



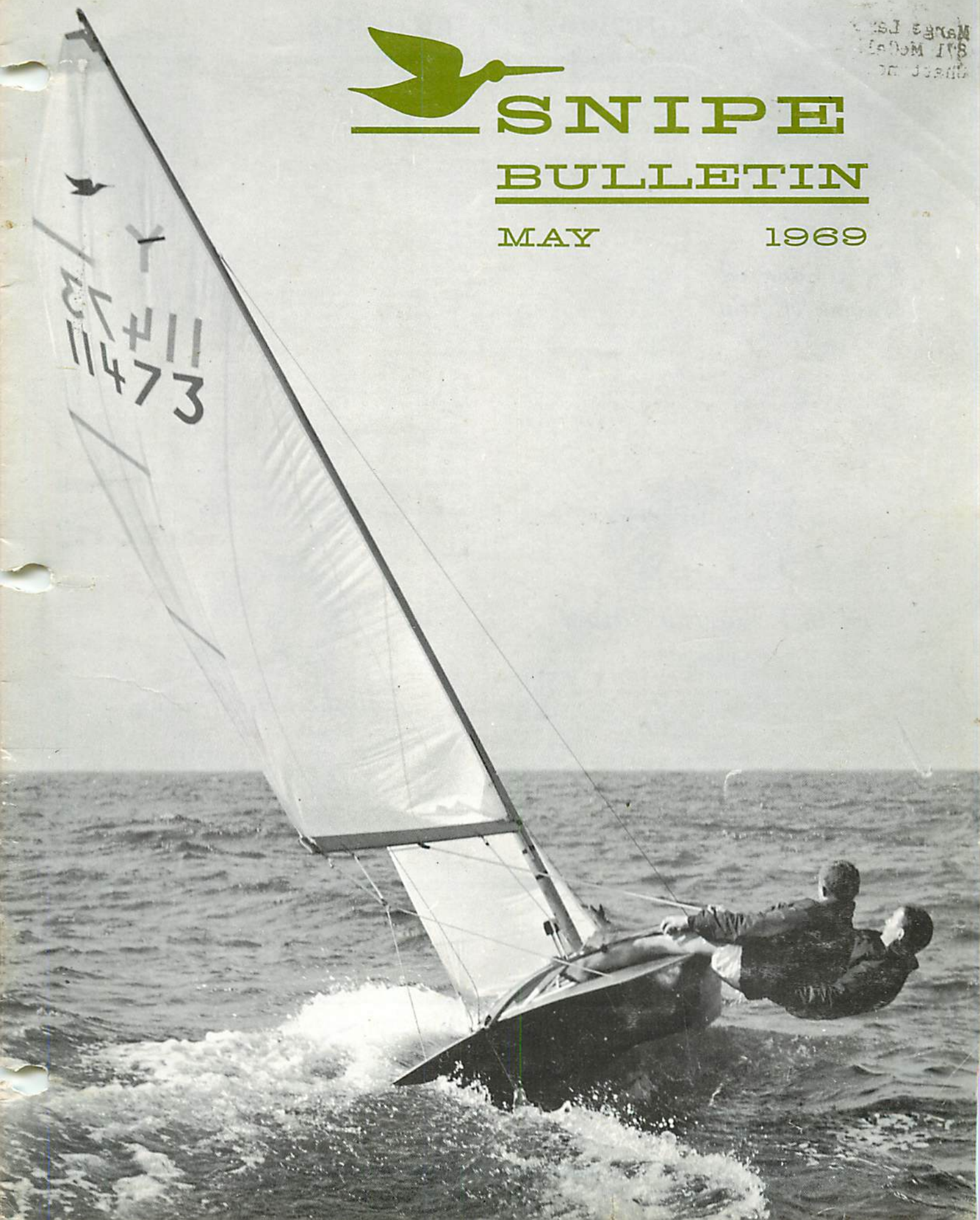
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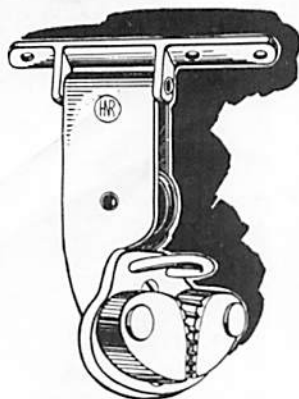
SNIPER

BULLETIN

MAY

1969

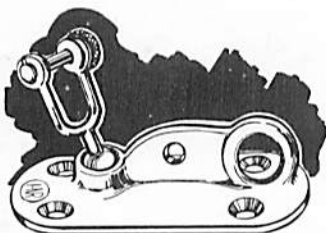




Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

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



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PRICE \$12.00 POSTPAID

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



QUALITY FITTINGS



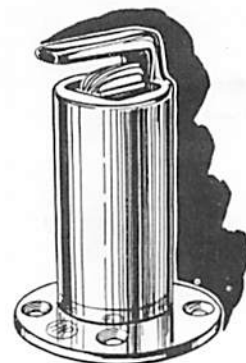
HOWARD N. RICHARDS

508 Morrison Road - Oakville, Ontario, Canada

QUALITY FITTINGS

for the discriminating yachtsman

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

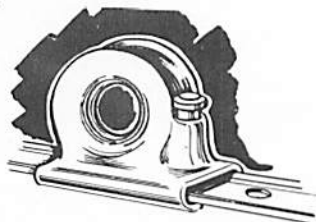


Jiffy Jib Jam

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The fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

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



Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 3/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

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Voice Of The People

HOW TO PUT OUT THE BULLETIN - Some Suggestions.

"I have become interested in the subject of change in the content, format, and size of the BULLETIN, for unless we are careful, we may change it for the worse. To avoid this, I think we must keep central two facts which form criteria of success for a magazine of this type:

First: Its purpose is to disseminate information of at least 4 types: (1) regatta results; (2) market information for potential buyers and sellers; (3) "juicy articles"; (d) regatta schedules.

Second: As a general rule, information should be current—not stale. If cost were no object, information could be sent out immediately, or as soon as it could be organized into proper form. Cost aside, which of us likes to see June regatta results in December? Late reporting of regattas spols the fun of seeing one's name in print, especially for those of us who haven't won or placed in anything since!

It's almost like saying, "Congratulations for placing 5th in that regatta last summer when you knew how to sail, or were lucky, or something. How come you didn't win anything else?" Also, late stale news hurts most those who need the BULLETIN most - those who don't have access to the famous Sniper's grapevine. So who gets hurt most? Why new sailors, semi-competitive sailors, owners of semi-well-tuned boats trying to improve them, prospective owners of Snipes (who wonder which maker has the hottest boats, etc).

Bearing the above in mind, there are at least 3 plans for the BULLETIN which would represent a distinct improvement in my opinion. We should opt one of these three, or a combination of them.

(1) **Reservoir Plan**, which saves "juicy articles" and an occasional letter for winter contemplation by snow-bound, frustrated, wretched, winter Snipers, and uses the space saved for hot information such as regatta results. The idea is to put in reserve anything for which currency is not important.

(2) **The Run-of-the-Stream Plan**, which calls for a BULLETIN which varies in size according to the amount of information expected during that part of the year. Perhaps a winter size; a larger one for spring-summer; another one for fall.

(3) **The I-Prefer-Thrill-to-Rotting-Apples plan**, which calls for no BULLETIN in the winter if this is the necessary price of having a bigger BULLETIN with current information the rest of the year.

Personally, I prefer the first of these plans, but in my opinion (and I suspect in the opinion of the vast majority of Snipers), any of these three, or a combination of them, is better than the present practice.

Incidentally, even in its present form, I look forward to receiving each issue of our BULLETIN. I think it would be a bargain at three times the price." — Geoffrey Andron

Chicago, Illinois.

