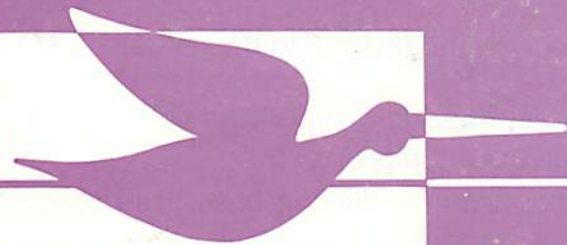


Snipe



BULLETIN

MAY-JUNE 1970



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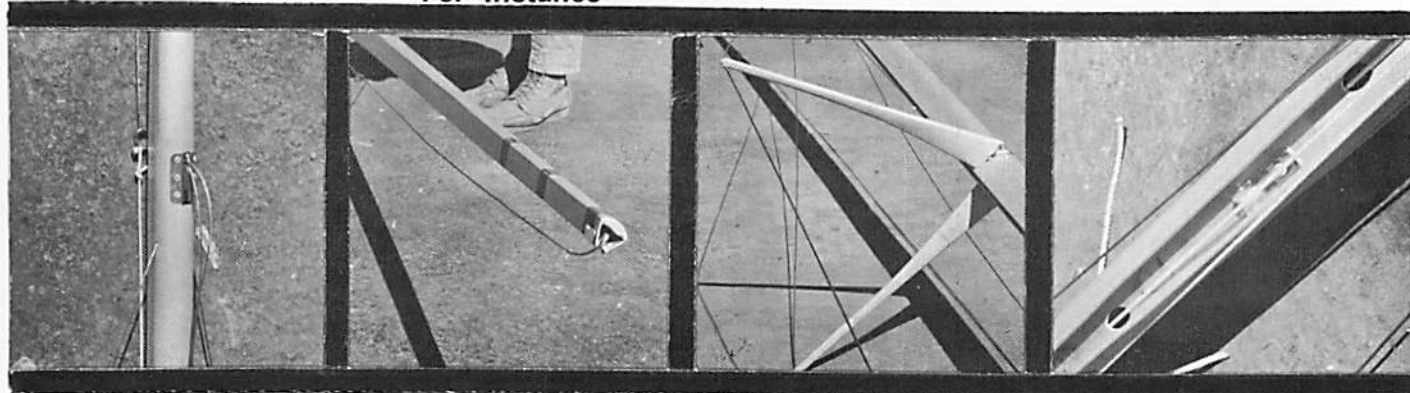
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Some Race Action on a Gusty Day

—Photos of the Potomac river Fleet 60 at Washington taken by Mrs. H. S. Corbin



30 SECONDS before the timed start. Bruce MacDonald, with crew George Lee really hiking in a gust, has the jump in 16765. Rick Zimmerman (11291) is completing a tack for safe leeward position (hopefully!). Ned Walker in 8000 appears to tack for a safe leeward position (hopefully!). Ned Walker in 8000 appears to be having trouble. Alan Robertson (14702) having problems holding his boat down. On the extreme right, Ed O'Brien (16242) is eating backwind from everyone else.



ONE MINUTE LATER boats have crossed starting line and a couple already tacked for clear air. MacDonald still in lead. O'Brien drove 16242 through the lee of 3 boats, tacked to port, now ready to gamble for a squeeze play ahead of 11291.



HE MADE IT! The telephoto lens makes it a little closer than it actually was.



16765 completes his tack and 11291 finally gets his clear air. He went on to win as 16765 ran aground in shoal water on the airport side. 14702 was 2nd; 16765 in 3rd.

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SNIPER BULLETIN

THE INTERNATIONAL SNIPE CLASS

MAY - JUNE 1970

Vol. XIV No. 10

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

THE COVER

Aptly entitled "All Clear", this is just a nice shot of the start of a Snipe race on a typical small lake in the interior of the country. Taken in the mountains of Tennessee, it clearly shows how open water sailors are baffled when they get on water in such surroundings — and vice versa! Cecil Pearce of the Chattanooga Times took it at the recent Southern Championship Regatta on Lake Chickamauga.

