



SNIPER BULLETIN



MARCH 1970

Cobra Masts

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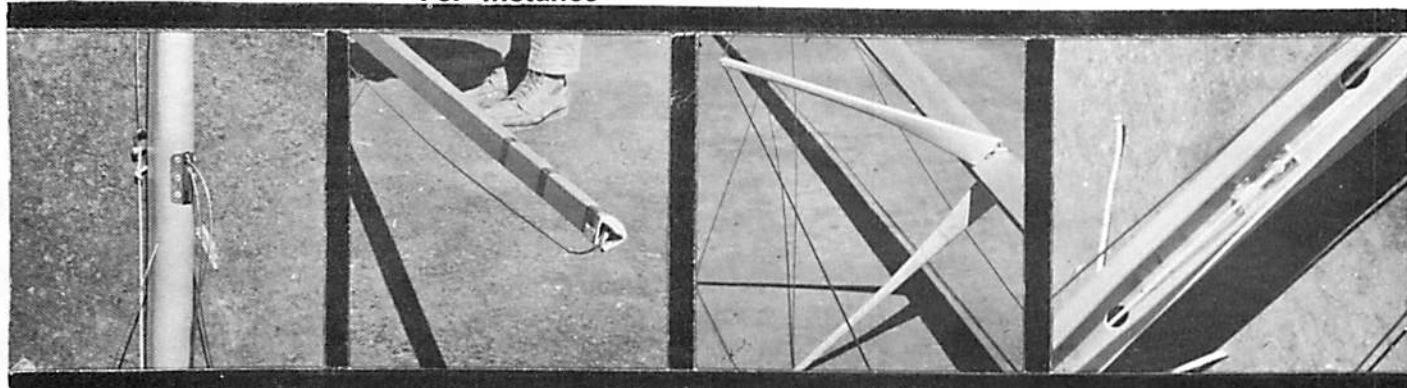
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Voice Of The People

PROCTOR MASTS CLEARS UP CONFUSION

" We do not, in fact, market a section called "EX", and we have no knowledge of this whatsoever. The only sections that we supply for Snipe are the "E" and "B" sections, with which you are familiar. We can only assume that the "EX" section is a term that certain of our customers are using to describe the "E" section when it is extra tapered. This means that we reduce the topmost 5ft. of the section to the minimum that we can by increasing the taper from the normal standard taper.

With regard to an egg-shaped "C" section, once again we are confused. The "C" section that we offer for booms for the Snipe is the same as it has always been, measuring 2.5" x 2.1". The only other section that might be considered for Snipe use would be our "RE1.5" section, which is a bendy section intended mainly for the Flying Dutchman and other such dinghies. The dimensions of the "RE1.5" are 2.2" x 1.5". We appreciate that the "RE1.5" is illegal on Snipe, and if people are using this on their boats, then they have not purchased them direct from us for a Snipe, but have obtained them from agents or other sources.

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D. C. Robinson

GOOD ENOUGH FOR THE NAVY - GOOD ENOUGH FOR YOU!

" Please send us 40 copies of Moore's PRINCIPAL SAILING RULES, 14th revised edition. These books will be used with our Midshipman sailing program. A check is enclosed with this letter, and please send them to me at the Sailing Center, U. S. Naval Academy, Annapolis, Maryland. "

—John Deermount, Jr.
LTJG, USNR.

WANTS SOME GOOD RUNNING LIGHTS

" Many times I am caught out on the water after dusk, and I also get a big kick out of moonlight sailing. But I have never seen in the advertisements, adequate running lights for a Snipe that meet the Coast Guard requirements and yet are not too large as to make them objectionable. I have temporary lights using a single cell 1.5 volt bulb, but there are many outboard jockeys on our lake who, I suspect, have little knowledge of the Rules of the Road, so I would like to find brighter and suitable running lights. Perhaps you can give me a steer!"

—William H. Samp
P. O. Box 523, El Dorado, KS 67042

SUGGESTION FOR SETTING STARTING LINES

" In regard to setting a starting line: at Lake Quassapaug in Connecticut, we have found that a starting line perpendicular to the direction of the waves gives a start which is generally very good. It is true that the waves will not register a momentary fluctuation of the wind direction, but they do give an excellent average. "

— Phil T. Paul

CAN'T FIND A GOOD SNIPE KIT

" I tried to locate a manufacturer of Snipe KITS from the BULLETIN as you suggested in your letter. However, the BULLETIN I have does not carry advertisements of Snipe kit manufacturers. Could you please send me a list or the names of some of these builders? I would appreciate it. "

Henry L. Witmer
192 Grove St., Somerville, NJ, 08876

For several years we have pointed out the extent of the demand for Snipe kits and tried to alert builders to that market, but with no howling success. Evidently, they agree that amateur builders and wood hulls are on the decline and concentrate mostly on fiberglass hulls. But hardly a day goes by that 3 or 4 letters aren't received enquiring about building wood hulls, and the sales of BUILDING A PLYWOOD SNIPE are still holding up at a satisfactory rate. It would appear that someone is missing a good market, and a sideline of specializing on a good Snipe kit would be profitable, or even attractive to a retiree who likes woodwork as a hobby. Would be a nice diversion. —Ed.

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1st—CLEARWATER MIDWINTER
1st—CROSBY NATIONALS
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SNIPES BULLETIN

THE INTERNATIONAL SNIPE CLASS

MARCH 1970

Vol. XIV No. 8

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Address all correspondence to:
856 Sunnyside Ave., Akron, OH 44303

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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

Just an excellent action shot of Snipe sailing at its best, provided by a top-ranking husband-and-wife Snipe team, Buzz and Winnie Levinson of Indianapolis. They handle their planing Snipe on a "screaming reach" beautifully as they show the form and skill which has won them many Snipe honors and trophies over the years.

THE SCORE

Numbered SNIPES — 18844

Chartered Fleets — 681

Had a big, unexpected boost in the Snipe score when Japan came through with a request for 100 numbers for new Snipes now being constructed. That's one of the biggest "orders" we have ever received, and it is a most heartening and happy experience.

During January and February, 74 other numbers also went out - 30 to Spain, 22 to United States, 20 to Denmark, and 1 each to Portugal and Canada. Last year, at the end of 6 months, we only had 102 compared with 239 this year, so, regardless of anything else, no one can deny that Snipe continues to be the most popular boat in most nations throughout the world.

Charters were issued to two new fleets. Charter 680 went to the Santander Fleet in Spain, and it is appropriate that the first official SCIRA charter signed by their own new international SCIRA Commodore Angel Riveras of Madrid went to them. And Secretary Almeida reports he is working on a couple more groups for official recognition.

When the new Lake Canyon near San Antonio, Texas, became available for sailing a couple of years ago, the Woodlawn Fleet 140 considered it as a new location. Part of the fleet, sensing an opportunity for improvement and future progress, decided to make the move; they conducted a successful campaign to build a new club house there, and the Lake Canyon Yacht Club came into being. 13 members and Snipe owners then requested recognition as a new fleet, and so Charter 681 went to the Lake Canyon Snipe Fleet. Those remaining at Woodlawn have maintained Charter 140, so now San Antonio has two active Snipe fleets with a little competition in the offing. May they both prosper!

New U.S.A. District Governors

Every 2 years, each District elects a member to serve as District Governor in compliance with Section 31 of the SCIRA Constitution. Here are the men who will serve during 1970-1971:

DISTRICT I

Raymond Tallau
RD 1 Box 405, Stanhope, NJ 07874

DISTRICT II

James R. Hoyt
9211 W. 72nd St.
Shawnee Mission, KS 66204

DISTRICT III

Bud Leonard

9750 S. Utica

Evergreen Park, IL 60642

DISTRICT IV

Dr. Peter M. Duvoisin
4913 Bal Harbor Dr.
Chattanooga, TN 37416

DISTRICT V

E. F. Booth
113 Locust Lane
Syracuse, NY 13219

DISTRICT VI

Arch Higman (re-elected)
3316 Grayburn Rd.
Pasadena, CA 91107

DISTRICT VII

John D. Rose
4324 NE 60th, Seattle, WA 98155.

