

SNIPE ***BULLETIN***



MARCH 1978



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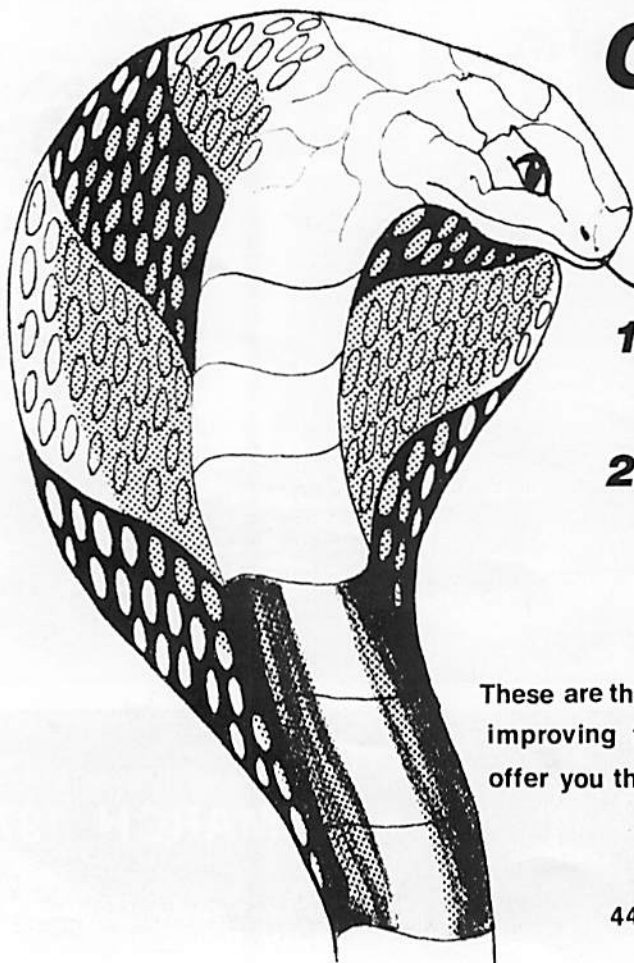
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Memphis sailors displayed Snipes at a shopping center mall.

Malling Your Snipe!

When an article appeared in the BULLETIN extolling the benefits of malling your Snipe, we decided to try it in Memphis, and had a great time as well as getting plenty of publicity for Snipes.

Stewart Waugh contacted the manager of our largest shopping mall who was very receptive to the idea. These managers are responsible for providing entertainment to draw customers to the malls. He even sponsored ads on local radio stations. We also placed a small ad in the classified section of the newspaper. We chose a week in February since boats were home for the winter anyway.

We showed seven boats ranging from the newest fiberglass models to older boats with wooden decks. You will be surprised at how many people go crazy over the wooden boats. We had five manufacturers represented, to give people a chance to see the different ways Snipe

can be rigged. We had an information sheet prepared to hand out, and during weekdays when no one from the fleet was there, we had a pile of these sheets available. We made a schedule for the weeknights and weekends to have at least one person always present.

There was hardly a dull moment. Once people realized we were sailors and not high pressure salesmen, they became friendly and talkative. Those with high interest were recorded for contact during sailing season.

One area of worry was the safety of the boats and equipment, especially when no one could be there to keep an eye on the boats. I imagined everything from cigarette burns in the sails to broken fairleads, but to my relief, there was not a single problem of any kind. This may be explained by the high moral sense and good upbringing of Memphians, but I think that sailboats tend to give people good vibes and do not inspire vandalism.

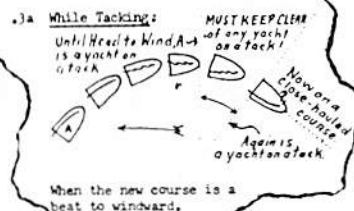
A final tip if you want to try malling your Snipes; pick a date as close to the sailing season as possible. We found that several of the people on our list developed other interests or took on financial obligations that precluded the purchase of a boat. If someone is interested, it's best to get them out for a sail as soon as possible.

So give it a try, you will have a lot of fun and also stimulate a lot of early season activity in your fleet members.

Russ Prewitt
Fleet Captain
Delta Fleet 407

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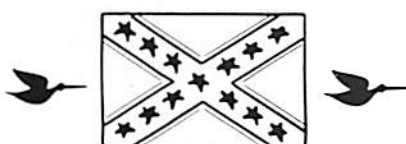
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SNIPER BULLETIN

SNIPER CLASS
INTERNATIONAL RACING
ASSOCIATION

MARCH 1978
VOL. XXVII No. 3

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

THE COMMODORE SAYS

This is not going to be an article
pertaining to Commodore Bruce H. Col-
yer. It is going to encompass you and
your thoughts in regard to Sniping.

First off, I am a believer in the fact
that we all learn from each other and thus
better ideas and better things come from
same. Therefore, those of you who have
ideas should express them and propose
suggestions that could possibly benefit
our "Super Snipe Class." Note: this per-
tains to everyone of you anywhere in our
"Sniping World." If you don't suggest
and express then you don't possess any
gripping rights.

For those of you who have served in
the military service I don't want to be a
"New Lieutenant Who Sweeps Clean." I
only want to encourage each and every
one of you World Wide to express your-
self about real personal convictions, prob-
lems, and proposals.

So far the following are what I am
going to try and improve upon:

1. The decal system isn't perfect. How
about complementing it with a personal
wallet, carried membership card (if you
own two boats then 2 decals and 2
membership cards and 2 dues) to elimi-
nate the present misunderstandings.