THE SCORE

Numbered SNIPES — 18947 Chartered Fleets — 686

59 new numbers went out last month, and while this is 82 less than the same month last year, we are still ahead 64 boats with our present total of 342 since Oct. 1, 1969. It is a good, satisfying record!

The U. S. led with 43; Spain next with 10; Portugal 5; Canada 1.

Spain continues her amazing expansion with 2 more groups getting official SCIRA fleets: (1) Charter 685 went to the Club Nautico Molinar de Levanta fleet; (2) Charter 686 to the Club Nautico Los Nietos at Cartagena in the Province of Murcia.

New Officers Chosen

The 3-year terms of office of Dan Elliott (District VI) and Richard Tillman (District III), members-at-large of the SCIRA Board of Governors, expired in 1969. Elected by the Board of Governors to fill their vacated places were Arch Higman (District VI) and Jack Zink (District II). They assumed office this year and go out at the end of 1972. Introducing:



Arch Higman



John Zink

As an Old-Timer well-known in Snipe circles both at home and abroad, Arch Higman was an unanimous choice. A retired teacher from the Los Angeles schools, he now lives in Pasadena, California, with his wife, Ethel. They have one daughter, Lee Waggener, who, with her husband, also sails a Snipe on occasion. Arch has been sailing for 35 years with the last 25 in Snipes, and has attended big regattas all over the country. He has had the pleasure of building 5 Snipes during his career, and thus knows the boat from A to Z; as a member of the SCIRA Rules Committee, this expert knowledge has been put to good use.

He has been Fleet Captain at Alamitos Bay 218 and Los Angeles Fleet 2; now in his second term as District VI Governor, he has his area under such control

(CONTINUED -Bottom of adjoining column)

Canadian News An Official Announcement

As predicted in earlier BULLETINS, Canada has decided to remain at the minimum weight of 425 lbs. for the present racing season. John D. Storey, Canadian National Secretary, makes the official announcement, which follows the decision already made by the United States. While this applies to all official SCIRA/Canada races and regattas, it eliminates all problems of Snipers from both countries racing against each other in international events with different weight boats. It was almost a necessity to insure attendance at these affairs "across the border."

The Canadian National Championship for 1970 will be held at the Northern Yacht Club, North Sydney, N. S. August 1-9th. This big regatta includes the Maritime and Provincial Championships as well, and 3 titles are awarded at the conclusion of a big week of Snipe racing. Special Pram and Dinghy races will be included this year, so, if you want to participate in any of these, get in touch with Steve Astephen, Northern YC, P. O. Box 1, North Sydney, at once.

Also, the CORK Regatta at Oakville will be identified this year as the "North American OPEN Snipe Championship Cork" and is the first Snipe series to be so designated. What will be done in the future will depend on wishes of the North American countries involved, and this question will be settled whenever a specific Deed of Gift is presented to the Board of Governors and should be done this winter. It is a good idea, and should be pursued.

(NEW OFFICERS from 2nd column)

and order that he knows where practically every Snipe in California is located and what its official status is today. He is the blood-hound for SCIRA in the whole area. Arch also served as SCIRA representative at the World Championship Regatta in Cascais, Portugal, in 1957. His home address is 3316 Grayburn Rd., Pasadena, California 91107.

John Zink, on the other hand, is a relative newcomer to SCIRA. 41 years old, he is a graduate mechanical engineer from Oklahoma State University. He is now President of John Zink Company, a manufacturer of specialized combustion equipment.

He and his wife, Bette, have 3 boys, Neel, Colin, and Whitney, aged 12, 10, and 8. A member of Snipe Fleet 625 in Tulsa, located on Lake Keystone, he started sailing in 1963 in a Lightning and has been four times Central States District Champion in that class. Now owns Snipe 17152 and his wife is crew - results have been 3rd in the District in 1968 and 2nd in 1969.

Before sailing, he was interested in motor racing, and he won the National Drag Racing Championship in 1957; designed, constructed, and competed in all forms of motor racing, and has built two winning cars for Indianapolis plus two national championships. He can be reached at P. O. Box 7388, Tulsa, OK 74105.