These men have some important duties to perform; they are all experienced Snipe sailors willing to give their time and counsel to SCIRA, so avail yourself of their services when help or advice is really needed.

Dues are Payable Now

ONCE AGAIN

DHUSRDUH - DEWSEERDEW - DOOZURDOO - DUZARDU pops up again (remember March 31st?).

Section 12 of the Constitution says: If the owner of a measured boat of the class shall fail to pay his dues within one month of the start of his fleet's official racing season, such boat shall become ineligible to race. Such an owner shall lose his membership in the Association and all rights connected herewith.

The Fleet Captain is charged with the proper payment of dues by the members of his fleet, which means that he must see that the boats are properly registered (transferred if necessary, etc.) and measured before sending in any collections for SCIRA membership. He distributes the membership cards and rule books and thus knows the official standing of each boat, and it is up to him to police participants in all official races. He should check constantly to see that all entrants are eligible to race in point score races and sanctioned regattas and make the display of SCIRA membership cards an automatic and mandatory part of the registration of all entrants.

We have a strong organization today because this indirect collection of national dues on a local basis has been practiced for 36 years and strictly observed without any loopholes. Help out your fleet officers by paying promptly, remembering that your organization needs a constant income in order to survive. SCIRA dues are relatively low. Here they are: An individual owner pays \$7.50; if 2 or more people own a Snipe jointly, they are considered as equal owners and each pays \$5.00. In the case of 2 co-owners, the total collected is \$10.00 and not \$12.50 (\$7.50 and \$5.00) as some think.

Printed forms have been furnished by this office for years for use in reporting dues, and they make it much easier for all involved. Many fleets already have a supply, but if don't, send in a request. And while you wait at it, ask for the necessary number of score sheets, plus sanction blanks for use if you are hosting a regatta. All for free - and uniformity makes for good record housekeeping.

OFFICIAL ANNOUNCEMENT

United States Will Maintain the Minimum Weight at 425 lbs.

On February 21, 1970, the 11 U. S. A. members of the SCIRA Board of Governors were sent a ballot with this question on it:

RESOLVED: Considering it to be desirable and necessary for the best interest of Snipe and SCIRA in the USA, it is decided to maintain the minimum weight of 425 lbs. in the United States, and the National Secretary of the USA be so notified to carry out this decision.

Results of this voting as of March 15, 1970 was: YES - 8; NO - 2; not voting - 1.

Since a majority of 6 of the 11 votes are favorable, the resolution has passed and will go into effect immediately.

In all international regattas, the minimum weight is recognized as 381 lbs (173 Kg.). Boats from countries which have preserved the minimum weight of 425 lbs. can reduce that weight in these events if desirable. Conversely, if a 381 lb. boat competes against 425 boats, it may add ballast of 44 lbs, where suitable, if necessary.

This resolution was properly presented in accordance with action taken by the entire CIRA Board on February 14, 1970 allowing such a national choice.

This action was foretold in the February BULLETIN pages 4 and 5, and you are referred to that source for information about facts and procedure leading up to it.

There is nothing more to be said - the U.

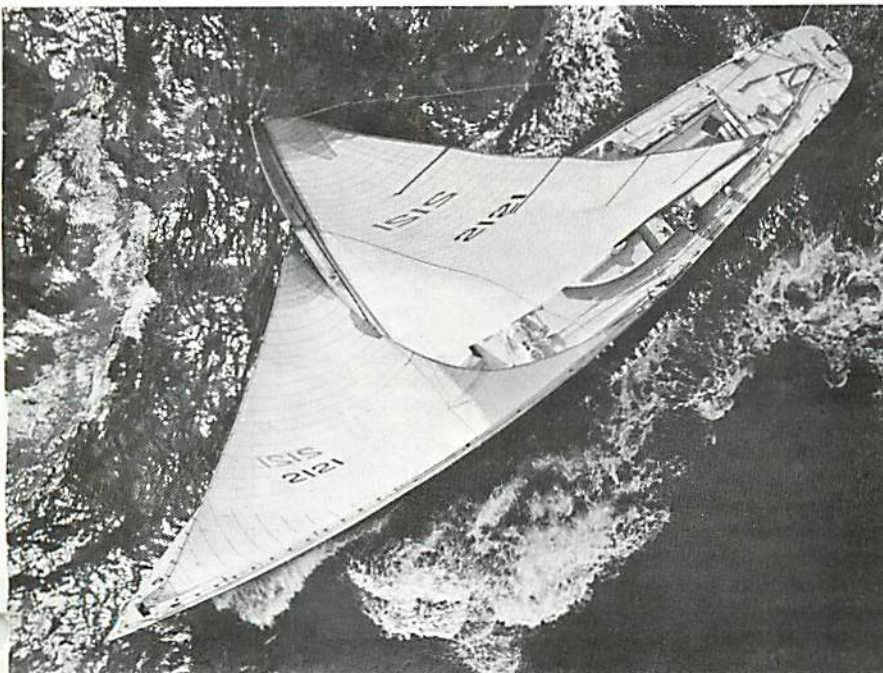
S. will conduct all its local, district, and national races as it has in the past. Perhaps other countries will elect to do likewise, but the problem will probably not be of the same magnitude as in the U. S.

Very few international regattas are held in the U. S., and the problems encountered then can be decided when the time comes.

Of immediate interest is the upcoming Western Hemisphere Regatta to be held in Bermuda in the Fall. At this regatta, the host country provides the boats, and if the only boats of equal quality available are 425 boats, then the regatta will have to be conducted as they choose; the choice would be (1) to transfer to another country which is willing and can provide 381 boats; (2) cancel the regatta if 425 boats are not acceptable.

It appears that Europe, with many international regattas during the season, will be able to meet the 381 specification; however, it would appear to be doubtful in the Western Hemisphere, at least in the immediate future.

Also, of note is the rising demand in the U. S. for a poll of all SCIRA members in order to get actual figures on the true feelings of Snipe sailors on this controversial question. To date, most statements have been based on limited personal contacts and conjecture. While, at the present time, there is no doubt a great majority repel the reduction, it would be quite revealing to know exactly how many (what %) actually do want a reduction. It looks like such action will be taken.



SAILING PICTURE OF THE YEAR - Ted Turner's 12-meter American Eagle won the SORC championship in the 30-mile Nassau Race. - Photo by Bahamas News Bureau.

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|--|---------------------|
| 8 COCKPIT COVER | \$25.00 |
| Over the boom-snap closed front-mast collar to keep rain out, and boom tip cover. | |
| 9 COVER FOR ENTIRE DECK | \$50.00 |
| Similar to No. 8, snaps or ties under rub rail, including snaps for boat. | |
| 9-B OVER BOOM, FULL DECK AND SIDES COVER | \$75.00 |
| With draw rope in the bottom edge. | |
| 10 TRAILING COVER | \$60.00 |
| Covers deck and sides with mast up or down. Has mast collar which closes opening when trailing. | |
| 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. | |
| 11 TRAILING COVER | \$95.00 |
| Choice of styles, similar to No. 10 or 10-A with separate 10-C bottom cover. | |
| 11-B ENVELOPE COVER | \$85.00 |
| Completely covers the hull, with heavy duty zippers to close the rear opening preventing dust, dirt, and rain from entering. | |
| 11-C MAST COVER with RED FLAG | |
| For protection when trailing. \$12.50 | |
| 11-I BATTEN BAG | \$3.50 |
| 11-D RUDDER BAG | Foam Lined. \$10.00 |

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LLOYD COX TOP SPOOK - FRANK VINCENT GOBLIN



SPOOK WINNERS - (l. to r. upper row) Buzz Lamb, Dick Tillman, Clif Hogg, Lloyd Cox (1st), Ralph Swanson and wife, Berta, Beth Tumlin, & Woody Norwood. Lower - Susanne Hogg, Linda Tillman, Marge Lamb, Dan Cox, Bill Neal, Bill Tumlin, and John Mueller.