2. I would personally like to see the
builders (who are really doing their best
between a rock and a hard spot) to
persuade the buyers to accept a tougher
and more rugged durable longer lasting
Snipe like we purchased six-eight-10 years
ago.

3. The rule book isn't perfect. The tax
agencies and governments World Wide (as
our Executive Secretary Buzz Lamb
pointed out) are still trying to plug the
loop holes in the tax system. However, if
you see something in our rule book that
is in question in your own mind please
contact me. I believe that we are a very
efficient class and are very close to
perfection.

A. My personal knowledge questions:

1. The bow chine intersection
2. Crew changes in Major Champion-
ships
3. Switching masts in a racing season
4. Is the second mast stripe necessary
5. Is lead legal in the masts
6. How variable should the mast part-
ners opening be
7. How to improve upon the moment
of inertia rule to accomplish a longer
lasting, more rugged, more durable Snipe
racing hull. Commodore Dan Williams

(the Father of the moment of inertia
rule) feels that we can improve. So why
don't some of you help us to do this.

8. How about our rule book being
printed only every four years to corres-
pond to prospect rule changing years.

I only open these terribly controversial
subjects because I believe we can correct
and appreciate a more definite World
Wide perception, when we finally define
them properly.

It can't happen overnight. I cannot do
it personally. However, you Snipes can
help all of us accomplish improving on
our Snipe Class International Racing As-
sociation.

Another problem that I am confronted
with. There is need for more enthusiasm
for the "Junior World Championships."
Do any of you have some good ideas?

A major problem is that our outstand-
ing Snipe Class has slowed up in growth
and popularity (please note that this
pertains to boat numbers issued on new
boats being built), and I would like to
have some ideas to help us stimulate our
thoughts on how to improve upon this
situation.

Now it is up to each and every one of
you to come forth with ideas and sugges-
tions, (don't just gripe and complain and

THE COVER

Last year's Gold Cup Regatta starts
illustrated the problem a race committee
has with a large fleet — particularly if one
end of the line is favored. Over 80 boats
were trying for the pin end of the line.
(The whole Gothlin family was there —
the two boats from Sweden nearest the
camera.) The motor boat in front of the
line has been dispatched by the commit-
tee, barely visible on the horizon, to herd
the offending boats back behind the line.
Photo by Buzz Lamb.

THE SCORE

The cold weather has been a bit harder
on everything, including the boat number
department. Only 10 numbers were is-
sued last month, all to the U. S. Warmer
weather should loosen things up.

Numbered SNIPES — 23173
Chartered Fleets — 753

cheer) to help all of us and our Snipe Class.

In conclusion there is one thing that you will learn from me! That is, if you want to say something I will listen and answer honestly for the good of our Snipe Class World Wide. If you don't express yourself then don't knock the best all around racing class in the World.

Hike Hard and Happy Sailing,
Commodore Bruce H. Colyer

THOUGHTS WHILE SAILING

It is unfortunate that this issue has to report the death of Van Wesley on January 29, 1978. He had battled leukemia for a year and a half but was able to sail intermittently during the time, winning the District IV Championship as well as the Thistle district championship last year. In 1976 he won the Midwinter Championship, Don Q Regatta and would have won the Southern Circuit's Zimmerman Trophy but for the bad luck of being late for the last race in Nassau because of a broken hoist. His abilities had put him in the top list of finishers at the U. S. Nationals in recent years.

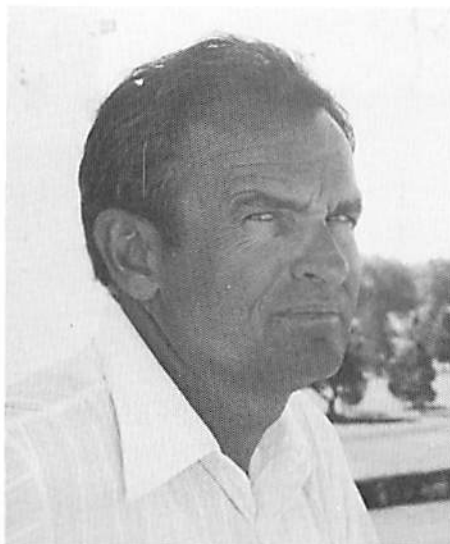
Van was a second generation Snipe sailor, sailing for most of his twenty-four years. He was a very popular man and a true gentleman, and was always willing to share his knowledge of sailing. His quiet friendliness endeared him to young and old. A star is gone — and will be missed by the Snipe family.

Regatta Sanctions

Regattas are sanctioned by National Secretaries or District Governors, and will not appear in the Sanctioned Regatta list unless they are actually approved and sanctioned. We hope this will help to guarantee the continued well run regattas which the class has always enjoyed. Sanction forms may be obtained from the SCIRA office. Publication Information including BULLETIN closing dates is shown on Page 4 of the BULLETIN every month.

USYRU Junior Championships

August 20 through 24 has been announced as the dates for the U. S. Junior Championships to be held at Mission Bay YC, San Diego, CA. The Bemis (2 man) Championship is to be held in Snipes.



Gonzalo Diaz (Buzz Lamb photo)

Gonzalo Diaz Is New SCIRA Rear Commodore

"Hey, Old Man!" is yelled across the parking lot at any US Nationals, and only one man looks up. Gonzalo Diaz is a mere boy of 48 — in a class which is nearing 50 itself — but "Old Man" it is to top sailors in the US, and all over the world, where Gonzalo has doubled and even tripled as skipper, crew, and member of the Board of Governors of SCIRA.

