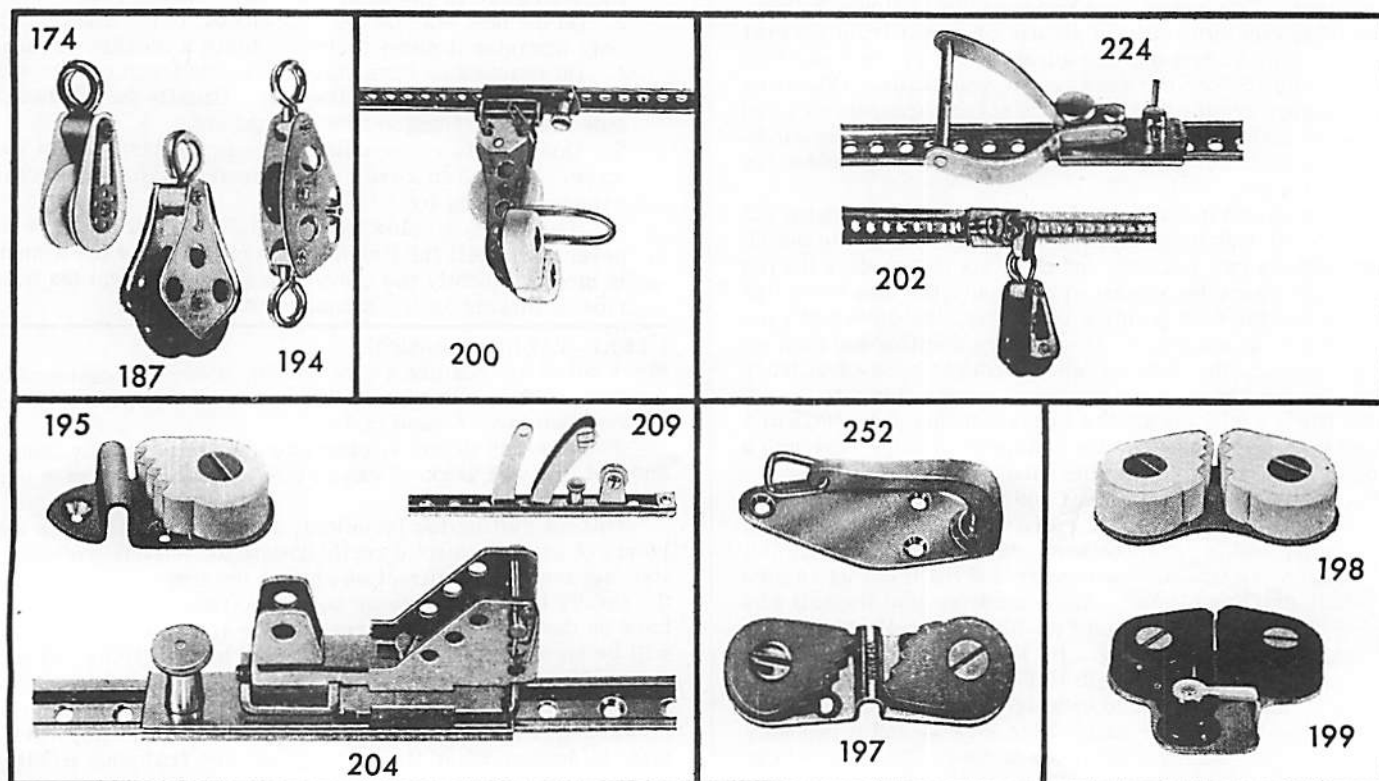
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Going to Jacksonville? — *Be Sure and Read This*

The Florida Yacht Club of Jacksonville, Florida, wants everyone to know that they are most welcome to attend the National Championship Regatta there July 30-Aug. 8 either as participants or spectators. There will be room for all, and no one should pass up this opportunity to have a fine vacation with southern hospitality at its best, as attested by those who were there last Fall at the WH Regatta.

Be sure you are eligible to go and have complied with all qualifications of entry. No one can enter on any other basis, or simply because he won a Snipe and wants to race, as has happened in the past. The green cards are accepted conditionally, while all others will get a through going-over. If your boat has been measured in any two previous national regattas, it is eligible for a permanent green card, which waives measuring again at a future nationals. When sending for a card, please give all details with application.

Don't let ignorance of the rules or carelessness in observing them mar your arrival. Complete information can be had from the U.S. section of the current Rule Book - the Juniors under the Duffy and the Nationals under the Crosby, Wells, and Heinzerling Trophies. In general, rules and conditions are the same as last year, with one major change - the age for Juniors has been increased one year to 18 instead of 17. This means that anyone

not yet 19 on the day of the first race can compete, or 18-year olds are eligible, at least for this year.