GOBLIN WINNERS - (l. to r. upper) Scotty Cline, Frank Vincent, (1st), Ralph Townsend, Frank Jones, Paul Whittier, and Bruce Mylrea. Lower- Jeannie Bronough, Vera Vincent, Kay Townsend, Harry Jones, Barbara O'Neil, and Laura Mylrea.

—Photos furnished by Mrs. R. H. Green

by Peggy Davis

Halloween came early down South this year! 77 Snipe-type Spooks and Goblins from 15 states gathered Oct. 24th at the Atlanta Yacht Club to celebrate the gala finale of the 1969 racing season. The turn-out surpassed those of recent years, and is most encouraging to the sponsors of this popular event, which can rightfully claim to attract more sailors from a wider area than any other regatta in the East.

Unfortunately, the weather followed the trend of the past few years, with the chosen weekend being spotable on any weather chart as the least desirable one within weeks for a regatta. Friday was sunny with wind 20-30 mph all day. (We didn't sail!) Saturday wasn't bad - a little cool and overcast, but still good moderate winds for both races. Sunday looked more like Southern weather, but the wind had dissipated. Monday? Sunny and blowing again! Surely, next year. .

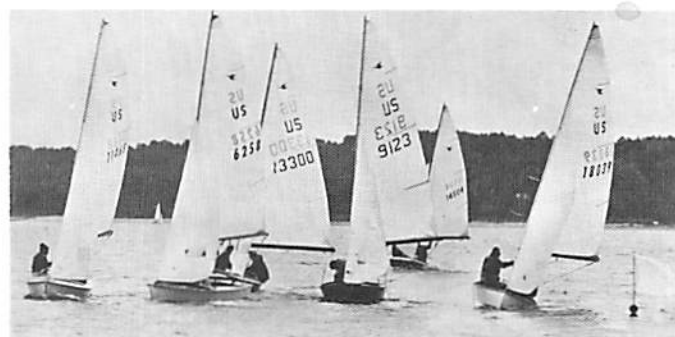
Lloyd Cox of Privateer YC, Chattanooga, didn't mind the lack of wind Sunday at all, as he pulled in another 1st to move from 4th position to 1st, thus winning his second consecutive Halloween championship, and under the practically same sailing conditions as last year. Buzz Lamb, also of Chattanooga, and Jack Mueller, of Cleveland, Ohio (in a new Eichenlaub fiberglass Snipe which he makes there), both took advantage of Sunday's race to pass Saturday's leader, John Call of Indianapolis, who was again proving that you can't win the party and become a drifter, too.

This regatta is sailed in 2 divisions - the Spooks (Class A) and the Goblins (Class B) with equal trophies for all winners. In the Goblin division, Frank Vincent of Jacksonville, Illinois, put together a 3-4-1 to win 1st place; Frank Jones of Memphis, TN, also used Sunday's race to pass Saturday's leader, Bruce Mylrea of Atlanta.

The weather certainly didn't bother any one on shore either, as festive decorations and glowing fires provided a warm atmosphere. Friday night's "practice party" saw people still talking together past the witching hour. Saturday dinner made Goblins gobble and our own "Danse Macabre" was guaranteed to raise the dead. After midnight, a good sized group remained in the clubhouse for the traditional hootenanny.

Sunday after the races at Halloween means trophy presentations with hot-buttered rum in personalized mugs for all skippers and crews, good spirits, and reluctant goodbyes for another year. This year, even more people than usual put off leaving and moved the party down the hill to "Dr. Sam's" (Norwood) cabin. It was quite a party and Monday morning found 4 states still represented in the Atlanta area.

But, as the saying goes, "All good things must come to an end", and so did the 1969 racing season and the 16th Annual Atlanta Halloween Regatta.



ACTION SHOT — Not fast, but CLOSE!

FINAL RESULTS - 1969 HALLOWEEN REGATTA

SPOOK DIVISION		Top 25 of 34 entries					
SKIPPER	FLEET	Races	1	2	3	Pts. Fin.	
Lloyd Cox	Chattanooga, TN		5	1	1	10	1
Buzz Lamb	Chattanooga, TN		3	2	2	11.7	2
Jack Mueller	Cleveland, OH		1	8	1	14	3
John Call	Indianapolis, IN		2	1	6	14.7	4
Dick Tillman	Charleston, SC		2	3	5	18.7	5
Frank Johnson	Atlanta, GA		8	2	4	25	6
Geof Andron	Chicago, IL		3	7	8	32.7	7
Clif Hogg	West Point, GA		6	12	2	32.7	8
Bill Tumlin	Salisbury, NC		16	3	3	33.4	9
Ralph Swanson	Winchester, MA		9	7	3	33.7	10
Frank Pontious	Glen Ellyn, IL		4	5	14	38	11
Dinah Tumlin	Atlanta, GA		7	11	4	38	12
Don Arthur	Chattanooga		13	4	7	40	13
Dan Williams	Chattanooga		8	11	5	41	14
Francis Seavy	Clearwater, FL		1	9	dnf	42	15
John Wesley	Chattanooga		11	4	12	43	16
Pete Duvoisin	Chattanooga		5	17	8	47	17
Jim Bronaugh	Chattanooga		10	6	14	47.7	18
Phil Nieman	Chicago, IL		11	5	15	48	19
Means Davis	Atlanta, GA		6	14	11	48.7	20
Joe Harmon	Atlanta		13	8	12	51	21
George Schwenk	Middlebury, CT		17	10	7	52	22
Delkin Jones	Atlanta		15	6	15	53.7	23
Bruce Colyer	Ft. Lauderdale, FL		4	19	16	55	24
Jack Magnuson	Chautauqua, NY		12	dnf	6	55.7	25
GOBLIN DIVISION		Top 8 of 33 entries					
Frank Vincent	Jacksonville, ILL.		3	4	1	13.7	1
Frank Jones	Memphis, TN		4	3	2	16.7	2
Bruce Mylrea	Atlanta		1	2	8	17	3
Ralph Townsend	Indianapolis, IN		2	9	3	23.7	4
Scotty Cline	Chattanooga		6	1	18	35.7	5
Paul Whittier	Columbus, GA		16	6	5	43.7	6
J.D. Drake	Jackson, Miss.		8	5	15	45	7
John Mulhausen	Atlanta		10	7	14	49	8

OHIO TITLE COMES HOME

by Bob Stevenson



1969 TOP OHIO SNIPE SAILORS - Bob and Sandy Rowland.

At long last the Ohio Open Championship title is back in Ohio where it belongs, after being four years abroad. Bob Rowland and wife Sandy, of Cowan Lake, teamed determination with performance to edge out the out-of-state "invaders" for 1st.

Strong representatives from East, West, North, and South clashed in this Sept. 20-21 regatta at Chippewa Lake YC in Medina County, Ohio. When the smoke had cleared away, three-time champion Jim Richter of Indianapolis was second and Chuck Fox from Newport YC, Rochester, NY was third. And so it goes down the list of standings with 6 Ohioans in the 1st 10 places.