Gonzalo is probably unique in the Snipe Class, having been Vice Champion of the world as skipper in 1959 and crew in 1975.

His three children; Gonzalo, Jr., Ana, and Augie, are all sailors, and his lovely wife Carmen has been joined as cheerleader by two new granddaughters.

Gonzalo's knowledge of the class, and loyalty to it, were well exhibited as a member of the Board, and will be well used as an officer of SCIRA.

Changes in National Secretaries

New National Secretaries have been announced as follows:

Puerto Rico: David J. Colon, Howard, University Gardens, Rio Piedras, PR 00927.

Spain: Santiago Mendez Farina, SCIRA Secretario, Juan Vigon 23, Madrid 3, Spain.

Sweden: Per Gotthlin, Gotgatan 79 1 tr., S-116 62 Stockholm, Sweden.

Attention Travelers

A resolution was passed during the World Championship in Denmark that boats be made available by local Snipers to out-of-country sailors at international

meetings when at all possible. The boat owner would sail as crew. Sweden and England both made a definite offer to operate this scheme.

Peter Davies, European Vice Secretary, has sent the European Regatta list which is printed on the Sanction page in this issue. He suggests that other countries will try to implement this plan. Any sailor who hopes to borrow a boat for an international meeting should write the National Secretary of the country in question.

European Championships

The European Championship will be held in Valencia, Spain, August 21-27.

Dues Deadline Declared

Dues are delinquent after March 31. Get 'em in this month to avoid being billed for your 1978 dues. Single owners pay \$15.00 per boat, co-owners pay \$11.25 each.

1978-79 SCIRA Rule Books

New Rule Books should be in the mail to 1978 dues paid members by the time you receive this BULLETIN.



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Lake Balaton's 9 foot depth and open area make for exciting sailing.

SCIRA Welcomes Snipes in Hungary

Bela Boros has written to the SCIRA office about the building of Snipes in Hungary and has agreed to act as temporary National Secretary for the class while the organization is being completed. His address is: Bela Boros, H-8360 Keszthely, Deak F. u. 17, Hungary.

Sailing is on Lake Balaton, the largest lake in Central Europe, with a surface of 234 square miles. The average depth of the lake is only 9 feet — 33 feet at the deepest point.

The Hungarian Sailing Association held Snipe class racing up to 1952, but had not raced the class since. In Hungary

some 40 Snipes were built, the first in 1948 by a Mr. Reichstetter, who won several races on Lake Balaton in it. That boat is still in good condition, and there are presently 4 on Lake Balaton and perhaps 4 more in the city of Keszthely.

At present two boats are under construction. The boats are being built of plank while the builder is learning more about fiberglass construction.

The major difficulty at present, is finding an aluminum mast.



An early Snipe sailing on Lake Balaton, Hungary.

Diaz-Bremen Team for Comodoro Rasco Win

Miami's Coconut Grove Sailing Club sponsored the ninth annual Comodoro Rasco Regatta January 7-8 on Biscayne Bay.

Saturday featured southeasterly winds of 10 mph for the first two races, and 15 mph winds for the third race. On Sunday there were 15-18 mph winds from the southeast for the only race of the day (last race of the series). It was Biscayne Bay at its best — and if you don't believe me, just ask any of the participants.

Our thanks for a super job as race committee to Ken Hardy, Mario Bustamante, Isa Bustamante, Saul Diaz, John Hastings and Vicky Brown.

Commodore Mark Rubin presented trophies and also conducted the traditional La Bomba (the bomb!) — a trophy cup full of wine and sangria that the winners have to drink while the sailors sing La

Bomba! It turned out that everybody drank and sang, including Commodore Rubin.

Gonzalo E. Diaz
Miami Fleet 7

COMODORO RASCO REGATTA (Top 10 of 16 Entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
21712	Augie Diaz/Tom Bremen	C.G.S.C.	1-4-2-1	3	1
21713	Gonzalo E. Diaz/Mark Williams	C.G.S.C.	2-3-1-5	8.7	2
20002	Bruce Colyer/Ray Russell	C.R.Y.C.	4-1-6-2	11	3
21711	Gonzalo A. Diaz/Luis Guerra	C.G.S.C.	3-5-3-3	17.1	4
19389	Bob Russell/Allen Lindsey	C.G.S.C.	5-2-5-7	23	5
21706	Buddy Culbertson/Ron Russell	B.B.Y.C.	7-10-4-4	29	6
16853	Jim Marten/Vicky Stebbins	C.G.S.C.	6-7-8-dnf	38.7	7
10111	Charlie Bustamante/Pete Lindsey	C.G.S.C.	11-6-9-10	42.7	8
21705	Eric Stibitz/Ed Hanrahan	C.G.S.C.	10-11-7-8	43	9
19723	Mike Brown/Adam Goldweber	C.G.S.C.	8-8-10-12	44	10

LANSING KICKUP-KICKOFF REGATTA
(Top 15 of 24 Entries)