"With respect to the recent report as published in the BULLETIN regarding the format of the paper - in general I agree with it. But I also agree with your comments in the item following it. (See page 5 November issue).

As a suggestion to arbitrate the two divergent points: Could not the April or May issues be used to (1) give abbreviated year-end summaries of the various regattas; (2) publish the annual point score standings? Using this system, results from the new season's racing should be coming in to take care of the next issue. To get the annual point score in on time, establish a January 31st cutoff on submitting score sheets.

In other words, it's a heck of a note when one finds the identity of the winner of an important regatta through a commercial ad, but as yet there's been no news item on the subject. In other words, where was the champion? and the rest of the favored-to-win boys? Another solution would be to save a few lines on page 3 to briefly give the news of the major regattas."

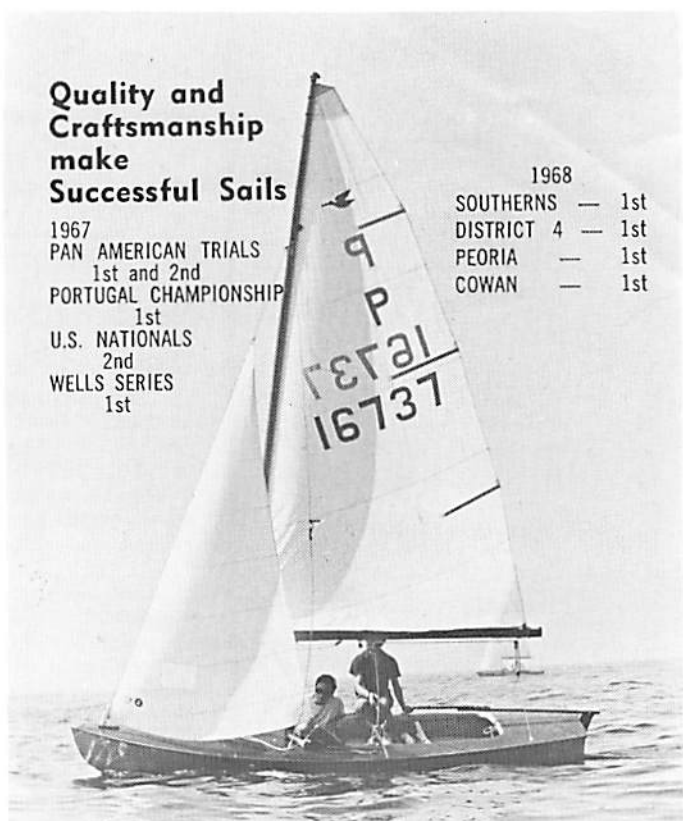
— M. J. MacDonald, Jr., Washington, DC

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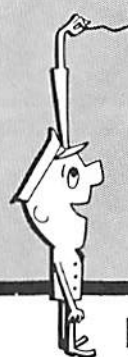


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SNIPER BULLETIN

THE INTERNATIONAL SNIPE CLASS

MAY 1969

Vol. XXIII No. 11

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CHANGE OF ADDRESS

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

The Cover

This is the way Anton Grego (skipper) and Simo Nicolice of Yugoslavia were sailing a Snipe 5 years ago. Such team work and ability, gained from working together in years of practice and actual competition, has led to impressive victories in important international events. Real championship form!

THE SCORE

Numbered SNIPES — 18266

Chartered Fleets — 663

Last month we reported that our 5 months total of 137 boats was only 10 less than the year before. We made a major error (picked up the wrong 1968 comparative month) and so, to keep the record straight, we report that we were actually 121 boats behind. Alas!

But now - cheers! Japan has saved the day by getting 115 numbers for new boats built over the last year or so. And in addition, 26 more went out to France 10; USA 9; Portugal 4 Colombia 2; and Canada 1. So now we have 278 compared with 306 last year, or just 28 behind, and perhaps we can pick them up soon. No new fleets were established in the period.

Meeting of European Secretaries

A meeting of the European National Secretaries was held in Izmir, Turkey, in September during the 1968 European Championship Regatta.

European Secretary Svend Rantil presided over Vice-Secretary Peter Harris, South Europe Secretary Vieri Lasinio di Castelvero, East Europe Secretary Aleksander Lukez, and representatives from Austria, Belgium, Denmark, England, Finland, France, Italy, Norway, Portugal, Romania, Spain, Sweden, Turkey, and Yugoslavia.

Mr. Rantil welcomed the members as chairman and Aydin Koral was appointed to keep the minutes.

3. WEIGHT REDUCTION.

SCIRA/Vice-Commodore Angel Riveras had asked Mr. Rantil to submit the following point of view. Some years ago it was determined that the centerboard could be manufactured of light metal, but no provision was made to reduce the total minimum weight of the Snipe accordingly.

After considerable discussion, the meeting decided with 7 votes against 6 to request the SCIRA Rules Committee to reduce the weight of the Snipe by the difference between the maximum weight of a centerboard of iron or stainless steel and the weight of a centerboard of aluminum (light metal).

4. The meeting requests the Board of Governors to determine definite measurements for a suitable spinnaker for Snipe. By opinion of the meeting, nobody could then purchase a spinnaker which possibly could be declared illegal or irregular later on.

It was decided to approach Paul Elvstrom asking him to design a Snipe spinnaker most suitable by his conviction. Erling Olsen will contact Elvstrom on this matter.

5. The meeting declared unanimously that SCIRA/Europe under no circumstances (at the present time) was interested in accepting any other type of boat than the Snipe in her present shape, with the excepting of slight adjustments to come.

6. It was decided to undertake the trial of permitting every country to participate in the

next European Championship with two boats, but in such a manner that the organizing country pays for board and lodging of one team only. A logical exception is the case where the recent winner nation would have been permitted (as per valid rules hereto) to send two boats to the championship, i.e. in case the former E. C. is not national championship in the year of European Championship Regatta.

7. European Championship Regatta 1970.

An offer from Yugoslavia to arrange the regatta was accepted unanimously and gratefully.

Junior Championship Regatta 1969.

This will be arranged in Karlskrona, Sweden, allowing a maximum of 5 boats from each nation to participate, but with only one team entitled to free board and lodging.

South Europe Championship

No decision was made, but France promised to pursue the matter.

8. Elections:

Europe Secretary - Svend Rantil, Sweden

Europe Vice-Secretary - office declared

vacant when Peter Harris withdrew.

North Europe Secretary - Brynjulf Romslo of Norway (new election)

South Europe Secretary - Vieri Lasinio di Castelvero, Italy.

East Europe Secretary - Aleksander Lukez of Yugoslavia.

9. Since no contact has taken place recently with the present Secretary in Switzerland, Vieri Lasinio requested that the European Secretary request a new election in that country.

10. The common wish is expressed to have SCIRA drawings and rules edited with measurements in centimeters. Erling Olsen, Denmark, takes it upon himself to execute this task.

Meeting was declared adjourned.

District 3 Midwinter Meeting

At the January 11th, 1969, District III Midwinter Meeting in Indianapolis, three main subjects were discussed and recommendations to the Board of Governors developed:

I. Age Limit for Juniors.

A request that the District III Junior age limit be lowered to be the same as the Junior Nationals (Junior is not yet 18) by the Akron Fleet 110 was turned down. Rather, the very opposite was favored; and they voted to recommend that the U.S. Junior Nationals age limit be raised so that 18-year olds could participate. District III uses this age limit for its Junior Championship and for Junior trophies at all sanctioned regattas, finding increased participation from those old enough to drive. The championship junior regatta has from 30 to 35 entries every year.