Paradoxically, an Ohio skipper was assured of taking home some big hardware. Enthusiastic and determined Hueston SA skippers have provided the Acton Perpetual trophy for the top-ranking Ohio skipper in the annual affair. So Rowland took home this trophy, too, as its first winner.

Light east shore breezes teased the 34 boats through two races Saturday; and although "we NEVER have an east wind here", it came in again Sunday with an occasional puff from the southwest providing typical Midwest sailing conditions.

Three X courses were sailed with 2 windward legs each lap. Four divisions competed in round robin style. No matter which fleet he started with, Richter seemed to be Mr. Perpetual Motion working his way through all the fleets to a spot with the leaders. But consistent good sailing paid off for Rowland, who sometimes led his fleet by almost a full leg. Veteran Carl Zimmerman demonstrated his prowess to the youngsters with a 3-5-3 record.

Real emphasis is being placed on this regatta to out-of-state in hope of expanding its recognition as a regional affair. In 1970, the championship will be held at Cowan Lake June 20-21.



WINNERS - Top 10 skippers rear with first 5 crews front - (l. to r.) Ed Griffith, Tom Rolfes, Tom Selck (4), Chuck Fox (3), Bob Rowland (1), Stu Griffing (5), Jim Richter (2), Jack Magnuson, Henry Young, Carl Zimmerman. Crews - Helen Fox (3), Sandy Rowland (1), Carl Levinson (2), Steven Selck (4), Lane Griffing (5).

FINAL RESULTS - 1969 OHIO STATE CHAMPIONSHIP

BOAT	SKIPPER	FLEET	Races	1	2	3	Pts.	Fin.
18250	Bob Rowland	Cowan Lake, OH		1	1	2	3	1
18247	Jim Richter	Indianapolis, IN		2	2	1	6	2
17557	Chuck Fox	Newport, NY		2	1	6	14.7	3
10657	Tom Selck	Deep Creek, MD		5	4	1	18	4
18118	Stu Griffing	Cowan Lake		1	5	4	18	5
15940	Carl Zimmerman	Akron, OH		3	5	3	21.4	6
16341	Ed Griffith	Acton Lake, OH		3	3	7	24.4	7
17687	Henry Young	Akron		5	6	5	31.7	8
18104	Tom Rolfes	Acton		4	3	12	31.7	9
17464	J. Magnuson	Chautauqua, NY		7	7	3	31.7	10
15322	Warren Trenary	Cowan Lake		10	10	2	35	11
10101	D. Magnuson	Chautauqua, NY		7	6	6	36.4	12
11866	J. Brinkerhoff	Chippewa, OH		9	9	4	38	13
14445	Hammermeister	Akron		4	8	11	39	14
18407	S. Grandall	Detroit, MI		6	8	8	39.7	15
11463	J. Stevenson	Chippewa		6	9	7	39.7	16
18298	George Drake	Lake Angelos, MI		9	4	11	40	17
11899	Dick Glenn	Chippewa	dnf	2	13	45		18
17331	Jim Guthrie	Richmond, IN		12	11	8	49	19
12389	Frank Barber	North Cove, NH		8	10	14	50	20
15667	B. Stevenson	Chippewa		16	13	5	51	21
17398	John Fyffe	Chippewa		8	16	9	51	22
17559	G. Bartsche	Chippewa		12	11	13	54	23
16417	Phil Tanski	Chippewa		14	7	16	55	24
13900	Ed Metzger	Chippewa		10	17	10	55	25
13456	Art Kenat	Chippewa		15	12	10	55	26
14603	L. Crandall	Detroit, MI		11	15	12	56	27
14280	Roger Ream	Akron		17	13	9	57	28
9291	William Bees	Chippewa		14	12	15	59	29
17046	Dick Saunders	Cowan Lake		13	16	13	60	30
13303	Ken McGarr	Chippewa		11	dnf	14	61	31
13037	Charles Parke	Akron		13	17	15	63	32
12404	Gordon Cooke	Chippewa		15	15	16	64	33
11864	Jerome Furey	Chippewa		16	14	dns	65	34

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On the Lighter Side

SPRING THINGS

by Ruth Bockelman - Fleet 309

It's the first mellow, lovely Saturday of Spring. There have been days like it, but only those called "working days." This one brings to mind only one big thing—sailing! After a seemingly long cold winter, you are ready!

You go below to the stored boat and begin tugging off the cover. Something is odd about the color of the hull. Further investigation reveals that you have put the old girl away without scrubbing her down. You call out the crew with buckets and brushes, and roll the trailer out into the driveway to take some advantage of the Spring day. After several hours of concentrated effort (and you find that "setting" over the winter hasn't done a thing for the easy removal of the accumulated gunk), you finally have your beauty restored to Spring condition.

Now for the rigging. In checking the standing rigging as you prepare the mast for trailing, you find that you will need to renew the stripes in at least two places; the jib halyard has begun to part; and there is a pin missing from one of the side stays. Out with the masking tape and the quick-dry spray paint can. Might as well do them all while we're about it. Scrounging about in the tool kit you find a ring that will do for the side stay, but for the new halyard, you'll need a source of supply. Further checking shows the jib sheets are badly worn. You could tie them, but then you recall the sailor who got dumped last year because his jib sheet parted and left him with no control in a sturdy breeze. Nothing for it but to make a trip to the "boat store."

Now if you hurry, you can still make it to the lake for a short sail before dark. You hurry to the shop, wait for attention, and then wait some more for the clerk to find what you need. By the time you get back, you have an hour or so of daylight left and you back up to hook on the trailer. In hooking up, you note that you have forgotten to renew the trailer license for this year. Well - we'll risk a ticket! But as you prepare to hook up the lights, you recall that you've changed cars over the winter and the trunk has never been fitted out for the trailer. Away to the service station to get that problem solved! And since neither you, or the attendant, are sure which wire goes where, it is really dark by the time you flash for stops, blink right, and blink left in the right places.

As you stagger wearily home for a "sundowner", you vow that next year you'll do all the necessary chores at "put-up" time so when the first bright blue day comes along you can follow the beckoning breeze in a "ready" boat.



Fleet Building

TO "B" OR NOT TO "B"

(with apologies to W. S.)

by Buzz Levinson - Fleet 444

Several years ago in Indianapolis, we noticed that District II had a regatta that was in two divisions, for sake of simplicity call them A and B. Upon writing to that novice Sniper T. A. W., we were informed that in a large regatta they used A and B divisions in their district and it was very successful. The ground rules were quite simple—at registration the skipper chose which division he wished to enter. It was explained that the A division was intended for the more experienced skippers and conversely for B division. However, equal trophies were provided for each division and the choice was up to the skipper. Once a skipper had won the B, he was no longer eligible in that division the following year.

We incorporated these rules in our Indiana Open Snipe Championship and named the two series the Eli Lilly Division and the John Call Division. 1953 SCIRA Commodore Carl Zimmerman instigated this plan at PLYC 110 in Akron years ago and it is the basis of keen individual competitiveness there, for all B sailors are continually striving to move up into A, while A fights to keep from slipping back into B. The result is A sailing against A and B against B - no unequal races between A and B. It has been very successful and many fleets hosting large regattas might be pleasantly surprised if they try it.

At first thought the idea might seem objectionable - after all who wants to be a "B" skipper? However, there is a vast difference in experience among sailors. Some with 10, 20, or 30 years of competition to their credit certainly have a big edge over those just starting. Also equipment does vary even though Snipe does come as close to the One-Design objective as any class. Many skippers are real regatta bugs and campaign actively, while others, with more limitations on their time, never gain a sharp competitive edge. Any racing skipper does enjoy winning and "getting in the hardware" and an A and B division provides this opportunity for many less active and experienced sailors.