Boat	Skipper/Crew	Club	No.	Points	Finish
20006	John Johns/Pamela Johns	Barton BC	No. 520	8.7	1
20933	Harry Levinson/Paul Levinson	Indpls.	No. 409	30.4	2
17387	Jerry Thompson/Kim Thompson			34.7	3
20988	Carl Levinson	Indpls.	No. 409	38.4	4
18046	Mark Spicknall/Mike Harvey	Lansing SC	No. 601	63	5
19445	Dick Crookston/Kathy			64.1	6
19947	Scott Pearson	Barton BC	No. 520	68	7
21922	Bill Celio/Becky Stevens	Lansing SC	No. 601	70	8
21116	John McAllister/Tom White	Detroit	No. 5	77	9
20004	Lee Griffith/Karla Sturm	Acton Lake	No. 515	84	10
21460	Sterling Beimfohr/Esther Beimfohr	Burnham	No. 86	85	11
19714	David Blair/Ron Blair	Burnham	No. 86	88	12
21598	Steve Behrendt/Doug Behrendt	Barton BC	No. 520	92	13
22733	David Newhoff/Jeanne Newhoff	Barton BC	No. 520	109	14
22479	George Drake/Michele Drake	Barton BC	No. 520	110	15

John Johns Kicks at the Kickoff

Mid-May in Haslett, Michigan, brought good winds and good competition to Lake Lansing for the annual Lansing Kickup-Kickoff Regatta. Twenty-four boats from ten fleets representing four states and Canada congregated at Lake Lansing to follow John and Pam Johns around the lake.

Three races were held Saturday. John Johns won the first race followed by Harry Levinson and Jerry Thompson. The second race had Jerry Thompson the apparent winner, leading all the way, followed by Johns, Carl Levinson and Harry Levinson, however Jerry started early and had to settle for a lot less than

first place. Johns completed Saturday's competition with a victory in the third race and a fat zero on the score board.

Saturday evening produced some tall tales and tall cool ones at the Lansing home of Andre Fritz.

Sunday returned the good wind and heated competition. Jerry Thompson ruled with two firsts. Johns had some trouble getting to the lake on time, but sailed straight from the dock to the start and managed a third place in Sunday's first race. He capped the weekend with a

second in the fifth and last race to produce another kickoff victory.

The trophies, macrame wall hangings, were awarded to the top five boats, John Johns, Harry Levinson, Jerry Thompson, Carl Levinson and Mark Spicknall.



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1st Pine Beach, N.J.	7,1,1,2
1st Atlanta Halloween	1,5,1
3rd Annapolis Frigid Digit	1,1,18
1st Colombia Nationals	2,1,1,1,2

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Keith Donald Wins Long Island Sound Open

Keith Donald of Annapolis took the kick off regatta of the Call of Fall Series, winning the Long Island Sound Open at Sea Cliff Yacht Club Sept. 10-11. Consistency was the key to his success — never getting the gun, he still managed to tally up 31.1 points for a final victory. Following one point behind was Fred Abels of Sea Cliff with Bob Blomquist of Annapolis in third with 34.7 points.

The weather was typical of regattas — a little something for everyone — and nothing in moderation. Hot drifter conditions of Saturday soon turned to cold wintry gales on Sunday.

Eleven visiting boats from Annapolis, Massachusetts, New Jersey and even Bermuda joined eight locals for the competition.

The first race Saturday was shifty and light. As one dispirited Snipe sailor put it — “it was 30° skill and 70° luck.” But it was a great deal of patience and concentration that helped Steve Callison of Annapolis eventually gain the lead and the victory. He pulled out in front on the downwind leg, rounding the windward mark first and gradually extending his lead to the finish. Team mate Eric Purdon

picked up a 10° header at the start and rounded the first windward mark first. On the second beat, he got a 32° shift and slipped into second behind Callison. Blomquist (also of Annapolis) took third.

In the second race, Abels got a good start and rounded the first mark in the lead. He soon slipped to 12th around the next two marks but managed to recover the lead on the downwind leg.

Abels started getting headed, everyone else picked up a southerly as they eased to the finish line. Abels, concentrating on the sail trim didn't see the puffs until it was too late. This cost him several boats and he slipped to 5th place. Fred Thurston, more alert to the changing conditions, stole first followed by Rod Goldstein, Keith Donald and Bob Blomquist.

Sunday was a different story. It was almost as if winter had arrived overnight. The wind blew a gusty 18-22, clocking 25 knots during the second race. Angry waves raged in from the Sound and an overcast sky completed the cold bleak picture leading one sailor to comment that “it's as close to Association Island as we'll ever get!”

Keith Donald took an early lead in the third race. Purdon caught Donald off the wind. Goldstein, sailing inside Purdon, jibed onto port and capsized. Purdon left his pole up as he tried to catch Donald 100 yards ahead. Purdon picked up the yardage on the second reach. Donald was on port, Purdon tacked onto starboard and with a little shift, was able to cross

him. Abels picked up Purdon on the last beat but Purdon beat him to the finish. Donald was 3rd and Blomquist 4th.

The final race was perhaps the most exciting of the weekend. It was definitely a contest of survival. Some of the toughest went over — making Fred Thurston question — “How come we all went over?”

Abels started in the middle of the line, had good boat speed going to windward. He got a good shift before the first mark and rounded it way ahead of the rest of the pack. Purdon started to catch up, then flipped. Thurston soon followed him into the drink. The race course at this point resembled a battle ground — casualties on all sides as the wind and waves surged around.

“It was definitely hairy going off the wind,” commented Fred Abels as boats planing barely in control were plummeted by waves and wind. Abels, leading from start to finish, broke his mast raker on the last leg and was lucky not to have to power his way up wind again. Steve Callison, one of few Annapolis boats left afloat, started to catch up but Abels was able to cover him to the finish. Keith Donald finished third, a few yards behind.