To be specific: Change the last sentence in the paragraph OPEN TO: in the Duffy Trophy page 167 current rule book to read: "A junior is a boy or girl not yet nineteen years old."

II. Regatta Score System.

Relative advantages were discussed, considering the current Olympic system vs. basic SCIRA points (1600-1; 1521-2, etc) vs. IYRU Team Race system (3/4 point for 1st; 2pts. for 2; page 150 NAYRU 1968 Yearbook).

District III then voted its preference as (Concluded Page 5 bottom column 3)



SNIPE HARDWARE

By Howie Richards

Howie Richards' Snipe always attracted attention when he went to regattas 15 years ago - it was a showpiece! Demand for beautiful hardware thus established, he found himself in the supplying business. Now a full-fledged manufacturer, he does, "Everything that a One Man Show requires." He is located at Oakville, Ontario, Canada, where he lives with his wife, Amy.

He started sailing when he was 16 in 1937 but did not get in Snipe until 1951. But then he rose to the top in a hurry. Here is his record:

Canadian National Championship - 1963-64-65-68.
Province of Nova Scotia Championship - 1961-64-65-67
Maritime Provinces Championship - 1964-65.
Province of Ontario Championship - 1961-64.
Maryland State Championship - 1958-59-60-66.
Ohio State Championship - 1960-61.
Lake Ontario Championship (NY) - 1964-66.
Atlanta Halloween Regatta - 1963.
Canadian entry Pan-American Games - 1967.
Canadian entry World Championships - 1963-65.
Canadian entry Western Hemisphere Championship in 1964-66-68.

When I built my first Snipe in 1955, the deck hardware available at that time looked

as if the manufacturers had taken their patterns directly off the Mayflower. Almost everything seemed to have been designed for either fishing boats or yachts over forty feet. Consequently, I ended up by making most of them myself in order to get a light-weight practical fitting for the job it was to do. Since that time, the situation has drastically changed, and today there is so much small-boat hardware on the market it is difficult to make a choice. My Snipe today has none of my original hardware on it, having replaced it with other hardware of my own design, mainly because I prefer to waste my time making my own even though the market is glutted with suitable hardware.

The modern Snipe built today by most reputable builders, comes equipped with hardware of that particular builder's preference and is usually quite adequate. However, it must be borne in mind that boat builders are building boats to make money, which is quite natural, and may not necessarily use the most expensive hardware obtainable if they feel something cheaper will do the job good enough. Also to make your choice of hardware more difficult, there are the conflicting opinions of the top-notch skippers on how to go about achieving the same end. Take mainsheet control, for instance. Some winning skippers use a boom-mounted mainsheet jam-cleat and feel they would be handicapped with any other system. Other winning skippers use a mainsheet jam-cleat mounted on the aft end of the centerboard box and feel they wouldn't have it any other way. Another winning skipper I know of uses a centre-haul system with a traveller across the middle of the cockpit. He also wins more than his share of regattas. In short, when it comes to racing Snipes, there is no one system for anything that is the ab-



solute. Therefore, for anyone building his own Snipe and who will have to choose his own hardware, I can only suggest, as a guide, what I personally deem necessary on a Snipe. Let's start at the bow and work our way to the stern, mentioning most of the gadgets I know of and my own personal opinion on them.

Bow Ring - A necessity for hauling boat onto trailer, securing to trailer, and mooring. Also helps bluff a competitor in port-starboard situation if he realises just what a large bow ring could do to his topsides.

Forestay Fitting - Mounts on deck centerline with forestay attachment usually 11" from bow. Can incorporate a mooring eye, jibstay attachment, swivel jib luff wire attachment, and adjustable jib-luff downhaul. A necessity.

Forward Mast-Raker - Adjustable wire installed about 3' above deck on mast leading thru deck about 3' forward of mast to keep mast steady on downwind legs when sailing in a chop with light winds. Retracts along deck and up mast with shock cord to keep it clear of jib when not in use. Comes in handy about once in ten races and is more of a nuisance than helpful. Not necessary.

Splash Rail - This can be considered "deck hardware" and the rules say it is necessary. Consult rule book for specs. Should have metal or wood bracket at point of V so jibsheets cannot foul the point.

Mast - This subject has been fully covered by others, but I will mention it briefly, for if it is stepped on deck, it requires deck hardware in the form of a plate with square hole to fit square mast heel. I emphasize square hole as a rotating mast is illegal and round holes are frowned upon. However, most of the top skippers have keel-stepped masts as more control over bend is then obtained. If keel stepped, deck blocks become necessary, or some refinement of same such as an adjustable slide under the deck to help control bend. The Cunningham hole adjustment can either be led thru the deck or contained on the mast above deck.

Boom Vang - or "Kicking Strap" if you are a diehard Anglo-Saxon type. On a Snipe this usually consists of a line ($\frac{1}{4}$ " attached to becket block on deck or mast at deck level, running thru block on boom back thru becket block and thru cam action jam cleat. Line retracts along boom and down the mast by shock cord when not in use. A must for racing to hold boom down on reaches and runs for maximum sail efficiency.

Chainplates - Located 4" in from sheerline and from 18" to 22" aft of centerline of the mast depending on what mast you are using. (The weaker the mast, the farther aft the location). Should be adjustable to eliminate turnbuckles.

Jibsheets Fairleads - Consists of a block or bulls-eye mounted on the deck approximately 8 feet aft of bow and 9" to 13" in from sheerline. Should be mounted on tracks to give adjustment from 7'4" to

8'6" aft of bow. The cut of the jib, height off deck of jib tack attachment, and mast rake will all affect the fore and aft positioning. For light weather, another track is used by some, closer to the sheerline, in 4" to 6". A jibsheet jam cleat can also be incorporated in this fitting if a centerboard positioned jam cleat is not used.

Reaching hooks - commonly called "Reacheroots". Usually a simple hook to slip the jibsheet over to give a little better lead position when reaching. Located outboard as far as possible opposite or aft of the jibsheet leads. The value of these fittings is questionable as the slight lead advantage they give is off-set by the fact the crew usually gets hung-up on them, sooner or later.

Mainsheet Jam Cleats - These can be classed as deck hardware as if the boom- or centerboard trunk positions are not used; a cam action cleat mounted on the deck at the edge of the cockpit is the third alternative.

Traveller - Many variations of this have been tried, but in it's simplest form is the way 90% of the skippers use it. A light line ($\frac{1}{4}$ " is passed thru, or fastened to, the deck on both sides 1" to 5" in from the sheer and 18" to 28" forward of the transom. This line is adjustable by means of a cleat under or on the deck. A sister block slides across the traveller with the mainsheet passing thru the other block. In light weather the traveller is usually adjusted shorter than in heavy weather, mast bend being the deciding factor.

We have now covered the usual deck hardware from "stem to gudgeon" as the saying goes, although the gudgeons would not come under the heading of deck hardware.

Snipe in Pan-American Games

Secretary Mills represented the Snipe Class at the annual meeting of the U.S. Olympic Yachting Committee meeting at the N. Y. Yacht Club Jan. 28, 1969. Of chief interest to Snipe was a resolution passed that the competing classes in the 1971 Pan-Am Games in Colombia would be the present Olympic classes plus Lightning and Snipe. What Colombia information available came by letter from Dan Moreno G., National Secretary for SCIRA/Colombia. Yachting facilities at Cali are not favorable for keel boats, but other sailing grounds are possibilities. Qualifying procedures for Snipe will probably be the same as used in the 1967 Games at Winnipeg, and announcements will be made this summer.

(DISTRICT 3 MEETING from Page 4)

follows and recommends a return to the old SCIRA system: By fleets - 9 for SCIRA; 1 for Olympic; 1 for IYRU.