Any regatta planner could try this A - B system without additional cost. Just take the trophy money and divide it equally - buy the same number of trophies, but divide them A and B. (if necessary scale them down in size). If the number of entries is large (for example, over 40) let the fleets sail separately, starting ten minutes apart. If the number is smaller, let all sail together, but score separately. But once a sailor

A AND B FLEET DIVISIONS AS USED IN BOTH LOCAL AND DISTRICT REGATTAS.

declares his intent, he is eligible only for those trophies.

This A and B division often eliminates another practice - that of breaking into fleets and seeding entries. In starts of over 35 to 40 boats, it has been thought desirable in Snipe racing to break entries up into fleets. For example, if 44 boats are competing in a 3 race regatta, they are broken up into 4 fleets of 11 each. Each fleet races the other once during the regatta. The advantages of this system are in avoiding jamming at the starts with the ensuing numerous fouls and high premium on the start. The disadvantage is in sailing against some competitors only once and some (in your fleet) all three races.

Seeding helps overcome what might be otherwise loaded fleets. It is best if several skippers from various fleets with a knowledge of all contestant's ability get together and group the entries A, B, and C. This can only be done approximately, but usually is easier done than it sounds.

Then group A is dealt out into four piles (like cards), then B, then C. It sometimes is best to divide the groups geographically also since it is not much fun going to a regatta and sailing all three races against your home fleet buddies. The groups can be adjusted by the seeding skippers if deemed advisable, although careful A, B, and C selection avoids this.

In a local fleet, at the start of the new season, divide it into 2 equal groups (or 1/3 to 2/3rds according to size and talent) based on last year's standings, as done in all other sports. If you have 30 races scheduled, then sail the 1st 15, figure standings; make similar trophy awards to each group.

For the 2nd series: if a B sailor had a higher score in the 1st series than any A sailor, then he moves up into A, while the beaten sailor drops back into B (the number in each group always remains the same). This division is based on the point scores made competing with the entire fleet - the separate scores kept for each division are not considered in this reshuffling. Thus there is always an incentive not only to beat your immediate close class rivals, but also to defeat the "elite" and move up. At the end of this series, have another series awards presentation.

These two ideas - A and B regatta divisions, and seeding in large regattas where fleets are necessary - make for keener competition and more enjoyment for all competitors. They merit consideration!

Bud Hook once said the Hook Drug Stores used to be classed A, B, and C. However they did away with B and C and now have only A, AA, and AAA. Perhaps there is a message here!

N. E. Snipe Class Crown To Winchester Skipper

HISTORIC BOSTON HARBOR FILLED WITH SNIPES AS TERRY CRONBURG TAKES TITLE FOR THE THIRD TIME.

Ed Younie of New Hampshire is 2nd and Tom Legere third.

The weekend of July 19 and 20, saw Massachusetts Bay Fleet #244 and the Savin Hill Yacht Club host the New England Snipe Class Championships.

Activity began on Friday, as local Snipes sailed across the harbor to take moorings in the Savin Hill Fleet. During the evening, boats from other New England States began arriving over the road. It was on Friday evening that John Storey arrived all the way from Shediac Bay, New Brunswick, Canada, to add international flavor to this competition.

Bill Cloudman, the Commodore of Savin Hill, saw that plenty of good cheer was available in his locker for all early arrivals.



Saturday morning began fast and furious, as trailer after trailer began pulling into the parking lot, keeping Mrs. Margaret MacPherson and Mrs. Linda Gaudet overpowered at the registration desk. By the time Ron Gaudet, Chairman of the Race Committee called for the Skippers Meeting, thirty-two entries had passed by the registration desk.

It was originally planned by the Race Committee to sail three races in four colored divisions. The skippers were polled as to what was their pleasure, and they voted to sail as many races as could be sailed in two days. Then and there it was decided to sail five races. What a sigh of relief by the Race Committee. Can you imagine keeping track of all those colors?

From 12:00 to 1:00 launching began on the brand new electric hoist installed for this event. Donald Simpson from Fleet #628 in his "Dry Rot" became the guinea pig as the first one-design sailboat ever launched by electric hoist from Savin Hill. Once Don reached the water we all breathed easier and the rest went over like clock work.

First Race: With the "New Boston" as a background, thirty-two boats from

seven different fleets - Bantam Lake 301, CT; Winchester BC 77, MA; Lake Quana-powitt 628, MA; Town River 651, MA, Narragansett Bay 17, RI; Shediac Bay YC 381, Canada - made an exceptionally good start in light easterly winds. Ed Younie from Keene, New Hampshire in his own boat built at home, jumped out quickly, made one port tack then crossed over on starboard and that was all for race number one. Ed led all the way around. With Ed as crew was young Steve Stairs from New Brunswick, Canada, who up to a few days before, planned to sail his own boat but in a sudden storm on Shediac Bay, it broke loose from its mooring and was badly damaged on the rocks. Steve still made the trip to Boston and was matched with Ed whose young son could not accompany him.

Second Race: 3:35 p.m.

Again, in light easterlys, a near perfect start was recorded. Over the same course Terry Cronburg of the Winchester Boat Club, worked his way in front of club mate Tom Legere and led thirty-one boats over the Olympic course. Ed Younie kept his boat moving and finished third behind Ledger.

Third Race: 5:05 p.m.

For the third and final race of the day, the easterly breeze freshened to about 10 m.p.h. The Race Committee had an easy time of it since the easterlys held steady and at no time during the afternoon did a mark have to be altered. Another picture start was made and this time Ted Van Deusen, defending New England Champion, showed what made him the Champ last year as he worked his way in front and led all starters to the finish. Ted was followed by Ed Younie second and Terry Cronburg third.

The end of the days competition showed that Ed Younie's consistency of a 1-3-2 was enough to give him a 10 pt. lead going into the final day of competition.

Many thanks must be extended to Mr. Thomas Legere, Sr., Commissioner of Motor Boating for the Commonwealth of Massachusetts, who provided his help in keeping the race course free of motor boat interference.

The buffet supper put on by the Club on Saturday evening, was only out done by the bartender who made sure everyone became friendly very quickly. Bob Nicholson and his wife, proprietors of the Clubs restaurant out did themselves in the preparation of the hall and the food. No one went hungry.

Sunday morning dawned ominous and threatening. It looked as though rain would be the order of the day, together with a drifting match. Up to the time the race committee left for the starting line, not a breath of air could be found in the Bay. Radio communications with boats out in Massachusetts Bay said that air was on its way up the coast from the East. Many boats had to be towed out to the starting line but by the start of the fourth race, the breeze arrived at 15 m.p.h. nice and steady from the East. Going into this

fourth race, all the attention was on whether Ed Younie could maintain his consistency and keep his lead over Terry Cronburg who was pressing him.

Fourth Race: With beautiful easterly air giving everyone a lift, Cronburg and Younie, drove across at the start and that was just the way it ended. Terry kept his lead around the 3½ mile olympic course and Ed could not break thru. Still it was not enough for Terry and the fifth and final race would be the deciding line.

Fifth Race: (Comments of Boston Herald Traveler). "Ed and I both started at the leeward end of the line in easterlies of about 10 knots. I worked up to windward and Ed sagged off to keep his air clear. By the time we tacked to port we were 100 yards ahead of him."

We rounded the weather mark about sixth, Ed was about twelfth. We passed two boats on the first reach, one on the second reach, then on the windward leg up we moved into third. On the run to the finish we passed Tom Legere to place second in that race. Ed had gotten bottled up and he finished ninth. That gave him 15 points to my 3, which, on a low-point system, turned out to be enough."