On the Lighter Side

MUTINY

by Ruth Bockelman
Iowa-Nebraska Fleet 309

Mutiny, as in "On The Bounty" is a bad word in seafaring circles, and might be defined as wilful refusal to obey constituted authority, or simple revolt against a superior officer. In the days of the Clipper Ships, mutiny was much feared and could quickly endanger the ship, the "superior officer" and all of the crew.



Although observation is a bit difficult while one is crewing, there are occasional opportunities to see mutiny in action. This is especially so on days that are not wildly windy.

Sometimes a rebellious teen is seen or heard, refusing to obey his skipper. This seems to occur more readily if said teen has been skippering in the junior races and doing well. The most flagrant case I've observed was a situation of mother skippering in the first race of the regatta, so that when father returned from a business trip the following day they could resume their roles of father-skipper and mother-crew. Teen son had been doing well in junior races and his mutinous tactics were nearly disastrous. When he decided to tack he would pull the jib around, even though the "skipper" was not intending to tack. When mother-skipper decided to tack, her mutinous crew refused to tend the jib. There were other nasty little tricks. Those of us observing felt that this crew deserved being thrown overboard to the bullheads!

Some families resolve this kind of crisis by giving the rebel his own boat and competing with him in the fleet. Others put the teen on shore patrol while they continue their husband-wife team. A few give the teen the helm and crew for him. As in many other areas of life, everyone "does his own thing."

Another type of mutiny that can sometimes be observed is the crew-wife who rebels. Usually this occurs mainly in words, and doesn't result in actions that might be disastrous to the boat. It is wise not to take this type of mutiny too seriously, I believe. Some couples wait all week to air their differences "on board."

My particular skipper gets most irritated when he can't hear my "suggested tactics." Which is probably just as well. He does very well without my gems, but sometime, perchance, I just might come up with a "goodie."



1970 Western Hemisphere Championship Regatta

At Jacksonville in 1968, the National Secretaries of the Western Hemisphere voted to accept the bid made by Puerto Rico for the 1970 Western Hemisphere Championship Regatta if and when a firm and satisfactory bid was received.

However, plans contemplated and promises made by Puerto Rico did not materialize, and finally, Miguel Casellas, National Secretary for PR, reluctantly notified SCIRA to look elsewhere. On rather short notice, Bermuda was approached and Carlos Bosch, National Secretary there, jumped at the chance with his characteristic enthusiasm. He gained solid support with universal approval, and when assured that help would be forthcoming on having sufficient boats of good quality to supplement their small local supply of worthy and eligible boats, he officially asked for the regatta for the dates of Sept. 13-20, 1970. Since time was getting short, we were glad to get this bid.

The Spanish Point Boat Club will host the event and furnish all the boats for contestants as required under the Deed of Gift for the Hayward Trophy. Carlos Bosch, P. O. Box 720, Hamilton, Bermuda, will act as General Chairman with assistance from his Vice-Secretary David Dunstan. Publicity will be mailed to all National Secretaries at once.

HOWEVER, in order for Bermuda to have enough Snipes of relative equal ability and quality for all entries, the United States is going to help by furnishing ten boats.

SCIRA/United States has arranged for the Lemke Engineering and Boat Co., of Indianapolis to build ten Snipes for the Regatta and offer them for public sales at a substantial discount. Delivery will be made in late September after the WH regatta is concluded at or near New York City. All boats will be fully covered by insurance.

The price of the boats completely equipped (without sails) will be \$1450.00. This includes all the go-fasts - mast puller, bailer, sails adjustments, and SCIRA royalty fee, etc. This amounts to a savings of well over \$200.00 per boat on the now prevailing new boat prices. Trailers will also be available at \$170.00.

As only ten boats will be built, please contact SCIRA if interested. You not only will be getting an approved boat all ready to race officially (they will all be measured at one time officially), but you will be helping class efforts to sponsor and assure a good maintenance of one of our oldest and best international regattas. Purchase will be made on easy terms with a \$500.00 deposit required by July 1st and the balance due in September, which could be financed. Alan Levinson, U. S. National Secretary, is the key man on this deal, so get in touch with him at 6234 Landborough Dr. N, Indianapolis, IN 46220.