III. Increased Flotation.

Recognition was given of the necessity to arrive at a prompt and satisfactory method of increasing flotation of the Snipe hull for sail-away ability, and to settle the problem as soon as possible.

Agustin Diaz Captures 32nd Mid-Winter Crown

CONTEST PROVED UNPREDICTABLE. DIAZ SURPRISES MANY WITH WIN BY NOSING OUT SEAVY TRYING TO GET THE TITLE FOR THE 8TH TIME. ELMS IN THIRD PLACE - THE REST FAR BEHIND.

Florida usually has a fond attraction to senior citizens, but in Clearwater this year youth was served while the veterans found no hand of kindness extended.

The youngster that came out the best was 14-year old Augustin Diaz of Coconut Grove YC near Miami. With his dad, Gonzalo, crewing for him, the slender skipper surprised the field of 24 of the nation's top skippers by capturing the championship overall.

Gus sailed to a pair of firsts in the last 2 races on Friday, winning both by large margins, and thus clearly cinched the title. He had 5-1-4-3-1-1, and dropped the 5 for a score of 13.7; Seavy, the defending champ and 7-time winner, had 3-3-2-1-2 for 17.4. Earl Elms, 3-time National Champion, got 3rd overall with 28 when he hit a mark in the final race and disqualified himself. Canadian Howie Richards was 4th with 41.4 and Tom Nute of California, winner of recent Circuit regattas, was 5th with 42.4.

24 entries from 11 states competed in a 6 races series in this time-honored Snipe event starting Tues. Mar. 11 with 1 race; 2 on Wed., 2 Thurs., 1 Friday. The weather was generally cold and raw with winds strong enough to force switching of courses from the open Gulf of Mexico to the more sheltered waters of South Clearwater Bay where T courses (twice around a triangle with a finish to windward) were sailed instead of the O or modified Olympic courses used on the Gulf. The cool week was not typical of Florida weather.

Race 1. Due to rough water from the high 18-20 mph winds on the Gulf, raced over T course in the Bay in 50 degree temperature. Only 20 of the 24 braved the elements, and Elms didn't mind the cold, for he led them all across the starting line and never relinquished his lead to finish in 52 minutes, one of the faster races in recent years. Dr. Pete Duvoisin of Chattanooga was 2nd; Seavy 3rd; Richards 4th, and Diaz 5th, which turned out to be his worst race, later dropped.

Race 2 Wednesday looked like a good day to get in a pair of races with sun shining, a gentle breeze blowing, and temperatures appeared moving upward. But when they got to the Gulf, it was cloudy and cool, and the breeze died down. In the light air, Diaz emulated Elms of the day before. He had about a 20-second lead when he rounded the 1st windward mark and after that, the skillful lad just kept increasing his margin, finally winning by almost a full minute over Nute's boat. Seavy was just about as far behind Nute, and a big gap away came Buzz Levinson and Elms, suffering from a bad flyer along the coast that didn't pan out.



THE WINNERS - The four biggest winners pose happily with some of their prizes. (l. to r.) - Francis Seavy, who finished 2nd; Augustin Diaz, who is only 14 years old, takes a firm grip on the big prize Trophy while his father, Gonzalo (holder of many past Cuban titles who crewed for him) helps him out; and Tom Nute, who was fifth in the series but top skipper in the Winter Circuit with the Zimmermann Trophy.

— Clearwater Sun Photo.

Dying and shifting winds caused cancellation of the 2nd race that afternoon.

Race 3. Two back-to-back races on the Bay with waters relatively calm despite stiff northerly breeze that chilled skippers and spectators alike. In the first afternoon race winds 10-12 mph, Elms came back in form and led around the T course from the first mark, although Seavy closed the gap by a considerable margin over the final beating leg. Time 57 minutes. Richards came next with Diaz in a close 4th. Duvoisin was 5th.

Race 4. Started at 3:30 PM, winds 12-15 on same course. Now Seavy took the wind out of everyone's sails as he sailed to a clear-cut victory. Nute 2nd; Diaz 3rd; Richards 4th; Duvoisin 5th again. Elms trailed the leaders with a 9th place finish. At this point, Seavy was in the overall lead with 3-3-2-1 and needed to grab only another top spot to stay atop the heap. Diaz, Elms, Nute, Richards, and Duvoisin were also very much in contention, and a real battle for the big prize loomed in Friday's two final races.

Race 5. At 1:37 with 20 starters on T course in the Gulf with winds 15-18 mph. Rather tough sailing, but not for young Diaz. He encountered little problems there as he ran away from the fleet in the 1st race, winning by a margin of nearly 2 minutes. This victory proved (with a loud bang!) that he wasn't just a light air sailor of Wednesday. As a result, the contest became everybody's battle with Elms 2; Frank Levinson 3, Rich-

ards 4, while Seavy's 5th place (his worst race) put the screws on him and made it compulsory for him to beat Diaz in the final race. The time was 1 hour 13 minutes.

Race 6. This decisive race started at 3:33 PM over same O course in the Gulf as wind dropped to 10 mph, sunny, and warmer. The pepped-up Diaz kid smelled blood in the air, and couldn't be stopped; with the enthusiasm and confidence of youth, he grabbed the lead and while his spread wasn't as big as in the preceding race, it was decisive enough to earn the respect of everybody in the fleet - plus the big championship title. Although Seavy made his usual good come-back fight, his 2nd place left him just 3.7 points behind Augustin. Buzz Levinson was 3rd; brother Frank 4th; Ted Wells 5th. Elms had his dumps, for he had to take DNF after hitting the starting mark. Time 1 hour 9 minutes.

The new champion, called "Tinny" by his friends, is a ninth grader who had such good marks he was able to take the week off from school without any problems; neither did he encounter any in sailing.

He has been raised in Snipes, for his father and uncle, Saul, were both very active and successful sailors when they lived in Havana, winning the Cuban title there before he was born. He learned fundamentals as a crew from an expert teacher and at Ft. Gibson, fell heir to a fine new fiberglass Snipe of his own when his mother won the drawing for a fully equipped Lofland.



EARL ELMS MAKES AN AUSPICIOUS START in the first race at Clearwater. He moved out ahead of the entire fleet (17471) and was never headed around the course. A little discouraging to the rest of the boys, but that's the way to do it! -Sun Photo.

It was no accident that Augustin was skipper and his father crew - usually it is reversed. Gonzalo made a friendly bet with his son in the Florida Championships the week before in Miami. He agreed that whoever came in best there would skipper in this regatta with the other as crew. Inspired, Augustin sailed a very fine consistent series and almost overtook Tom Nute, the winner. His father got a 6th place, so there was no argument. He proved his mettle, and as reported last month in the Don Q regatta write-up, he is a boy to watch in the National Junior Championship races this summer.

It was a good night for the Diaz', and they were all smiles at the annual banquet Friday as they received a host of prizes. Seavy, who won the local Fleet 46 crown for the 18th time, found there was no room to carve his name on the Taver Bayly Trophy given to the Clearwater sailor who finishes highest in the race each year. Bayly started the trophy back in 1936 and Seavy's name appears on it no less than 9 times. Pat Flaherty was the best junior

skipper entered from Fleet 46, and Jane Duvoisin topped the women by crewing for her husband in 6th place.

Now to get back to the first sentence: On his way from Miami, Charlie Fowler had an accident; no one hurt, but no sailing!

In the first race, on a cold and miserable day, Ted Wells hit a mark and had to retire to the comfort of the Dry-Dock Room of the YC. But the big news was Dr. Sam Norwood, former SCIRA Commodore, who was stricken with a heart attack while sailing in. He retired to a hospital and spent the rest of the week in bed. (Sam is now in Atlanta and getting along fine - Ed.).