Thus ended the 1969 "New England's" and for the third time, Terry Cronburg of the Winchester Boat Club had won this Championship.

Very traditional trophies were presented back at the Club. Handsome New England Paul Revere reproductions in pewter were presented to the first five skippers and crews. Two special trophies were awarded to the top junior skipper and the top husband and wife combination. John Storey of Shediac, New Brunswick, Canada, was presented a club burgee to take back with him and young Steve Stairs also from New Brunswick as Ed Younies crew took back a second place crew trophy.

Other special prizes were awarded as follows: TOP JUNIOR went to Susan and Janice Tabor who sailed their old Snipe 4140 to finish 6th overall; TOP HUSBAND & WIFE Team to Skip and Barbara French for their 9th place finish; CLUB BURGEE to John and Jamie Storey of Canada (John has since been elected 1970-71 National Secretary of Canada). (Author's name not furnished)

27th N. E. CHAMPIONSHIP - 19 out of 32.

Boat	SKIPPER	CREW	FLEET	Fin.
13018	Terry Cronburg	Louise Harris	77	1
14019	Ed Younie	Steve Stairs	NH	2
16582	Tom Legere	David Smith	77	3
16314	T. Van Deusen	Lynn Stites	77	4
17462	John Kelly	O. McGrath	244	5
4140	Susan Tabor	Janice Tabor	244	6
11910	Austin Lally	Kathy Lally	244	7
13999	Russ Cook	Berg Keshian	244	8
9320	Skip French	Barbara French	651	9
16613	John Storey	Jamie Storey	381	10
17679	Steven Falk	John Falk	17	11
13010	Joe Zambella	Tom Burke	244	12
17461	Richard Dimes	R. Dimes, Jr.	244	13
18036	Jeff Forman	Deborah Howard	17	14
17463	Chuck Loomis	Steve Crombie	628	15
14196	Bill McInnis	Carl Emma	17	16
13006	Ron Marley	Ralph Freeman	651	17
13874	Bill Stites	Tim Armstrong	77	18
13005	Maureen Kinney	Ann Kinney	77	19

FRANK LEVISON

Top District 3 Junior-1969

TOM TOWNSEND, also of Indianapolis, 2nd.

The 1969 Jr. District #3 Championship Snipe Regatta was held at the Illinois Valley Yacht and Canoe Club (Ivy Club) of Peoria, Illinois on July 12 and 13.

Indianapolis took the first two places of the 25 possible with Frank Levinson winning the regatta and Tom Townsend placing 2nd. Last year's Jr. District Champ Jim Bigham of Cincinnati took 3rd, while Jeff Troeger of Birch Lake was 4th. Tim Nichols of Wolf Lake finished of the trophy winners by placing 5th.

The wind was light for all races and all 5 races were set in an Olympic course. Three races were sailed on Saturday and two were sailed on Sunday.

The first race was sailed with a 3-6 mph wind. It was won by Frank Levinson, who had a commanding lead from the start and never lost it. David Bertlesen was second while Jim Bigham was third.

The winds for the second race picked up slightly, but were very shifty. Frank Levinson again led the whole race and he won by a safe distance with Tom Townsend taking 2nd and Jeff Troeger taking 3rd.

Tim Nichols, Jeff Troeger, and Frank Levinson fought for the lead of the 3rd race with Frank Levinson coming out on top, Tim Nichols taking 2nd and Woody Cox sneaking in for a 3rd. Jeff Troeger fell back to take a 10th. The wind died on the last leg making it difficult for the boats to finish.

Sunday morning Frank Levinson increased his winning streak to 4 wins with Tom Townsend 2nd and Jeff Troeger taking 3rd.

The fifth and last race was won by Tom Townsend with Tim Nichols taking 2nd and Jeff Troeger taking 3rd. The wind was again very unpredictable and light.

The Jr. Snipe Fleet of Peoria raised the \$250 needed to put on the regatta through many activities, which included a car wash, a bake sale, and washing windows.

— by Donna Leber



TOP WINNERS LINE UP IN ORDER- Commodore McEwen presented the trophies to Frank Levinson, Tom Townsend, Jim Bigham, Jeff Troeger, and Tim Nichols. Then he yelled, "River for Freak" — and Frankie got it!
Photo by Peoria Journal-Star

FINAL RESULTS - 1969 DISTRICT 3 JUNIOR CHAMPIONSHIP - (no throw-outs).

BOAT	SKIPPER	FLEET	Races	1	2	3	4	5	Pts.	Fin.
17460	Frank Levinson	Indianapolis		1	1	1	1	5	10	1
16856	Tom Townsend	Indianapolis		5	2	4	2	1	24	2
16400	Jim Bigham	Cowan Lake, OH		3	4	8	4	4	43.7	3
16953	Jeff Troeger	Birch Lake, MI		6	3	10	3	3	44.8	4
17780	Tim Nichols	Wolf Lake, MI		11	5	2	9	2	48	5
17502	David Bertelsen	Crescent SC, MI		2	8	5	6	12	56.7	6
16977	Woody Cox	Crescent SC		12	6	3	16	7	70.4	7
16023	Phil Tomlinson	Crescent SC		16	9	6	8	16	84.7	8
16730	Danna Laber	Peoria, IL		9	13	12	11	10	85	9
17389	Jeff Evans	Island Bay, IL		4	10	17	10	18	87	10
17224	Roy Guthrie	Richmond, IN		18	16	16	13	6	88.7	11
13020	Jim Butler	Peoria		14	7	15	12	11	89	12
16659	Lou Dixon	Island Bay		10	11	7	21	14	93	13
16855	Tom Fowler	Island Bay		13	14	dnf	5	9	95	14
14771	Ric Porter	Muncie, IN		7	dnf	9	19	13	105.5	15
16331	Tom Sly	Decatur, IL		21	19	14	14	8	106	16
16697	Mike Gray	Peoria		18	15	13	15	23	114	17
18120	Bob Hill	Acton Lake, OH		19	12	11	22	22	116	18
17331	Gary Guthrie	Richmond		15	18	19	20	15	117	19
17692	Robin Forbes	Indianapolis		24	21	18	7	21	121	20
17466	Jack Walz	Peoria		20	17	20	17	24	128	21
11313	Jill Gore	Diamond Lake, MI		22	22	21	18	19	132	22
16377	Sandy Cox	Crescent		17	20	22	23	20	132	23
9871	Peggy Reid	Peoria		25	24	24	24	17	144	24
12004	Pete Johnson	Peoria		23	23	23	25	25	149	25



Herb Shear of Chubasco Boats, Earl Elms, et al., travel in this sleeper with 1 trailer.

Two Unusual Pictures

Dan Williams took these pictures at Jacksonville last Aug. He says:

If anyone had ever told me you could haul 5 Snipes at one time, I would never believed it. After the Nationals, we passed this outfit in south Georgia towing only 1 boat, so apparently they sold 4 of them back east. That must have made a pretty good trip for the California bunch; they went back with both money and hardware.

In the shot of the 6 cam cleats, I am still wondering what happens if you pull the right hand yellow line - must be the "panic button", or perhaps to balance the looks.



Each cleat has a sign which tells you what line you are pulling. Lou Varalyay's idea.

Harry Levinson and Son Harry, Jr. are 1969 Indiana State Champs - 2 Ohioans 2nd and 3rd

94 SNIPES - A ONE-DESIGN RECORD?

It was a Summer Re-run at the Indiana Open September 6 and 7, with (who else?) a Levinson winning the Big One... Harry, that is... for the fourth time, with young son Harry Jr. as crew.