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Thoughts on Fleet Building and Race Participation — From the "Envelope Class."

by Winton P. McMillen

"About fleets growing, then for no apparent reason slowly vanishing - I have some strong theories on this. . . I recall one well-known fleet well. . . I watched it fade and felt badly when it did - but it was people which made it, and people are also the cause of fade-away."

"I've been with the Windmill group since 1954, and from the beginning I've attempted to stress cruising and just plain fun as well as racing. For it's "fun" which makes a class at the onset. The beginner learns to handle his boat and all the external things which go with this phase. Even though later he turns to racing (familiarity with the boat comes first!) later, he never forgets the fun he once had just horsing around. Now racing is for the skilled sailor, and he becomes skilled through experience. And here lies the cause of rise and fall of fleets - or classes for that matter."

"For the beginner must first have fun. But veteran skippers often forget this phase of learning. They're good and often know it. Racing, however, can bring not only frustration but bewilderment to the newcomer. And unless he knows the rules, he can also risk damaging his boat - not to mention his feelings. So when urged to race, he often refuses. That this actually happens has been borne out over the years I've been with the Windmills."

"So whatever I've written in way of Fleet Organization has stressed the care and ego-feeding of the sailor new to the class. First fleet duty is to its up and coming - to guide, instruct and otherwise prepare a schedule which puts minimum strain on maximum skill. The graduates from this group go on to become champions - and to wax poetic, like a good rose, they fell into good soil."

"One thing for sure - what a man likes to do, he does best. If a fleet offers pleasure, even to the point of social contact at private homes, etc., the harvest is good. We both know, and we're not alone, that not every sailor likes to race. If this is all his fleet emphasizes, some will drop by the wayside. Those who are left will be "good" - but few in number."

Al's response was: ". . . we tried some of that fun stuff here in Bay City to no avail. We built our local 110 fleet up to 18 boats at one time and have ended up in 1966 racing with only three boats. It looks like we will start off 1967 with five so we are again on the upgrade. We think that we missed the boat by not spending more time with the new skippers in an educational program, or by having some of the more experienced skippers sail with the new boat owners instead of concentrating on the tuning of their own boats."

FLASH! — BE SURE AND READ THIS

U. S. JUNIOR defined (Page 9 January BULLETIN): the old ruling that a Junior be defined as "not yet reaching his 18th birthday on the 1st day of the regatta" be adopted and effective for 1970.

by Louis Russell Chauvenet

We have approximately 200 Windmills in our area, and of these, only about 30 skippers take an interest in our very wide-spread and active racing schedule - 250 starts in 24 events averaged a little over 10 boats per regatta. Our immediate goal is to increase this average attendance to about 15 or 20. We must convince owners who do not race much or at all that they can enjoy the regattas and have a very good time, even if they don't win any prizes. After all, the fundamental purpose of owning a sailboat is to enjoy it - not to collect more-or-less useless trophies. Racing itself is a great pleasure.

So often I have observed a skipper remark that he would like to race, but felt he was not good enough. I feel that he is correct if he means he is not yet familiar with his boat, is not sure he can handle it reasonably well, and is not too familiar with the racing rules. But given the basic ability to control your boat, and at least an acquaintance with the rules, I feel that racing is the next step up to greater enjoyment of your Windmill. What you will learn, or should learn, from racing will enable you to sail better when you are not racing at all, and the increased mastery of your boat will contribute much to the pleasure you derive from it. You will find the experienced sailors very friendly and helpful. Going to regattas gives you the chance to meet and talk to them, study how their boats are rigged and fitted and sailed.

In addition, even if you have much to learn, there will be others who also need experience and will be learning with you. An exciting battle for even 15th or 25th place affords fun and suspense for the parties concerned.

To my puzzlement, I sometimes see skippers come out for a regatta full of enthusiasm, but little experience; finish relatively far back on Saturday, and then go home without sailing Sunday. This seems very strange. The poorer your competitive results, the more you have to learn, and the only way to learn is to sail, study the results, talk to the people who know more than you do, and sail, and sail again. I remember quite well that in my first regatta I finished last, next to last, and last again; the idea of giving up never even occurred to me, since I knew that I had much to learn. Although you may find this hard to believe, since then I have learned enough (and had great fun doing so) so that I do not finish last quite that often these days.