The visiting Snipe sailors were entertained Saturday evening with a Steak grill feast and square dancing. The regatta was the first in the Fall series circuit.

Joan Lawson
Sea Cliff Fleet 4

Official Pocket Patch



(1/2 actual size)

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4"

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1977 CALL OF FALL REGATTA (Top 12 of 19 Entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
14002	Keith Donald/Bruce Klein	Annapolis	8-3-3-3	31.1	1
20685	Fred Abels/Myles Doherty	Sea Cliff	5-13-2-1	32.0	2
22699	Bob Blomquist/Glenda Blomquist	Annapolis	3-4-4-7	34.7	3
19177	Fred Thurston/Ann Morris	Annapolis	4-1-5-11	35.0	4
19712	Steve Callison/Phil Richmond	Annapolis	1-11-14-2	40.0	5
19915	Eric Purdon/Andrew Donald	Annapolis	2-8-1-dnf	42.0	6
9106	Artie Margulies/Irv Margulies	Quassapaug	6-7-6-6	48.1	7
19448	Rod Goldstein/Peggy Bradford	Annapolis	7-2-dnf-4	49.0	8
17728	Jack Williams/Danny Coughlin	Sea Cliff	11-5-7-5	50.0	9
7439	David Lawson/Joan Lawson	Sea Cliff	12-10-10-8	64.0	10
17471	Steve Bannister/Vickie Baskin	Pine Beach	10-9-12-10	65.0	11
21555	Jay Hays/Rosemary Hays	Sea Cliff	15-16-8-9	72.0	12



S N I P E S A I L S

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This policy is available in most states where Snipes are sailed. Send name, address, home port, hull number and age of boat (10 years and older describe condition). Class member, yes or no. Select your area; home port determines premium. Attach check payable Lineburgh & Company.

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- AREA 3:** \$87.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.
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Is There Intelligent Life on Earth?

Close Encounters of the Worst Kind

The purpose of our mission was to explore the planet Earth to determine the presence of intelligent life forms. Due to a malfunction of our spacecraft we were unable to land, but instead were trapped in stationary orbit above a small body of water which we named "Galway Lake." From that vantage point we were able to make observations for several earth-years while repairs were completed.

Looking down on the lake we observed a curious cycle of seasonal activity. The earth creatures are relatively inactive when the surface is frozen and snow covered, but the melting of the snow and ice brings on a frenzy of action. The activity appears to be associated with some sort of primitive ritual designed to bring back the life-giving snow and ice. It is possible that the earthlings are convinced that the rituals work, as the snow and ice return each year.

Seen from above, earthlings are long,

narrow, and pointed at one end. Some are doubles, with two bodies attached together. They have large fins sticking up, usually white in color. The smaller earthlings have one head, while the larger ones may have as many as three heads. The heads stick out the side, and may shift frequently from one side to another.

The performance of the snow and ice ritual is related to the cycle of earth's moon, being repeated every 6th and 7th day of the moon's 7-day quarter cycle. From time to time the ritual is conducted at night, under a full moon.

To begin the ritual, earthlings gather in the center of the lake. A flurry of activity is seen, seemingly centered around their queen. The queen stays fixed in the middle of the lake, and is easily identified by shape, changing colors, and sound. Seen from above, the queen is approximately square in shape, and she does not have a fin. Her color change is associated

with a loud "BLAST" sound which occurs at precisely timed intervals. (We have noted that when the intervals are off by as little as a few seconds, a great uproar is recorded on our sound meters.)

Groups of the earthlings then proceed around the lake, seemingly without purpose and with a motion resembling frenzied ants — darting helter skelter, back and forth, yet with a general drift in the same direction. It is suspected that the earthlings indulge in some sort of intoxicating substance during these rituals, as they are often observed to lose their equilibrium, laying on their sides, turning completely upside down, and often going around in small circles.

A sort of language is heard, but it is limited to only a few words. These are:

BARGING
STARBOARD
MAST ABEAM
BUOYROOM
NOYODONT
UPUPUP
HAHAGOTCHADOA720

Towards the end of each day's ritual, those earthlings that return first to the queen are rewarded with a "BLAST." The rest follow, and they disperse to their dwellings after passing the queen.

The level of activity drops sharply as the snow and ice season approaches. We assume that the earthlings hibernate during the cold season, as many are seen to be immobile on the shore of the lake.

Our mission has been successful in that we have established that there is life on earth. The level of intelligence is yet to be determined.

Jesse Aronstein
Galway Fleet 412



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The When and Why of Wet Suits

Both as individuals and as Race Committee members, we all share a responsibility for our own and our fellow competitors' safety. So far, the record in one-design racing is quite good, but USYRU is already noting "interference" from government in YRU matters. There's nothing like a few deaths to bring on a "program."

Many deaths around the water are caused not by drowning but by hypothermia, a loss of body heat. Actually, it doesn't take much. A core temperature of 95°F signals the beginning of real trouble. The critical areas of the body are the trunk, top of the head, and groin area. Most heat loss is through the top of the head and groin. The temperature of the extremities is not as important to survival, and in fact at critically low body temperatures, rewarming extremities may lead to "after drop," a further and dangerous lowering of core temperatures which may be already dangerously low.

What does this stuff have to do with racing? The Coast Guard uses some rules-of-thumb for requiring wet suits for helicopter and boat rescue crews and

these could help determine when, as individual competitors or RC, we should wear or require wet suits. Wet suits should be worn when:

(1) Water temperature is below 60°F (16°C.)

(2) Air temperature is below 32°F (0°C.)