94 Snipes made this the World's Largest One Design Regatta, evenly divided with 47 skippers who placed themselves in the Eli Lilly (championship) Series and 47 in the Call (novices), the latter won by Allen K. Ward of Commodore Decatur (Ill.) Yacht Club, and that series' Highest Scoring Junior trophy as well.

Then, sorta to keep it in the family as much as possible, Harry's nephew, Carl (Buzz's middle boy) won Highest Scoring Junior in the Lilly Series.

The first race saw idyllic conditions - clear skies, warm, but not hot, medium winds that were steady as to velocity and direction (by Geist Reservoir standards). Bob Rowland, the hot young skipper from Ohio, beat Harry to win his heat, closely followed by Gene Lemke of Indianapolis and Stu Griffing of Cowan Lake (Ohio). Steady Paul Zent of Indianapolis won his heat against Mark Schoenberger (Cowan) and Buzz Lamb, all the way up from Chattanooga.

Meanwhile, in the Call Series Alan Levinsohn (no relation- note the "h") and George Drake finished ahead of Paul Porter and Steve Sherman in fine style.

Then came the second race.

The wind was still light to medium, but black air was piling up to the north. Final Results - LILLY Series (top 13 of 47)

BOAT	SKIPPER	Race	1	2	Pts.	Fin
12192	Harry Levinson		2	1	3	1
18250	Bob Rowland		1	4	8	2
18118	Stu Griffing		4	2	11	3
16856	Tom Townsend		6	1	11.7	4
16734	Mark Schoenberger		2	5	13	5
18247	Jim Richter		4	3	13.7	6
16797	Paul Zent		1	9	15	7
7428	Buzz Lamb		3	5	15.7	8
12345	Lloyd Cox		10	2	19	9
13023	Edwin Probeck		10	3	21.7	10
17600	Gene Lemke		3	14	25.7	11
18001	Buzz Levinson		5	10	26	12
17395	Spike Boston		9	6	26.7	13

The Lilly Series got off and away, followed by the first division Call. The second heat was just a few minutes beyond the start when the line squall hit, with gusts up to 38. Over they went. (Personal note-I was crewing for my daughter, Molly and we were well prepared with sails released and heading into the wind, but we turtled too.)

It was touch-and-go go right it and sail back under the jib, such was the ferocity of the storm.

Meanwhile, up the lake, the Lillys were managing to survive the first onslaught, which did not hit them so hard, but running back the capsizing began and only then did the Committee call off the race.

Needless to say, an hour later the sky was clear and soft winds blew.

Thus Sunday, two races were sought. But you know what always happens - flukey, erratic, 2 mph with gusts up to 2 1/2. Indianapolis sailors, Tom Townsend and Harry Levinson won their heats, as did Ward and Jeff Troeger. It being well past noon with no more wind in sight, there was no third race.

Berkeley Duck was Regatta Chairman, Revere bowls were given skipper and crew through tenth place (Lilly) and silver brandy snifter skipper and crew to ten places (Call). A dinner-dance was held Saturday night with a band that could play music of the forties (for the likes of me) and hard rock for the young crowd. Berk aims to please, and he did!

- Judy Head

Final Results - CALL Series (top 13 of 47)

BOAT	SKIPPER	Race	1	2	Pts.	Fin
16793	Allen K. Ward		4	1	8	1
18342	Paul R. Porter		2	3	8.7	2
18108	Steve Sherman		2	4	11	3
16608	Jerry Peterson		6	2	14.7	4
18119	Alan Levinsohn		1	9	15	5
18107	Dave Allen		7	2	16	6
18298	George Drake		1	11	17	7
15280	Paul Campbell		4	6	19.7	8
17690	Bob Allen		8	3	19.7	9
18116	John Brannan		3	10	21.7	10
18105	Norm Belaswenger		10	4	24	11
18114	Joe Cannon		5	8	24	12
16200	Fred Hedemark		6	8	25.7	13

JOHN CALL BEST OF 60 SAILORS in Rough Weather Regatta at Lake Lotawana

Missouri Yacht Club was the site of the Lake Lotawana Snipe Regatta, where calm and serenity showed themselves only at the cocktail party, certainly not at the races; where capsized boats and broken equipment seemed the order of the day. Out-of-towners swept the Missouri Yacht Club Series, with John Call of Indianapolis first in the standings followed by Jim Hoyt, Quivira, in second place and Bob Williams of Wichita in third. Dick Caspari of Wichita took fourth place honors.

The local sailors were a little better represented in the Lotawana Series. Corky Reusch won first place for Wichita, but Bob Hunt of Lotawana came in second, while Rex Tucker of Topeka was third and John Maestri of Ft. Smith, Arkansas took a fourth.

For the first time in Lotawana history, over sixty boats were entered in the regatta; with this many boats, and with the top skippers who were present, the wind simply had to do something unusual, which it did. It came up, and up, and up and UP! And as the two fleets sailed down the lake for their start, a large increase was noticed in the number of those sailors who stayed behind and joined the Lake Lotawana Chicken Fleet. This amount of wind must have been to John Call's liking, however, as he had a score of only three points for the three races while his next closest competitor had twenty four.

The most unusual feature of the regatta was the presentation of a traveling trophy by the Lincoln sailors. This trophy, brought by car from Lincoln for the purpose of advertising the Firewater Regatta, was a full-sized coffin, which was received without a shiver from the Lake Lotawana Sailors. It is at present being fitted with a spar and a suit of all-purpose sails. - Pat Van Derck.

The 1970 Rule Book IS LATE.

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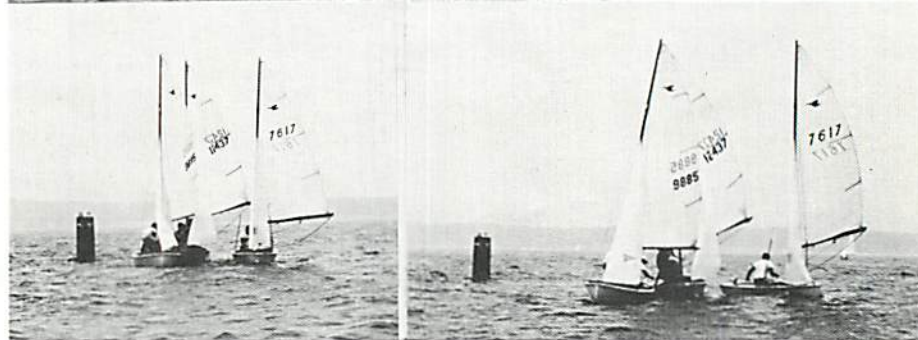
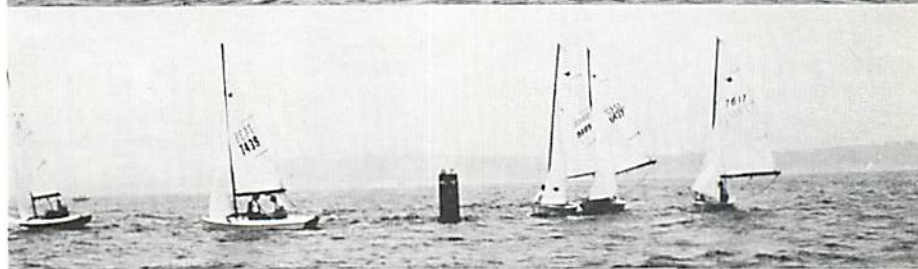
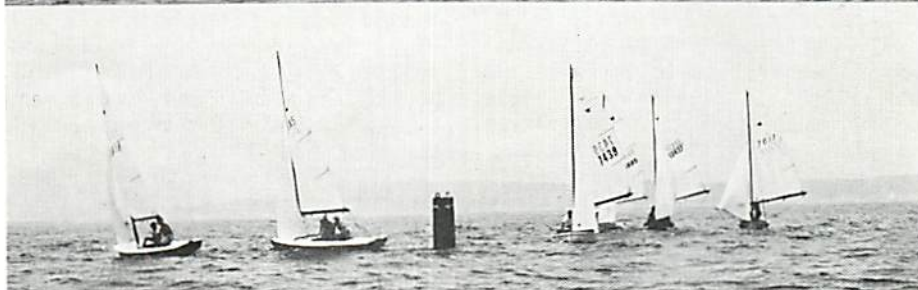
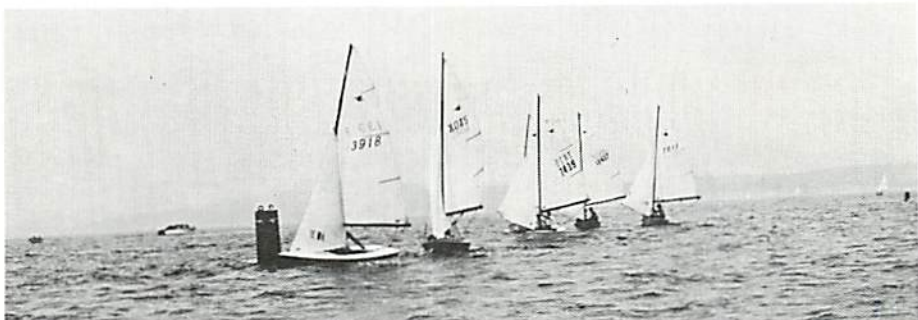
Send in your dues along with the name and address of your present crew if you want him to get his free copy of the BULLETIN this season. **Keep in good standing!**