Still another unfortunate accident happened to Past Commodore Eddie Williams of Kansas City, Mo. He drove down to watch the regatta and had hardly arrived before someone ran into his car (a nice one, too!)

Friday a big wave hit 85-year old PC Taver Bayly's 30-ft boat and the 41-year old VENTURE sank in Clearwater Pass. All were scared, but soon rescued.

MORAL: Dangerous to be Past Commodore! - Thanks to Ed Haver of the Clearwater Sun.

Final Results - 32ND ANNUAL MIDWINTER REGATTA Clearwater, FL - March 11-14, 1969. (best 5 of 6 races)

BOAT	SKIPPER	Home Town	RAOES	1	2	3	4	5	6	Pts.	Fin.
18111	Augustin Diaz	Cocomit Grove, FL		5	1	4	3	1	1	13.7	1
6995	Francis Seavy	Clearwater, FL		3	3	2	1	5	2	17.4	2
17471	Earl Elms	San Diego, CA		1	5	1	9	2	dnf	28	3
10547	Howard Richards	Oakville, Ont.		4	6	3	4	4	12	41.4	4
17518	Tom Nute	San Diego, CA		6	2	6	2	7	5	42.4	5
16853	Peter Duvoisin	Chattanooga, TN		2	5	5	6	7	7	47.7	6
12192	Frank Levinson	Clearwater, FL		10	dnf	7	6	3	4	54.4	7
17460	Alan Levinson	Indianapolis, IN		8	4	8	dnf	12	3	59.7	8
17556	Don Hite	Pontiac, MI		9	12	11	7	16	6	74.7	9
16291	Martin Hellar	Cincinnati, OH		11	15	9	12	8	10	80	10
15580	George Croasdale	Kansas City, MO		12	9	10	10	9	dnf	80	11
16025	Ted Wells	Wichita, KS		dnf	13	13	8	19	5	87	12
13435	Pat Flaherty	Clearwater, FL		14	11	12	14	14	11	92	13
6940	Bruce Colyer	Ft. Lauderdale, FL		7	7	dnf	dnf	10	dnf	95	14
13030	George Griffin	Clearwater, FL		13	16	dnf	16	11	9	95	15
13013	Sam/Beth Norwood	Atlanta, GA		15	15	15	11	13	13	97	16
16661	Walter Brodhead	Crystal, IL		16	14	14	13	18	dnf	105	17
9026	Glenn Young	Hixson, TN		dnf	20	16	17	15	14	112	18
8598	Bob Welbon	Clearwater, TN		dnf	17	19	15	20	15	116	19
17332	Dick Edwards	Clearwater, FL		dnf	22	15	18	17	16	118	20
18010	Everett Temme	Chicago, IL		dnf	10	dnf	dns	dns	dns	134	21
16678	Paul Justus	Clearwater, FL		dnf	21	17	19	dns	dns	135	22
12888	Joe Ramel	Lake Lotawana, MO		17	19	dnf	dns	dns	dns	138	23
11221	Dr. James Cochran	Clearwater, FL		18	dnf	dns	dns	dns	dns	144	24

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RACING TACTICS

RACING IN OPEN WATER IN HEAVY WIND AND SEA CONDITIONS

By Francis Seavy

A number of things are important in heavy weather sailing. One of the main points is to keep the boat flat as possible. This helps reduce weather helm; keeps the water out of the boat; the spray boards do their job better; and, also, the deck crown sheds the water better. Also, a must is a suction bailer. My bailer is located 3 1/2 inches from the keel on the port side, the aft side of the bailer even with the aft end of the centerboard well. The bailer will bail to windward when placed in this location. They do not bail to windward when placed in the center. Keeping the water out is most important.



SAILS Heavy weather sails should be heavy material, four or five oz. This weight material keeps its shape with the mast bend. I use a medium or full main and jib. A flat sail doesn't have enough drive in heavy seas. With our modern bendy rigs most of the draft can be controlled with the Cunningham pulled down and the out-haul all the way out. With the mast bend you can carry a full main; also an adjustable jib is desirable because of its being able to be flattened. All of these things help keep the boat as flat as possible.

WEIGHT Placement is also important. Besides plenty of good old hiking. The weight fore-and-aft should be watched. Now in rough water if you are taking a great amount of water over the bow, you and your crew should move aft. Generally about a foot or so further aft than normal position. This keeps the bow in a higher position for the oncoming seas. Large seas are always coming at you at an angle. I try to point into the sea squarely, then when going over it, I bear off a little to build up speed for the next one. If you hit every sea at the same angle they will set you to leeward on every sea. That's the reason I work the boat into big seas.

REACHING in heavy air and sea is my favorite point of sailing. There are still people that think a Snipe doesn't plane. I wish they could have been with us at Long Beach last August. Earl Elms told me that those seas we were planing on have been clocked at 22mph. and we were actually out-running a lot of them. Now when reaching in heavy seas, your weight should be quite far aft. This lets the bow lift over a sea instead of plowing through, also you are planing on seas that are at an angle. This means you should bear off on a sea to get started planing, then when you are planing, head back up on course. This keeps you going at maximum boat speed; also the boat must be kept flat as possible. As your boat picks up speed the wind will be pulled ahead. This means sheeting in, and when you slow down, sheet out. This is a continuous process when on a planing reach. Keep that vang on tight - Cunningham off - out-haul off.

RUNNING in heavy wind conditions is real sticky at times. Your weight has really got to be on the move all the time balancing the boat, still with the weight well aft. Generally I keep the crew in the center just aft of the center board well, and I do most of the moving around. But he is always ready to go either way. Now sheeting is also important. The leech of the main should be watched and never let the leech turn forward. This means you may have to sheet the main in more than normal, if the leech does point forward this will drive the mast to windward, causing oscillation. The vang must be used at all times. This keeps the leech under control. In heavy wind I sail high of the course, then three quarters of the way down the leg I jibe during a lull. This can be kinda tricky. You have to make up your mind to do it and do it right now. Don't hesitate. If you do, its bottoms up.

By Ing. Anton Grego

In the last 5 or 6 years, Yugoslavia has had her fair share of space in Snipe publications, and the name of Ing. Anton Grego has appeared repeatedly and consistently therein. He is a top sailor!

Now 29 years old, Anton started sailing when 8 years old and got into Snipe at 14. As a member of the Rijeka Fleet 345 of Rijeka, Yugoslavia, he has won many honors, starting in with the 1961 European Junior Championship; in 1964 he was 2nd in the European Championship; got the title in the next one in 1966; placed 3rd in the 1967 World Championship, and recently took 2nd in the 1968 European Championship.

In addition to these all-Snipe honors, he won the Cup "Barbanera" at Trieste (Italy) in 1964 and 1967 in the Snipe Class, and then finished 13th in the Olympic Games at Acapulco in 1968 in the Flying Dutchman Class. With a record like that, he will be closely watched as a favorite at the World Championship in Angola, PWA, this October, you can be sure!



Although we have not such heavy sea conditions on our Adriatic, during the sailing season I do get some routine work-outs and practice on other open seas. In sail racing in all kinds of condition, it is necessary to bear in mind some elementary rules with a view to get a good result.

Some rules are very important for sailing in heavy seas and accompanying wind conditions, and the most important details I will describe in the following text:

The first requirement for good success is safety of the yacht, crew, and equipment. Although the crew has to know the equipment of the yacht and keep check on it, it is best to inspect the whole boat and equipment before each race, especially the mast, halyards, and all metal parts; boom, rudder, keel, and all kinds of ropes and fasteners. Perhaps some of these parts have become recently damaged, and must be changed or repaired.