The same old familiar warning holds good. Don't show up at the Nationals with a questionable Snipe or controversial equipment. They simply won't be allowed to race unless complying with all present SCIRA rules. Save time, disappointment, and last minute rush changes by checking everything before you leave home, and, if in doubt, call on your fleet measurer for help. Pay particular attention to weight, mast, and sails.

ALL BOATS WILL BE WEIGHED WITHOUT EXCEPTION (green cards N. G. here). Remember that only one board and one mast can be considered part of the boat, so don't expect to change or switch boards and/or masts at will.

Entry forms along with all pertinent information will be mailed by the middle of June to current fleet captains by Billy McQuade, local regatta chairman. Closing date will be July 20th, and if you need more information of any kind, write direct to:

Mr. W. R. McQuade, Jr., Co-Chairman
U. S. Nationals Snipe Regatta
5210 Yacht Club Road
Jacksonville, FL 32210

The complete detailed schedule of all events was printed on Page 5 of the March BULLETIN. No changes have been made.



Florida YC and docks on the river front.



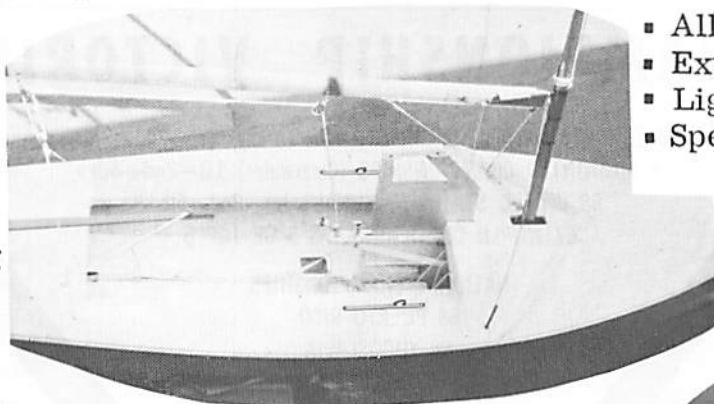
Brazilians on YC lawn facing the river inspect lily pads blown in to the seawall (rt.)



View of swimming pool, docks, and river.

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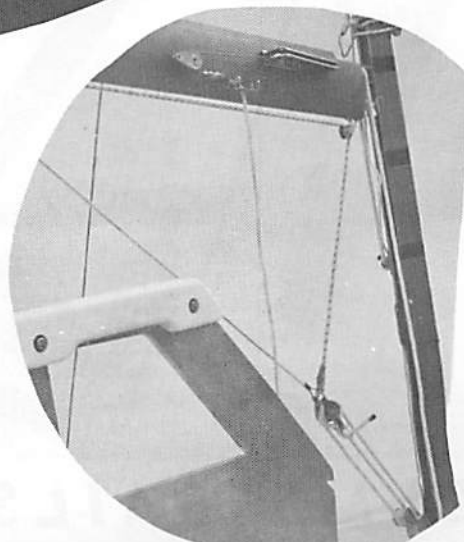
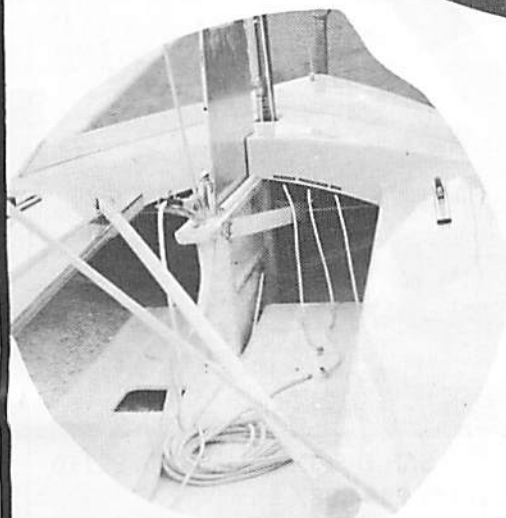
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C O R K will take place on Lake Ontario off Kingston in the week of Aug. 25-30th and promises to be one of the most exciting events on the NA sailing calendar. It is North America's answer to Kiel Week in Germany, Poole Bay in England, and the San Remo regatta in Monaco. These international type of Olympic calibre regattas help sailors measure themselves against the top competition in their classes. In a big country, this is important, for many top sailors never get really top competition if racing only in their own area.