(3) Air temperature plus water temperature equals less than 120°F (e.g. — water 60°F + air 59°F = 119°F; (25°C. + 24°C = 49°C); wear wet suit).

These rules are based on extensive studies, theoretical and empirical. A further recommendation is that insulated underwear be worn under wet suits for additional protection. A 3/16 neoprene foam lined suit is recommended. Additional clothing over the suit is not recommended and should be removed if you enter the water. Use of PFDs (personal flotation devices; life jackets) with wet-suits is not recommended with a full suit, because the additional flotation of the lower body which the wet suit imparts alters the turning moment of the life jacket (PFD) and you could wind up face down.

There are some very good float coats available, and a Canadian (UVic) and new US (Stearns) coats include a cap and beavertail to slow heat loss through head and groin. These can't be as good as wet suits, however, although more comfortable to wear.

None of us plans to be in the water much at all, but it does happen, sometimes when self-rescue is not feasible and crash boats are scarce.

Let's take care of ourselves.

Larry White
Fleet Captain
Annapolis Fleet 532



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MIKE McLAUGHLIN



Downwind mark, last race, 1977 Snipe Gold Cup Regatta. Photo by Buzz Lamb.

Snipe Gold Cup — a sailor's impression

The Snipe Gold Cup was won by Jeff Lenhart. Here is a novice skipper's impression of his first big international competition at the warm-up for the '77 Worlds.

The Snipe Gold Cup is held annually in Denmark. This year's regatta was in Hellerup, a nice little suburb just outside Copenhagen, squeezed between the Tuborg breweries and Skovshoved.

The World Championship was scheduled right after the Gold Cup, so you can imagine that this year there were some very interesting guests from all around competing on Oresund. (Oresund is the water on which ferries take Swedes over to Denmark to booze cheaply. A bottle

of Scotch costs \$14 in Sweden.)

On the course you could for instance see the champ from Spain, Felix Gancedo. We were among many who only saw the stern of his Skipper "Gran Numa." Though he often was leading a race he stopped and tried some new sails, or in some other way prepared for the big fight a week later.

For me, being a Swede, and fairly new in the Sniping business, it was really exciting to see and meet sailors from practically every continent. There were sailors from Peru, Argentina and U. S. A. I saw the Japanese training one day. We "Helloed" and later I thought: "Do these guys hike in some karate manner?" A great guy from Chile told me over at Tuborg that this race was his first this year because back home spring had just arrived. I found it most thrilling to count down to zero and start a race in this large and international fleet.

Just imagine that you sheet in — hear the shotgun — and away you go and all around you there are BIG GUYS! Once Felix is stuck in my dirty wind, but I am sure they will shoot for a new start. Yes, it was too good to be true.

Everyone will surely remember the race we had the first day. Wind about 25 knots, but it was the sea that troubled us mostly, me anyway. The waves were high and sharp. My crew and I managed to run down the first reach. The boat bounced in an intoxicated manner. We laughed hysterically. At the mark we made a 270° tack and right on to a 360° — but this time found a new axis. We sailed home on the jib: Home to the sauna and a cold beer, what a day! The race was cancelled because too many (25) boats had capsized. During the rest of the races it was good winds and big waves to fight against.

I learned a lot. I highly recommend a visit to the Gold Cup in Denmark. I have been to Snipe regattas in Budworth, England and in La Manga, Spain and enjoyed every minute of the stay there. But now I have found my La Manga next door. Being a Snipe sailor and a member of Stavns Snipe Fleet I wish all you Snipe people out there a good weather forecast, to use whenever you want to go sailing.

Lulle
Skipper
Aloha No. 20692

Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. \$1.00 per copy—10 for \$8.00. From SCIRA only.

REGATTAS-WHY?

by Peggy Davis

Few people put much thought into the function of regattas in the Snipe class. They either feel regattas are "too much trouble" and stay home, or they go and (usually) have fun. With the possible curtailment of our footloose and fancy-free generation because of the increased cost and scarcity of gasoline in the future, it seems an appropriate time to evaluate and plan ahead.

If you'll look back over the past year or so, you'll probably find more of the Snipe "fringe" members active and involved in putting on your regatta than at any other time of year. This is a function of a regatta which is generally overlooked, especially by the hard-core workers of the fleet who'd stay quite busy enough on other fleet activities. But in regatta planning, the non-sailing wives, older sailors, and insecure skippers come into their own; they are able to be involved and helpful.

The value of regattas to the top sailors of your fleet is obvious — once they have mastered the knowledge in your town, they must be exposed to the ideas and skills of other top sailors if they are to grow. Even the beginner learns faster when taught by the very best.

To all sailors of a fleet with highly competitive silver based on point score races, the regatta offers a unique opportunity to test new tuning or equipment, for especially after a mediocre finish in the first regatta race, you have nothing to lose. When you have an entire season or series riding on maintaining your average, it is only natural to stick with those things you have found to work relatively well instead of tinkering with your rig — which could possibly produce much better results for you.

But perhaps the thing I enjoy most about regattas has not even been mentioned — the people. In case you haven't discovered for yourself, Snipers are the greatest! Each is different, most of us are

unique, fun-loving, caring, and dedicated to the continued prosperity of the class. Attend any Snipe regatta and your thoughts will be heard by people in a position to act on them, and eager for your ideas.

As you've probably gathered, I find the regatta aspect of our class at least the equal of point scores. Therefore I do not want to see regattas die because of cost and distance.