So if you have a little trouble keeping up with the Veterans, at first, what could be more natural? Ask them for help and advice, sail at every opportunity (whether racing or not) never allow yourself to become a bit discouraged; and you'll improve. This improvement will increase your enjoyment of all the sailing you do, not merely the racing.

My son and I once agreed, we would never give up until we finished last 100 times in a row. So far, it hasn't happened. . . and it won't to you, either. Every race you sail in will give you experience and confidence, and soon you'll be beating new rank beginners - you'll be a veteran yourself! Good Sailing!

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Not now (of course) legal for use on a racing Snipe - probably similar to the electric bilge pump arguments - until the Rules Committee makes a recommendation. But many individuals or groups will probably use one to tune up their boats and "take lessons" from it even though it can not operate in official racing competition. Ver-r-y interesting!

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Ed Grier decided that his blunt bow should become a sharp one, and so he did something about it. It occurred to him that a lot of people might have slow glass Snipes and have assumed that you cannot rework a glass hull. So he sent this in for publication.

51-year old Ed is a research engineer concerned with the development of hydraulic components and earth-moving machinery. He lives in Peoria, Illinois, with his wife, Margaret, and 2 children, Joe (18) and Jane (15). A graduate of Purdue, he takes an active part in civic affairs - political, church, PTA President, Orpheus Club, Society of Automotive Engineers. He started sailing in 1937 and has been in the Mackinac Race and ice boating (DN). He has been Snipe Fleet Champion several times, and has won numerous Illinois State sailing awards; now has 12 trophies placing from 1 to 10th. A keen Sniper who really wants to do better - and knows how to go about it!

All three wood Snipes I have owned were fairly fast to windward, and the last one (which I built from scratch) was unbeatable on a downwind leg. That boat differed from the others in that the bow was so sharp you could almost cut your finger on it. In spite of the fact that its keel was not the longest permissible, and that its chines were not as flat as they could be, the boat would run like a scared deer.



In time I got sick of rejuvenating wood hulls in the spring, and fighting dry rot; I bought a beautiful glass Snipe in 1966. It had everything on it, but the kitchen sink. In addition to being fully equipped with all that is good, it was equipped with several features that were bad, namely: too much curvature in the keel and chines; excess width and insufficient length; and worse, a blunt bow. Aside from the bow, the hull was very similar to the one I had built.

The chines on this glass boat (my present one) intersected the stem at the low limit, and the chines were pronounced right up to the stem. This made the bow extremely blunt at the water line; the boat pushed water ahead of it regardless of the amount of wind. I consistently lost races I should have won. I beat the fleet champ handily when we traded boats.

This was a heck of a mess I was in. I couldn't sell a loser, and furthermore, I could not improve the bow shape because you shouldn't monkey with the shape of a glass hull - or so I thought. Then it occurred to me that, using the

new miracle plastics, I could change the bow shape for the better. To make a long story short, I did completely change the shape of the bow. The hull is a bit heavier and a lot faster. It might not win the fleet championship, but I am now finishing better. Chances are the boat will be easier to sell if I decide to sell.

A lot of people own boats of the same make and vintage. Five will get you ten you (a) can't win races, and (b) can't peddle the boat. Take heart, fellow owners; yours is not a hopeless case. This article will show you how to reshape the bow drastically and still be on the right side of the law.

To begin with, in order to get the sharpest and deepest bow, it will be necessary to grind completely through the hull at the chines. You must therefore make the walls thicker from the inside. Follow the simple directions:

(1) How to make the bow walls thick.

Crawl into the bow with a piece of newspaper. Lay the paper against the bottom and side and work it with the outline of the thick wall you will cast inside later on.

Cut out the newspaper to the shape you marked it and crawl back into the bow. The newspaper should now cover the area from the centerline of the keel, across the chine of the starboard side and half way up the side. It should extend from the stem aft to station #1 (31" back from the stem head).

How do you know how far back to go? Lay a tape measure from the inside of the stem, along the under side of the deck, to a point 30" back from the stem. Draw a line on the under side of the deck at right angles to the center line of the deck. Using a plumb bob, draw a line under it across the keel, both port and starboard bottoms, and up both sides. Your newspaper should not extend toward the stem past this line.