Everything will be run as in the Olympics - same course, rules, scoring, etc. Even the winds will be strong, as in Kiel, site of the 1972 sailing events.

Many Snipers should attend this fine regatta, and they will have a wonderful week of sailing plus a chance at the Ontario Championship Trophy. Doug Kearny reports organization for a brand new North American Snipe title to be sailed for at C O R K. Some 400 boats are expected and Snipers are especially invited. Write for entries and information to C O R K, Kingston Yacht Club, Kingston, Ont., Canada.



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68 UNITED STATES NATIONALS 1st—2nd—5th
67 WORLD CHAMPIONSHIPS 3 OF TOP 5

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Wells Wanderings



by Ted Wells

JUNE 1969

EXPECT THE UNEXPECTED

There is no denying that luck plays a part in winning races in light winds on inland lakes, but if you look at the record, you will see that the same skippers seem to always be lucky, so they must be doing something to help Lady Luck and outwit Old Joe.

The first decision involves one of basic tactics - to go up the middle just tacking on shifts, or to favor one side of the course? Generally, one side will be somewhat better, but not necessarily the same one on each lap. In the District 2 championship last weekend at Fort Gibson, the starboard side of the course was always best, but most of the time I couldn't get there. The first race Sunday morning was an excellent example of how the unexpected can affect a whole regatta in light winds. On the last beat, Jack Zink was in the lead and Bob Williams in second, Bill Kilpatrick in third, and Gary Boswell in fourth. Jack finished and Bob was about thirty yards from the line. Bill and Gary split tacks and Bob decided to go with Gary. A little whirlwind came along, Bob couldn't lay the finish mark, Gary squeaked by for second, holding Bob off while Bill stayed

in third. This gave the regatta to Gary. If he hadn't tried to squeak by, he wouldn't have won, and if he tried and failed, he wouldn't have won. This he didn't know at the time, of course, as there was another race, but the unexpected happened and he capitalized on it.

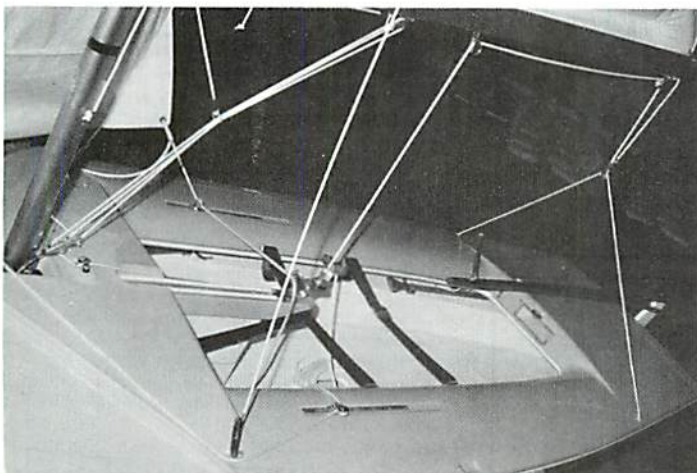
Probably the most important thing is to not get carried away concentrating on any one thing; keep your eyes open and watch everything and everybody, especially the skippers likely to be doing the right thing. There was a good example of this at Shreveport last year where Chuck Hardey is almost impossible to beat on his home lake in light winds. On the first beat of the first race, I had chosen the starboard side of the course for no particularly good reason, and it worked well - I was in first place and Chuck was way back.

On the second beat, the wind had shifted so you could practically lay the mark on the starboard tack. Any smart skipper knows that in this case the thing to do is to hold the starboard tack. If the wind goes farther around, you have a lift and can lay the mark. If the wind goes back, you have a header and everyone behind you is worse off. So, I held the starboard tack, laying the mark most of the time while Chuck sailed off on a port tack, away from the mark. Whether he had seen signs of more wind in that direction or whether it was pure desperation, I don't know, but I do know that what I should have done was to go along with him, at least partially. By the time I had decided to do this, he had picked up a new breeze that never got to me and I was lucky to get second. I didn't expect the unexpected.

Some skippers (Buzz Levinson is one) have an uncanny ability to arrive where the wind is going to be. Part of this is luck, but a lot is careful observation of ripples on the water, behavior of other boats, and so forth. When you see wind, better go to it. In very light conditions it won't come to you!