Good Pictures Better than 1000 Words

Taken by Ellen Horan, erst-while Snipe sailor from the Privateer Fleet 142 in Chattanooga and now an Associate Editor of Yachting Magazine, these shots make an interesting pastime of trying to figure out the action. But Ellen does it for you: **RULE 42.1 (a)** - Giving room at marks and obstructions - is graphically illustrated here. The Snipe inside (later visible as 9885) in pictures 1 and 2 (from top down)

has established her overlap before the two boat lengths distance and is thus entitled to buoy room.

However, it appears that contact was made by 12437 in picture 3. Snipe 7617 steers clear to avoid collision. There is also a possibility that Rule 59 could apply here against 9885 if it can be established that, after rounding, she sailed below her proper course. (Many thanks, Ellen!)



Wells Wanderings



by Ted Wells

MARCH 1970

OFFENSIVE AND DEFENSIVE SAILING IN REGATTAS

According to Jim Richter's schedule of articles on Racing Tactics, with which WW is supposed to coordinate, the first half of this title was supposed to appear in November. Better late than never!

I have never divided tactics this way consciously; although, I suppose, I did subconsciously. Offensive tactics would include, generally speaking, getting good starts, going as fast as possible in as many of the right places as possible in the early races of a regatta, ignoring the competition. Later on in the regatta, you would still be doing this; but the implication would be that you are trying to catch up with someone who is ahead of you and you no longer ignore the competition.

Taking a flyer, going off by yourself is seldom the answer; unless you are so hopelessly behind in the particular race that the only way is up. Flyers work once in a while; but generally, for some reason, all the leaders seem to be going in the right direction. A tacking duel on a windward leg will sometimes work as you choose the moment to tack, and you might catch your opponent off guard. On a reach where carrying the whisker pole is marginal, you can sometimes pick a moment, preferably in a puff, to drop your pole and head up.

Frequently, however, the best offense is just doing everything right and letting your competition goof. Earl Elms won the Nationals in 1967 and 1968 this way. Both years, other skippers appeared to have the thing sewed up. Earl won the last race both years, and his competition went down the drain both times.

Defensive sailing in a regatta should not be considered until almost the end of the regatta, by which time it is obvious whom you want to stay ahead of. If the skippers, who had been ahead of Earl in the two races mentioned above, had just followed him around, they might have been better off. In my own case at the Nationals this year, at the start of the last race, I was about five points ahead of Roger Stewart but didn't know it. In this race, I was ahead of him turning the mark at the end of the run, and had I covered him on the last beat (or tried to), I would have taken fourth in the series. As it was--Roger took fifth in the last race while I was working my way back to fourteenth and Buzz Levinson was getting himself a DSQ.

Additional Rule Changes Now in Effect

Rule 8 add Option 12: Movement of the mast, fore and aft or lateral, may be restrained by blocks at the deck level. Fore and aft guys may be used, with the fore guy attached to the mast no higher than the top band of the lower set of bands. Mast can not be moved at the maststep.

Para. 9 add: On any measured item (mast, boom, rudder or centerboard) only one can be measured and these items can be changed only on irreparable damage or loss, after the start of any racing season.

Para. 22: Maximum width of cockpit 36"; on boats meeting new flotation requirements 40".

Para. 56 add: Holes with maximum drainage 100 square inches may be made in the transom to facilitate drainage.

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- May 3 MIDDLEFORK OPENER Regatta, Middlefork Reservoir, Richmond, IN, Richmond SC. George Howell, 4305 W. 2nd St., Richmond, IN.
- MAY 9-10 19th SOUTHERN Championship Regatta, Privateer YC, Lake Chickamunga, Chattanooga, Tenn. Kenneth A. Simons, 619 Texas Ave., Signal Mtn., TN 37377
- MAY 16-17 KICK-OFF Regatta, Lansing SC, Lake Lansing, Haslett, Michigan. Jerry L. Taylor, 1102 Cliffdale Dr., Haslett, MI 48840
- JUNE 6-7 DECATUR Invitational Regatta, Decatur YC, Lake Decatur, Illinois. Gene Keltner, 1824 Richmond Ct., Decatur, IL 62521
- JUNE 6-7 NORTHERN WARM-UPS Regatta, Wolf Lake YC, Big Wolf Lake, Jackson, Michigan. Carl Schaff, 706 Bellevue, Jackson, MI 49202.
- JUNE 20-21 OHIO OPEN Championship, Cowan Lake, Cowan Lake SA, Cincinnati, Ohio. Arnold Lundmark, 4361 Wallington Dr., Kettering, OH 45440.
- JUNE 20 MICHIGAN STATE Championship, Gull Lake, MI, Gull Lake YC. Raymond E. Crossdale, 2255 Idlewild, Richland, MI.
- JUNE 19-24 VASCO DA GAMA 2nd International Regatta, Porto, Portugal. Sport Club do Porto, Mohle Norte, Leixoes, Portugal.
- JUNE 27-28 DISTRICT 4 Championship, Jackson YC, Barnett Reservoir, Jackson, Miss. J. D. Drake, 172 Alta Woods Blvd., Jackson, MI 39204. Tel: (601) 373-1060.
- JUNE 27-28 SLAUSON MEMORIAL Regatta, Illinois River, Peoria, IL, Illinois Valley Y&C Club. Pau; Campbell, 1311 W. Parkside Dr., Peoria, IL.
- JULY 17-18-19 DISTRICT 3 Championship, Diamond Lake YC, Cass County, Michigan. Harold E. Slutsky, 924 Weber Square, South Bend, Indiana 46617
- 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 22-23 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Marvin Lee, 5219 Nichol St., Anderson, IN 46011. Tel: 644-3349
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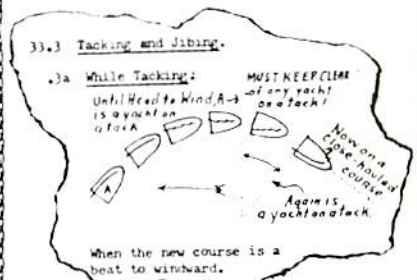
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