Secondly, the skipper must constantly watch and check on the actual speed of his boat in all kinds of drive, and this is especially true in heavy wind and sea conditions. One can get bogged down and not realize it, and, of course, decrease of speed is not allowable, for that has a direct influence on the result - to come in first.

If the parry-tactics against the rival are excellent, but the speed of the yacht is slow, then the result will be bad no matter how clever you have been in tactics, maneuvers, etc.

In sailing under heavy conditions, the resistance of friction and of that produced by the rudder is not so important, but more important is the heading of the yacht on the waves.

Therefore, in this situation, the crew is always sitting near the poop, because the lifting of the bow over the waves is much easier.

In close-hauled sailing on small waves, it is necessary to bear away slightly of proper course in order to keep up the same speed.

In close-hauled sailing on large or heavy waves, one goes toward the wind until the yacht comes on top of the wave. After crossing over the wave, one must go away from the wind so the yacht can regain its former maximum speed.

The Snipe is, for her size, a very heavy yacht, and in case of tacking, it is necessary to take care of the size of the waves. The skipper has to choose the right moment when the waves are not so big, and by slowly pressing on the rudder, turn the yacht onto a new course. In this case, the yacht will not lose speed.

Good tacking - without losing speed - is real art in leading the yacht - it's the name of the game!

In heavy wind, gybing is a very dangerous maneuver, but the risk will be the least if you do this maneuver at the maximum speed of the yacht (sailing down the wave). During gybing the keel must be lifted at least for one-half of its height.

(RACING TACTICS concluded 2nd column Page 13)



PREPARING FOR A REGATTA

By Brad McFadden, Jr.

If we are planning to go to the Nationals or major regattas this year, now is the time to start our preparation.

We must prepare for a regatta well ahead of the date of the regatta in order to be competitive in the event. There are two basic parts of the preparation — the physical and the mental, and equal in importance.

First, let us look at the physical, because it is the easiest to explain, and can be accomplished in a systematic and positive way, and you can start working on this angle early in the season, doing a little every day.

PHYSICAL PREPARATION

The hull should have a smooth bottom. This includes both the blade of the rudder and the centerboard, which are often overlooked. A wood boat should be sprayed or hand painted, sanded smooth with 400 to 600 sandpaper (wet or dry) and then polished with rubbing compound (such as Dupont #7). A glass boat should have all the holes caused by air bubbles in the glass filled with glass filler or gel coat, as well as pitting marks and tension cracks. The glass boat should then like the wood boat be polished with rubbing compound.

The rudder blade should be finished like the wooden hull, and the centerboard should be rubbed with fine steel wool until you can see your reflection in it. It is a good idea to paint both the rudder blade and centerboard white below the waterline; this increases visibility, and it is much easier to see weeds.

The hardware should be functional. All cleets must hold even in extreme weather. If your's don't, fix them or replace them. The jib and main sheet cleets should be located in a manner so the sheet can be cleated while hiking without having to be a contortionist or acrobat. The hiking straps should be comfortable and easy to use. They should allow both the skipper and crew to get well out of the boat and remain out of the boat. You should have an adjustable traveler and a boom vang with a 3 to 1 or higher ratio. All shackle fairleads lines should work and be in good shape.

The mast should be a limber wood or aluminum, stepped on the keel and should be forced to bend where it comes through the deck. I use a Proctor "E" section stepped on the keel. It protrudes through an opening in the deck that measures 2-3/4 by 6 inches. There should be either a block or mechanical arrangement to limit the forward bending of the mast.

Recently, the Snipe has become sophisticated in mast bend. It has become important to bend and limit the bending of the mast according to crew weight and conditions.

Like the mast, the boom should be strong and functional. Remember if a mast or boom is going to break or split they will invariably do this while you are leading in a regatta. The boom should incorporate a means of adjusting the outhaul while racing. This is most important for fine sail adjustment, reaching and running. I plan to use a Proctor boom with mid-sheeting arrangement. I believe this will enable me to better force the bending of the mast at the top first. The idea of the bending at the top first is to flatten the top mast of the main sail first, thus reducing the heeling moment at the top of the mast or lever arm where it is most critical.

The sails should be competitive. You should have confidence that your sails are as fast as those you are competing against. They should be set as wrinkle free as possible on the spars. All Snipe sails now should be equipped with Cunningham hole as permitted under our rules. This will give you sail control with the bendy mast. Every winter make sure



your sails are in good shape. Be sure the seams and batten pockets are tight. If there is any looseness to the seams or wear, send them to the sailmaker for repairs.

I don't believe that even the best sails last forever. If one is going to sail in national and large regatta competition and hope to win, he should have a new set of sails every year. But even if you just want to be competitive in point score races, you should consider sails every two to three years.

For serious sailing, you should have a set of tools and extra hardware in your car for all racing. In my tool box I carry a hammer, pliers, wrenches, files, rasps, screw drivers, dikes, a hand and electric drill and bits. In other words something to fit every screw and bolt on the boat and rigging. I carry a sail mending kit with me as well as a nico-press swegging tool. Thus hopefully I can fix any potential trouble before it starts, and fix breakdowns between races. I also carry as complete a set as possible of hardware. All kinds of screws and bolts as well as pins and shackles are carried.

Sailing a Snipe is a team effort. To do any good in a regatta the skipper and crew must act as a team. So pick your crew carefully. Pick someone with whom you are compatible and can work with. Look at the combined weight of the skipper and crew. Ideally, the skipper and crew combined weight should be between 300 and 325 pounds. After you have picked a compatible crew of the right weight, practice until you can tack, jibe, set the pole and handle the boat smoothly and precisely. Work on sail trim. Make sure both you and the crew are setting sails correctly for the conditions, and are positioned correctly in the boat.

MENTAL PREPARATION

The mental preparation for a regatta is the hard part to explain to people, but is just as important as physical preparation cannot really be separated from the physical. For instance, while refinishing your hull if you do a good job you will build confidence in your hull because you know your bottom is as smooth or smoother than that of your competitors. This helps build your mental confidence. It is important to know your physical equipment is as good as that of your competitors.

To win you must have confidence in yourself and your crew. You must think you can win. If winning is initially too high a goal, set a goal for yourself and strive to reach it.

Be sure to do your homework. Know the racing rules and be familiar with the appeals. Carry rule book appeals with you to all regattas. Preferably a book you have studied with the underlining of important phases of the rules.

Sail the races or regattas in your mind. Let all the things that can happen in the regatta happen in your mind. This way you will be mentally prepared when they happen on the water. However, don't work yourself to such a pitch that you can't go to sleep at night.

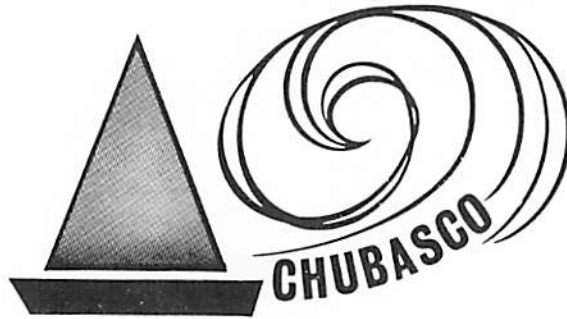
Good sailors have recovery ability. We will all get buried once in awhile. The good sailor does not let this rattle him. If he has done his homework he keeps working on the boats in front of him and gradually works his way out of the hole.

Remember we don't have to win races to win regattas. Consistency is better than spasmodic finishes. I once managed to lose the Southern Championships with finishes of 1-2-27.

Remember sailing is fun. Winning is more fun, but most of all we should enjoy the sailing we are doing.

NOW Y'ALL COME DOWN TO JACKSONVILLE IN AUGUST!