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Sanctioned Snipe Regattas

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JUNE 14-15 DISTRICT IV Championship Regatta, Florida YC, St. John's River, Jacksonville, FL. Wm. R. McQuade, Jr., 5210 Yacht Club Rd., Jacksonville, FL 32210

JUNE 21-22 OKLAHOMA CITY SERIES, Lake Hefner, Oklahoma City, OK. Bill Kilpatrick, P. O. Box 60178, Oklahoma City, OK 73106

JUNE 28-29 SLAUSON MEMORIAL Regatta, Illinois River, IVY Club. Paul Campbell, 1504 W. Callender, Peoria, Illinois

JULY 4-5-6 MICHIGAN STATE Championship, Crescent Sail YC, Lake St. Clair, MI. Dr. Richard Galpin, 525 Southfield Rd., Birmingham, MI

JULY 12-13 WINCHESTER INVITATIONAL Regatta, Mystic Lake, Winchester BC. Jack McInnis, 117 Mt. Vernon St., Winchester, MA 01890.

JULY 12-13 DISTRICT III JUNIOR Championship Regatta, Illinois River, IVY Club, Peoria, IL. Jim Butler, 3829 N. Harmon, Peoria, IL.

JULY 11-12-13 DISTRICT V Championship Regatta, Newport Yacht Club, Irondequoit Bay, Webster, New York. Hugh Adams, 701 Summit Dr., Webster, NY 14580

JULY 19-20 NEW YORK STATE OPEN Championship, Chautauqua Lake YC, Chautauqua Lake, NY. Terscher Bugbee, 21 New York Ave., Lakewood, NY 14705.

JULY 18-19-20 DISTRICT III Championship, Island Bay YC, Lake Springfield, Springfield, IL. Donald Fowler, 53 Horseshoe Dr., Springfield, IL 62702.

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

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

AUG. 2-8 1969 U. S. NATIONAL CHAMPIONSHIP Regatta, St. John's River, Florida YC, Jacksonville, FL. Measuring starts July 29 with last day Friday Aug. 1. 5 Crosby and then 7 Heinzerling and Wells Races on the following 7 days ending Friday Aug. 8. W. R. McQuade, Jr., Co-Chairman, U. S. National Championship, 5210 Yacht Club Rd., Jacksonville, FL 32210. Brochure with all entries, schedules, reservations, etc., will be mailed to all fleet captains early in June. Contact Mr. McQuade for special information only if necessary.

Detailed schedule printed on Page 5 of the March BULLETIN.

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

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

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

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

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

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

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

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

OCTOBER 24-25-26 INTERNATIONAL OPEN Regatta preceding the World Championship Races.

OCTOBER 27- November 1 1969 SNIPE WORLD CHAMPIONSHIP REGATTA, Luanda, Angola, Portuguese West Africa. Under the auspices of the SCIRA/Portugal. Information will be sent out soon by the National Secretary of Portugal.

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FOR SALE: CHUBASCO SNIPE 16333. Lofland trailer. Complete - ready to race. Elms and North sails. Dry-sailed. Natural finish planked cedar hull and mahogany deck. Wooden mast. All the extras, top cover, etc. \$1650.00. L. H. Bugbee, 98 W Summit Ave., Lakewood, NY 14750.

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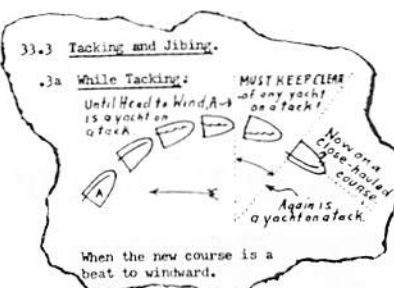
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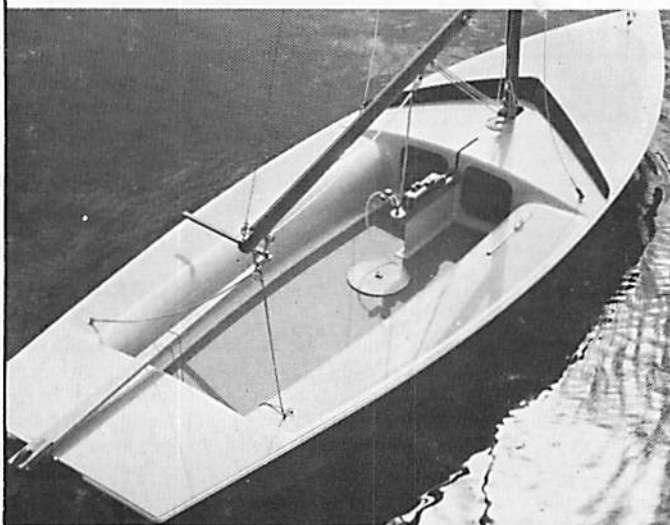
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