Crawl out again and use the paper as a pattern to cut two duplicate pieces of fiberglass deck cloth to shape. Get some filled epoxy putty (Sears handles it in their hardware department). Paste the two pieces of cloth, one on each side of the centerline, onto the inside of the bows. Position them as mirror images on either side, but not farther back than station #1. Paste them, along each end of the cloth and along the bottom, with the filled epoxy putty.

After the epoxy has set, crawl in again with a big needle and a long piece of strong thread. Run the thread back and forth between many points on both pieces of glass cloth and keep the thread fairly taut. Pretty soon both pieces of

cloth will be holding each other away from the sides; the two pieces of cloth will soon from the inner walls of the new thick bow.

Buy four quarts of Everglas Pre-coat fiberglass resin. Activate about one pint, crawl into the bow again, and brush the resin onto both pieces of glass cloth. Slap it on thick, so you fill all the pores in the cloth. If you put on enough resin, the space between the cloth and the inside walls of the bow will form a water-tight pocket about 1" thick. As soon as the resin sets, you are ready for the final step in constructing thick walls in the bow.

Activate one quart of resin and stir in as much sawdust on wood chips as you can get in. The wood filler keeps thick sections of resin from cracking during the setting process. Be sure the dust or chips are well mixed up and soaked through with resin in the can.

Take a deep breath and crawl into the bow with the prepared can of resin. Pour it into the right hand pocket you have just built, and tamp it down with a stick so all nooks and crannies are completely filled.

Prepare the second quart in the same way and pour it in on top of the first quart. When the resin sets it will get so hot you can't leave your hand on the outside of the hull. Now activate the other quarts, add the wood chips or sawdust, and fill the other pocket up. Don't lie there admiring your handicraft. The fumes from the resin are dangerous, so get in and get out fast!

In warm weather the resin will set up within the hour. Once the resin and wood mixture sets, snip out all the thread with scissors. You have now completed the task of making the walls roughly 1" thick. So far you have done nothing to the outside of the hull.

(2) How to reshape the bow.

Have the fleet measurer set your boat up for measuring. From the Measurement Data Sheet determine the highest legal point of intersection of the chines with the stem. Mark this point on both sides of the stem and then turn the boat bottom side up.

Saw a 50" thin square stick of wood. It should be 5/16" square. Have a friend hold one end tangent to the chine at station #1. You hold the stick so the other end projects just past the stem. While he holds the stick tangent to the chine, you slowly bend the stick so it intersects the high limit of the chine (so the stick is lined up with the mark on the stem). Scribe along the bent stick with a felt marker pen. Do the

same for the other side.

You now have the chine lines marked on the sides of the bow; they will beat the highest legal position, and will therefore give you the sharpest and deepest bow possible with this particular brand of Snipe.

Work off the keel and stem in one inch increments from station #1 forward. Now you are ready to reshape the bow. Rent a heavy duty disc sander and buy 4 course sand paper discs. Have your friend hold a straight ruler at right angles to the stem on the near most mark on the keel. Do not grind the keel, but start grinding away on the bottom down to your new chine line. Have your buddy frequently check your work. A straight ruler laid across the bottom at any point on a Snipe will touch all points of the bottom beneath the ruler provided the ruler is laid at right angles with the keel.

Keep grinding and checking until the newly exposed fiberglass surface is straight (when measured as outlined above). Once it is straight at the aft - mast inch marking on the keel, proceed to the next mark on the keel and repeat the process. Blend in the two sanded

surfaces so they form a smooth curve parallel to the centerline of the boat.

By now your friend will be decidedly unfriendly, since his clothes will be full of little slivers of glass from the grinding operation. The slivers itch like crazy. You both should wear gauze masks over your nose and mouth.

About midway between station #1 and the stem, you will grind completely through the original hull and about $\frac{1}{2}$ " into the new inside wall. Proceed inch by inch, grinding and checking until one side of the bottom has assumed its new contour. By comparing the ground side you can see how much deeper and sharper the reworked hull will be. Above and below the chine intersection, the bow should be as sharp as a table knife. The stem should progress from sharp at the waterline to slightly blunt at the deck. At all points on the sanded side, the ruler should touch provided the ruler is placed at right angles to the center line of the boat. Notice that no grinding has been done on the sides.