We Build the Fastest Snipes



Bud Hook Donates District Junior Championship Trophies



Ever since Bud Hook left the post of SCIRA Commodore in 1965, he has wanted to establish some kind of a trophy for an important SCIRA regatta. Finally, he made a decision, which actually surprised no one, for he chose Junior racing as his beneficiary. Always deeply involved in Boy Scouts, he followed his natural inclination to work with youth.

Now, as National Secretary for the USA, Bud has presented each district (7) with a new rotating trophy for each year's Junior Champion in that district. To be known as the "Commodore Hook Junior Championship Perpetual Trophy", Hook commissioned the Bruce Fox Company of New Albany, Indiana, to design and produce the unique reward.

The trophy is approximately 18" high and is a four-sided obelisk of wood in a hand-rubbed ebony piano finish. In cast

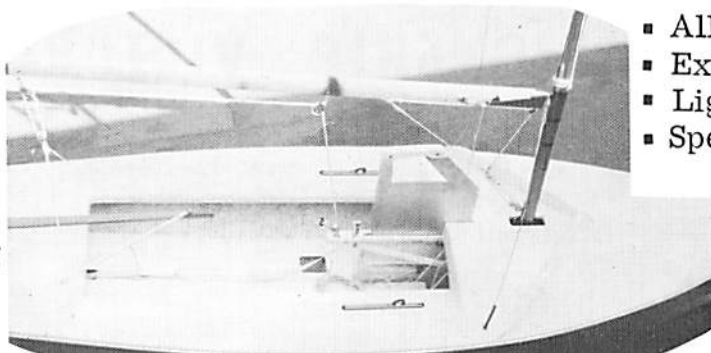
aluminum are the title and winner identification plates, and a replica of the Snipe emblem in color. All 7 units are identical.

When presenting the trophies, Bud commented that he was endeavoring to stimulate more competition among juniors and add to the significance of the District Junior Title. He further added that several districts plan to make its presentation retroactive to the 1968 season winner.

Alan Levinson, Indianapolis, and Dick Ver Halen, Chicago, co-chairmen of the SCIRA Junior Sailing Committee, have expressed their pleasure in having the trophies available, and all thank Bud for his generous gifts, which fill a conspicuous void in the SCIRA racing and development program of the future. At the same time, they will be constant reminders of the many fine things Bud has done for Snipe and SCIRA.

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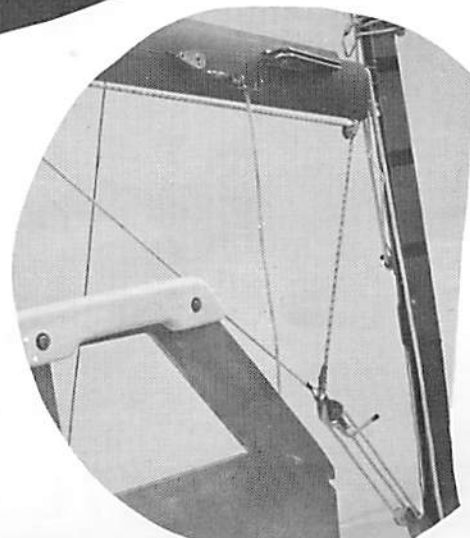
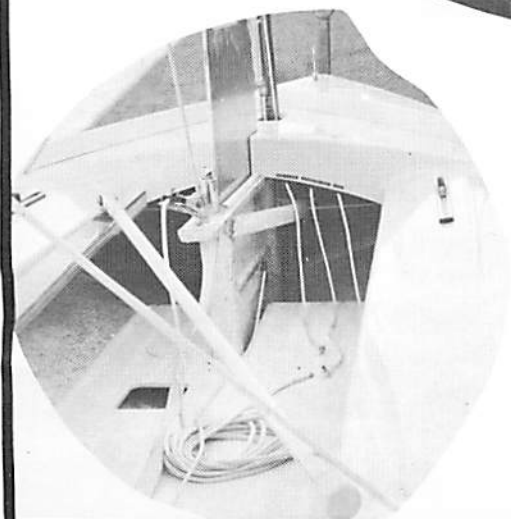
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Snipe News in Brief

Arch Higman reports that he is trying to get Snipes sailing in every regatta where they have not sailed before, or where they have been inactive for years, e.g. at Newport Harbor in their Gold Cup regatta. He goes around holding Snipe information classes, etc., and now hopes to have them at Morro Bay April 19-20 and also at Oxnard Memorial Day. He and another old-timer and mainstay of SCIRA in California, Lou Varalay, recently talked at Oxnard and showed the Snipe film. They stirred up enough interest to make it worthwhile. They have also instigated two regattas this season in District 6 over a few weekends where the "major" one is for top skippers and the "minor" one for beginners and less skillful. A good idea! Arch certainly is doing a fine job for Snipe. Along the same lines, Carlos Bosch is proving to be the sparkplug in a current revival of the famed Bermuda Spanish Point Fleet 361, according to James Amos, National Secretary for Bermuda. At the beginning of the season, he is credited with increasing the fleet number by over 50% over a 3-year period. "He is 'Snipe' to the bone, and a tremendous asset to Snipe racing here." Jimmy recently paid dues on the largest number of boats in a long time, and reports Carlos is getting a new fiberglass hull from the U. S. and that they are currently building two plywood hulls for themselves. These 3 will be the first new boats there in years. Sure looks good to see those fine sailors coming back!

. Ian Smith, FC of Annapolis 532, reports, "We now have 35 boats in all, so are looking forward to an active summer as we've added an extremely active and enthusiastic number of people since last year. Our fleet, when added to the Potomac Fleet 60 at Washington, is now the largest racing fleet on Chesapeake Bay with the exception of the Penguin class, and there must be millions of them. So we are growing still, and hope to be able to encourage the development of fleets in other parts of the Chesapeake. . . . If you ever go out to the Happy Hunting Ground of South Dakota, look up C. C. Kachel, State Game Warden at Madison. He is a real Snipe enthusiast, and responsible for many Snipe experiments as he sails around his lake, usually in a lone Snipe. However, now he and a friend are seriously planning on getting two exactly identical new fiberglass hulls with matching sails so they will know their boats are equal when they race together. Will make an interesting experiment - but might lead to some unhappiness if they can't blame anyone but themselves for poor results. But this might lead to onlookers, seeing the action and keen competition, wanting to join in the fun and try to "take" both of them. Hope it works out that way. . . . Last month we mentioned that an official of the National E Scow Class asked Steve Taylor for RC information, and here is part of Steve's reply, "We are most fortunate in having many outstanding businessmen around the world take so much interest in SCIRA, and, in my opinion, our greatest asset is having Ted Wells as Chairman of the Rules Committee. Of course, he has his ups and downs with a

class of this size, but not a member does not respect his values in keeping the Snipe a one-design boat. With a big upswing to sailboat racing in the last ten years, a class without its own set of racing rules is certainly not doing justice to its members. Nothing could be more confusing to skippers than having the local race committee at every regatta they attend set up a different set of 'basic' rules." SCIRA, being a true National and International Class with regattas everywhere, long ago recognized the necessity of such regulation and protection. Consequently, for many years now our sanctioned regattas guarantee a uniformity of performance and quality in Snipe events. Really, we were forced to adopt this, and thus became a leader in this respect, establishing a formula which many classes have used as a model to form their own rules as they increased in size. . . . The coals are beginning to glow a little again on Long Island Sound, where Sniping really flourished back in the thirties. Ralph Durrschmidt has travelled up and down the island sniffing out old Snipes and Snipers trying to stir up interest. A little discouraged, but now Sea Cliff 4 reports interest in their fleet is rising and looks to be very active after a number of years with only 7 or 8 boats racing. They expect 14-16 this year and will hold the Long Island Championship (one of SCIRA's oldest events) with hopes of re-establishing the Snipe image there. If you live in the New York area, why not investigate by writing P. D. Pritchard, 1 Nancy Ct., Glen Cove, New York 11542. . . . District 6 will have at least 4 Junior regattas this year and hopefully, a district junior championship.