The obvious solution is to develop regattas closer to you geographically. It's not as impossible as you might think. Look at a map at that next lake — why isn't there a Snipe fleet? It's not going to happen by magic — it will take a lot of work from your fleet, but the benefits are there not only in the regatta area but also in the creation of a market for your fleet's used Snipes.

In Atlanta we have an ideal situation. Barefoot Sailing Club on Lake Lanier has

a Snipe fleet which complements the older Atlanta Yacht Club fleet on Lake Allatoona. At Barefoot they use public ramps, so cost is kept to \$14 a year! With a large group of non-class boats racing, the Snipe fleet has fertile ground for discovering Snipe-types. They feed AYC with trained sailors, and in return we have given them knowledge, experience, and encouragement. We have some scheduled races together, and share the weekly sailing seminar taught by Means each winter.

So look again for a location suitable for Snipes near you — either an established yacht club without our class, or even better, for a low-cost potpourri club like Barefoot. Get someone there to spark the idea of fleets, and it's surprising how easy the Snipe is to sell. After all, we really do have a good boat — and the best class organization anywhere to back you up. So . . . think Snipe!



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EICHENLAUB 20821, Red, cream deck, all go fasts, minimum wt., excellent trailer, two sets sails, top & bottom cover — \$1750. Lee Shames (312) 432-3852, 920 Ridgewood Pl., Highland Park, IL (Chicago) 60035.

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19055 — CHUBASCO — Red glass hull, wood decks, three sets North (1977) and Ullman sails — custom gear, Proctor spar — cover — trailer. Fast and complete. Located SSA, Annapolis. \$1,800.00. Parker Smith, 301-332-1010.

LEMKE 19827 — Glass, white, self-rescue, large cockpit, barney post, Min. Wt., Proctor spars with puller-pushers, Levinson sails, race equipped, all excellent condition \$1,500. Trailer available. Addis Katterheinrich, New Knoxville, OH 45871. (419) 753-2032.

1939 ACME SNIPE — No foolin' No. 3406 — complete with cotton sails, fiberglass over planked hull and swing centerboard. With or without excellent trailer and/or dacron sails — brass hardware. John Hale (404) 992-4766, 4850 Kingwood Dr., Roswell, GA.



Sanctioned Snipe Regattas

MARCH 5-7, MID-WINTER CHAMPIONSHIP, Clearwater Fleet 46, Phil Blair, 1609 Levern St., Clearwater, FL 33515.

MAR, 10-12 DON Q RUM KEG, Miami Fleet 7, Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165.

MARCH 15-18, BACARDI and GAMBLIN MEMORIAL CHAMPIONSHIPS, Nassau Fleet 391, Godfrey Kelly, P. O. Box N 1113, Nassau, Bahamas.

MAY 20-21, NORTHEASTERN INTERNATIONAL SNIPE CHAMPIONSHIP, Cuba Lake Fleet 442, Leo Murphy, Jr., 112 N. Clinton St., Olean, NY 14760.

JUNE 17-18, STONE INTERNATIONAL OPEN MEETING, Stone S. C. Fleet 372, Dennis Cranston, Keswick Lodge, Littlebury, Saffron Walden, Essex, England.

JULY 22-23, ONTARIO SNIPE CHAMPIONSHIP, Oakville Fleet 321, C. Hains, 231 Westdale, Oakville, Ontario, Canada.

JULY 31-AUGUST 5, CANADIAN NATIONAL CHAMPIONSHIP, Oakville Fleet 321, C. Hains, 231 Westdale, Oakville, Ontario, Canada.

AUGUST 5-6, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

AUGUST 7-11, U.S. NATIONAL CHAMPIONSHIP, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

SEPTEMBER 22-24, NORTH AMERICAN CHAMPIONSHIP, Annapolis Fleet 532, Eric Purdon, 3 Perry Avenue, Annapolis, MD 21403.

OCTOBER 19-27, WESTERN HEMISPHERE CHAMPIONSHIP, Clube de Campo de Sao Paulo, Sao Paulo, Brazil, Flavio Caiuby, Rua Libero Badaro 501 - 16º andar, Sao Paulo, 01009 Brazil.