After one side is done, proceed with the other side. Using this method, both sides of the bottom will not only look good, but they will be mirror images

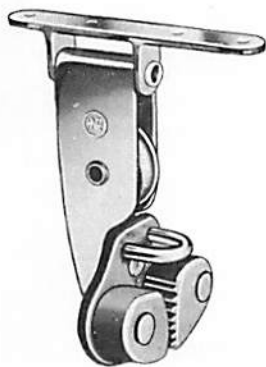
of each other.

(3) Finishing the job.

Buy some brushing type epoxy paint of the same color as the original hull. Brush one coat on the reworked bow area. This coat will accentuate all the small holes (air bubbles) exposed by the grinding operation. Fill the pits with laquer based spotting putty and sand them smooth. Now hand sand the entire bow section to take out all the bumps and ridges. Put on two more coats of paint, wet sanding as each coat sets. Finally, wet sand with extra fine wet - or - dry and then use body rubbing compound with a cheese cloth pad to make it supersmooth. As a matter of fact, it wouldn't hurt to compound the entire hull at this time. Apply car wax to the hull and you are ready to go and practically standing in the winner's circle.

So you see, nobody needs get stuck with a slow hull. My boat is now competitive for the first time.

From the above explanation, one could deduce that a glass hull can be reshaped at will, providing the elbow grease holds out. **INCIDENTALLY**, this is a warm weather job, or the resin won't set.



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along with the Jiffy Jam, are the only two cleats in the world which operate both ways on a single cam, making only the one fitting necessary. The crew can also hike-out with the jibsheet as support **without it coming unjammed**. Made of high tensile bronze, chrome plated, with a stainless steel bearing shaft and spring. Comes complete with fastenings and weighs only 5 ounces. Height $1\frac{1}{8}$ ", width $1\frac{1}{8}$ ", length $1\frac{1}{8}$ ".

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Jiffy Jib Jam

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Three sheets to the wind, mate

by Jim Wallace, Sports Writer for the Purdue Exponent

For those who are uninitiated into the insane group who call themselves sailors, sailing appears to be an obscure sport in which people attempt to convince the wind to propel their boats around three or more bouys placed in a lake, in quest of a small bronze or gold trophy.

For you who have been led to believe this, I want to dispel all the nasty rumors you have heard. Let me tell you about one of the most memorable events in my ten year sailing career.

It was last summer when I was one of the sailors representing Snipe Fleet #409 from the Indianapolis Sailing Club. We undertook the long journey to Peoria late Friday afternoon before the regatta. After checking into our motel and eating dinner, we drove over to the yacht club with our boat, a fifteen and a half foot Snipe Class sailboat.

Immediately upon arrival we were greeted by one of the local members who gave us a hearty "welcome aboard!", and pointed us toward a keg of beer. We walked over to the place, and a man handed me a sixteen ounce paper cup and said "Fill it up boy, it's good for ya!" I happily complied with his request, as I did again and again that evening, starting a trend that didn't stop until late Sunday afternoon. After several more rounds, I retired to my motel room, and with a mellow feeling, flopped into bed.

Saturday morning we launched our boat, downed a lunch of sandwiches and beer and set out for the starting line.

It is here that the real logic of sailing shows through. The finish line is near the dock. The beer is on the dock. Therefore, the first one across the finish line is the first one back to the beer.

Unfortunately, we didn't reach the beer first, but we did salvage a sixth and a fourth for the two races. When we arrived at the dock, the keg was in full swing. The tap on the keg was permanently open, and whenever someone

was done filling their glass, somebody else was waiting to stick their mug under the steady golden stream.

To top all that off, as I was filling my glass for the umpteenth time, one of the hosts came up and apologized: "We usually get Budweiser, but because of the beer strike we had to settle for Pabst this weekend." At that point I really didn't care.