CHAMPIONSHIP VICTORIES

68 EUROPEAN CHAMPIONSHIPS (Izmir, Turkey) 1st-2nd-3rd
68 MIDWINTER CHAMPIONSHIPS (Clearwater) 1st-2nd-4th
68 UNITED STATES NATIONALS 1st-2nd-5th
67 WORLD CHAMPIONSHIPS 3 OF TOP 5

NATIONAL CHAMPIONSHIPS

68 PUERTO RICO
68 YUGOSLAVIA
68 BELGIUM
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Wells Wanderings



by Ted Wells

MAY 1969

SETTING STARTING LINES

This article is written at the suggestion of Fred Pember of Atlanta, who was RC Chairman at the Midwinter Regatta at Clearwater. We happened to meet at dinner after the second day of racing, and I started giving him a hard time about his starting lines, one of which one skipper called a "starting point."

Since we are both card carrying members of "Race Committee Chairmen International," the discussion was on a high plane. It boiled down to agreeing on one simple fact: Nobody (and I mean nobody) can eyeball a starting line--it takes a mechanical means of some sort. Out here in the plains we frequently get the RC off the hook by having two compass-equipped Snipes set the mark at the leeward end of the line after the RC boat is anchored. This system works well.

At the World Championship in the Bahamas, Charlie de Cardenas, who was RC Chairman, sold me on using a hand-bearing compass to set the line. I borrowed one in Jacksonville and used it in my capacity of Official Representative at the Western Hemisphere regatta last year, and became completely sold on this system--just face into the wind, using yarn on a wand to check wind direction, read the compass,

averaging the periodic swings, back off 85° and you have your starting line. A further advantage, when you are on a large enough body of water, is that you just back off 60° and you have the bearing on the reaching mark for your Olympic course.

The high-class handbearing compasses cost about \$50.00, but Fred went shopping and came up with a small compass--about 2 1/4" diameter card with 5° graduations--and his starting lines and courses were perfect after this. You, too, can set perfect starting lines and courses for \$7.95 or less (Airguide). Extending the lubber line across the top of the compass will make it easier to read accurately.

RACING ON OPEN WATER IN HEAVY WIND

I really can't be very helpful in adding my comments on this subject as it is what I do worst--as does most any lake sailor. The secret of success is, I know, to not try to feather the boat,--and drive it through the waves. This is easier said than done and requires practice. I've had recent experience at Redondo Beach, California, and on Biscayne Bay in Florida; and I'm afraid that I must conclude that if you don't sail in this stuff all the time--you aren't going to be very successful in a once-or-twice a year attempt.

If you need any proof of this, look at last year's National Championship. Buzz Levinson was the only lake sailor to qualify in the Heinzerling Series. (Norm Towle was a lake sailor, but now lives in California, so he doesn't count as an exception.)

(RACING TACTICS continued from Page 8)

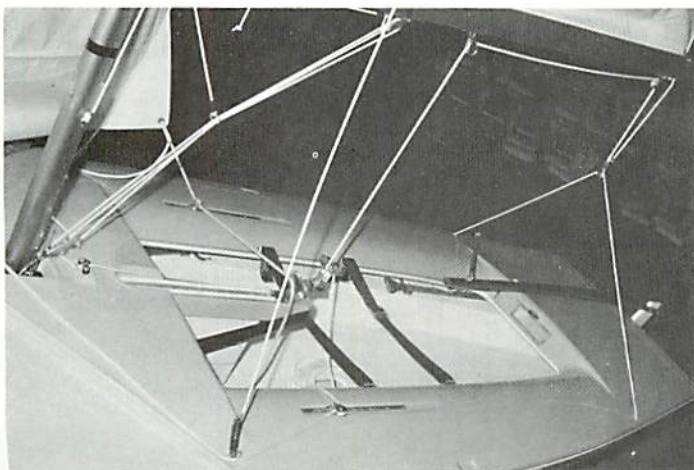
In sailing on a free leg, the keel has to be lifted exactly for one-half of its height.

In planing and for maintaining maximum speed, the most important things are: keeping balance, and good leading the yacht between the waves.

It is better to go away from the course to the next mark for insuring the planing of the yacht rather than to go directly to the mark, because, by planing, the yacht has greater speed, and that is the best way to triumph.



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Charles Freeman, 5747 Greenbrier, Dallas,
TX 75209.

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Commodore Decatur YC, Lake Decatur, De-
catur, IL. Gene Keltner, 1824 Richmond Ct.,
Decatur, IL.

JUNE 14-15 RIFF-RAFF Regatta, Cowan Lake SC,
Cowan Lake, Cincinnati, OH. Arnold Lundmark
4316 Wallington, Kettering, OH 45440

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

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

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

JULY 19-20 NEW YORK STATE OPEN Champion-
ship, Chautauqua Lake YC, Chautauqua Lake,
NY. Tersch Bugbee, 21 New York Ave., Lake-
wood, NY 14705.

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

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

JULY 30-AUGUST 1 JUNIOR U.S. NATIONAL CHAM-
PIONSHIP at Jacksonville, Florida.

AUGUST 2-8 1969 U.S. NATIONAL CHAMPIONSHIP
St. Johns River Fleet 630, Florida Yacht Club,
Jacksonville, Florida. Information will be pub-
lished when received.

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

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

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

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

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

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

OCT. 4-5 OXFORD INCIDENT, Hueston S. A.,
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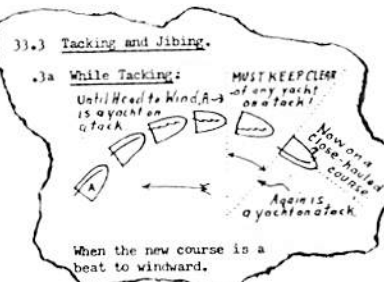
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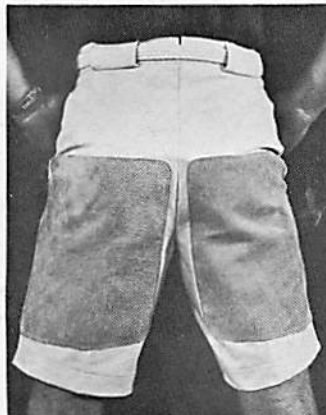
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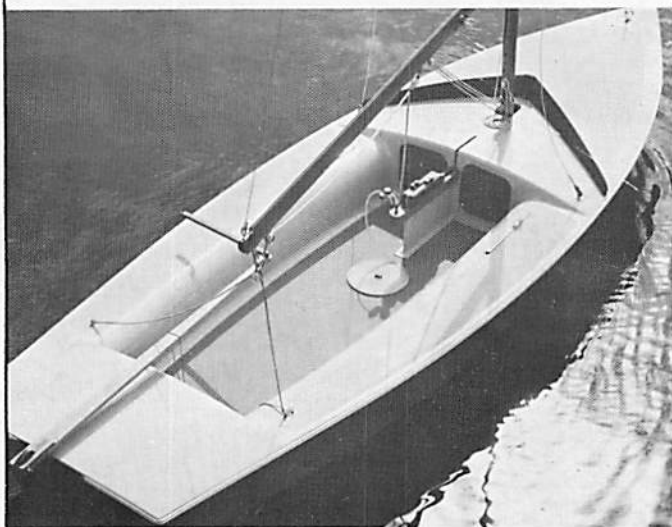
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