European Regattas

March 18/19, National Regatta Ho. Y. C., Hofstade, Belgium

March 23/26, Trofeo Princesa Sofia, C. Mar., Palma, Spain

March 24/26, Criterium Internationale, San Remo, Italy

March 31/April 1/2, Trofeo Palma, R. C. N., Palma, Mallorca, Spain

April 9, Nuclea National Regatta, Mol, Belgium

April 22/23, Memorial Germaine Coty, Le Havre, France

April 29/30, May 1st, Copper Cup R. Y. C. B., Ho. Y. C., Brouwershaven, Holland

April 29/30, May 1st, Copa S. M. El Ray R. C. N., Barcelona, Spain

May 6/7, Elbers Challenge R. Y. C. B., Galgenweel, Belgium

May 6/7, Coppa Alberti S. Margherita, Ligure, Italy

May 6/7, Majsnipen, Goteborg, Sweden

May 6/7, Kerteminde Open Meeting, Kerteminde, Denmark

May 13/14, Trofeo Martini, C. N., Arenys De Mar, Spain

May 13/15, Wibroe Cup, Espergaerde, Denmark

***May 13/15, South European Champion-

ships and XXII Coupe Internationale Guyenna, Maubisson, Bordeaux, France

May 14/15, Trofeo San Isidro, C. N., Madrid, Spain

May 20/21, Kattagatt, Snipe Cup, Gothenburg, Sweden

May 20/21, Coppa Barbanera, Trieste, Italy

May 20/21, Rutland S. C. Open Regatta, Rutland, England

May 21/22, Open Championship V. V. W., Nieupoort, Belgium

May 25/27, Trofeo Bahia De Vigo, R. C. N., Vigo, Spain

May 27/28, Apella Cup, Skanderborg, Denmark

May 27/28, Whitsun Regatta, Helsinki, Finland

May 28, S. R. N. A. National Regatta, Galgenweel, Belgium

June 3/4, Internsnipe C. N., Villanueva, Spain

June 3/4, Trofeo Menestrina, Caldonazzo, Italy

June 9/10, Trofeo Ciudad De Ibiza C. N., Ibeza, Spain

***June 10/11, Kokkola Race, Kokkola, Finland

June 10/11, Vitus Berings Cup, Horsens, Denmark

June 10/11, Open Regatta Borens S. C., Motala, Sweden

***June 17/18, Stone International Regatta, Stone, England

June 17/18, Vermetten Challenge V. V. W., Galgenweel, Belgium

June 17/18, Coppa Tamburini, Rimini, Italy

June 23/25, Trofeo Ciudad De La Coruna, Coruna, Spain

June 24/25, North Sea Trophy N. S. Y. C., Ostend, Belgium

June 27/28, Apella Cup, Skanderborg, Denmark

June 29/30, July 1st, Trofeo Inauguracion, Santiago De La Ribera, Spain

***June 29/30, July 1/3, Criterium National Championship, Le Havre, France

July 1/2, Helsinki Regatta, Helsinki, Finland

July 1/2, Snipe Club Malcesine, Malcesine, Italy

July 1/3, Criterium National Open, Le Havre, France

July 5/9, Nat. Championship, Kristiansand, S. Norway

July 6/10, Danish Championship (Danes Only), Espergaerde, Denmark

July 13/14, XV Tournoi Atlantique, Le Crouesty, Vannes, France

July 15/16, Halen Snipe, Turku, Finland

July 15/16, King George Sailing Club Open, Chingford, England

July 15/17, Champ. Lique Bretagne Armor Coupe Du Goyen, Audierne, France

July 16/20, Trophy Cin. Claouey, Claouey, France

July 19/23, Rosignana Solvay Italian Championships, Livorno, Italy

***July 22/23, Silversnipe Stavnsas, Stockholm, Sweden

July 23/25, Trofeo Principe Asturias R. C., Gijon, Spain

July 28/30, National Championship, Broadstairs, Kent, England

July 27/30, Scandanavian Championships, Pori, Finland

August 2/5, Finnish National Championships, Hanko, Finland

August 4/6, Gold Cup & Summer Cup, Juelsminde, Denmark

August 5/7, Trofeo Baleares R. C. N., Algeciras, Spain

August 10/12, Copa De Espana Juvenil R. C. N., Valencia, Spain

August 12/12, Foboda Regatta, Foboda, Finland

August 12/13, International Mixed Cup, Gothenburg, Sweden

August 12/14, Memorial Etcheber, Arcachon, France

August 13/19, XXXVI Campeonato De Espana, Valencia, Spain

August 15/17, Memorial Cointreau, Ander-

nos, France

August 18/21, Champ. Ligue Aquitaine, Ares, France

August 19/20, Maldon S. C. Open, Maldon, Essex, England

***August 21/27, European Championships, Real Club Nautico De Valencia, Valencia, Spain

August 26/27, Autumn Cup, Hamina, Finland

August 26/27, XXIII Campionato Adriatico, Chioggia, Italy

August 26/27, Trofeo Sol De Oro, C de Mar., Almeria, Spain

September 1/3, Trofeo Cipisa R. C. N., Vigo, Spain

September 2/3, Laroy's Challenge International N. S. Y. C., Ostend, Belgium

September 2/3, Blue Circle S. C. International Open, Cliffe, Kent, England

September 2/3, U. K. Junior National Championships, Blue Circle S. C., Cliffe, Kent, England

September 2/3, Trofeo Abarzuza C. N., Mahon, Spain

September 8/10, Trofeo Ciudad De Mellila, C. N., Mellila, Spain

September 9/10, Vikingsnipe, Oslo, Norway

September 9/10, Pori Open Regatta, Pori, Finland

September 16/17, Budworth S. C. Open, Budworth, Cheshire, England

September 17, National Regatta V. V. W., Hazenwinkel, Belgium

September 17/19, Trofeo Bodas De Plata C. N., Los Nietos, Spain

September 21/23, Trofeo Dos Mares, Los Mares, Spain

September 30, October 1st, Stockholm Open Championships, Riddarfjarden, Stockholm, Sweden

October 1, Stockholm Open Championships, Riddarfjarden, Sweden

October 5/8, Estoril, Sol International Cup, Lisbon, Portugal

October 7/8, Snipes In Paris, Dennemont, France

October 8, National Regatta V. V. W., Hofstade, Belgium

October 12/15, Trofeo Villa De Blanes C. V., Blanes, Spain

October 21/22, National Regatta R. Y. C. B., Galgenweel, Belgium

October 29/31, Trofeo Farragut, C. N., Ciudalela, Spain

November 4/5, National Regatta S. R. N. A., Galgenweel, Belgium

November 4/5, Pieda Geles, Creteil, France

December 8/10, Trofeo Invierno R. C. N., Gran Canaria, Spain

February 24/26, 1979, Snipes Au Carnaval, Beaulieu, France

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