My skipper and I went back to our motel, and just as I collapsed into a chair, he said to me, "Hurry up and get dressed, we have to get to the before-dinner cocktail party!" I threw on a coat and tie, and we left again for the yacht club, where we sat around drinking gin and tonics for an hour until dinner.

Dinner was a fabulous buffet, with more food than I had ever seen before, but as the effects of the day were beginning to wear off, John Barleycorn struck again.

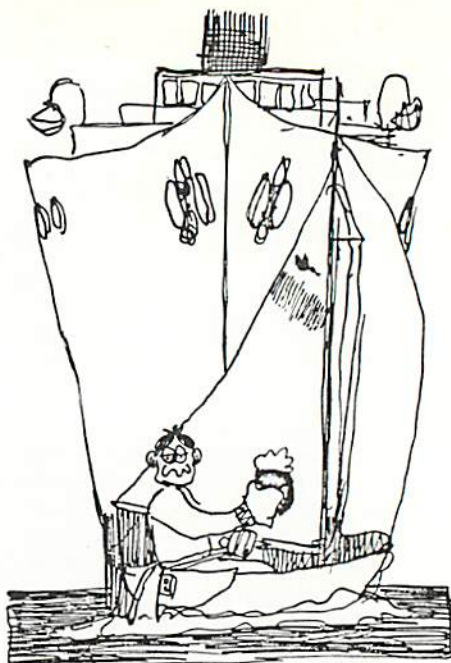
During the meal, they held a drawing for door prizes, and my friend held the lucky number for the #6 door prize. It just so happened that the #6 door prize was a six pack of Budweiser.

After disposing of our prize, we sent back to the bar and the task of entertaining some of the lovely unescorted young ladies who were present. About two o'clock I looked around for my skipper and found the poor devil passed out on a table.

With some difficulty, I managed to carry him out to his car and drive back to the motel. We had both survived the first day of the regatta, but it was close.

When I woke up Sunday morning, the fourth of July was happening inside my head. We drove to the yacht club and prepared for the final race.

Unfortunately, most of the others weren't quite as bad off as we were. As a result we finished twelfth, blowing all chances of finishing in the top ten. Once we got back to the dock though, we quickly forgot our poor finish, as we in-



After lunch, everyone gathered on the terrace of the club for the awarding of trophies, the first prize being a two gallon silver punch bowl. As soon as the last picture had been taken, the winner grabbed the trophy, ran inside to the bar, and shouted to the bartender, "Fill 'er up!" The bartender immediately began grabbing bottles off the shelf and emptying their contents into the bowl.

The drink was fantastic, and after we had all chugged our last, my skipper and I gave each other a breath test to see which one was capable of driving home.

I failed it, but he failed it miserably, so I was elected, and we bid a fond farewell to the Illinois Valley Y. C.

So my friends, I hope I have enabled you to see that there's more to sailing than riding the wind over the surface of the water, Much more.

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Dan Williams Wins Southern Snipe Regatta

Bruce Colyer 2nd and Tom Rolfes 3rd — 24 of 38 Crews are Female

A fleet of 38 boats were on the starting line for the 19th annual Southern Snipe regatta held May 9 and 10 on Lake Chickamauga at Chattanooga, Tennessee. Competition was excellent with contestants traveling from Detroit, Chicago, Springfield, Ill., Cincinnati, Akron, Ft. Lauderdale, Clearwater, Atlanta, and Columbus, Ga.

Dan Williams of the host Privateer Yacht Club brought the coveted Carter Patten trophy back to Chattanooga for the first time since 1965 when he was also the winner. Dan joins Harold Gilreath and Brad McFadden as the only two time winners of the trophy in the 19 years that PYC has sponsored the Southern.

Dan with Brainerd Cooper, Jr. as crew won the regatta without winning a single race. He finished second in the first race behind club-mate Dr. Peter Duvoisin. In the second race, sailed in 20 to 28 mph winds only 14 boats finished. Dan upset along with five other top sailors, but recovered quickly and was able to finish fourth. The other five were not so fortunate and all were towed in, full of water. A third place finish in the final race was the clincher for Dan.

Following Duvoisin and Williams in the first race was Don Hite of Detroit. Incidentally, Don drives well, too. He left Detroit at 9:00 pm Friday night with a carload of six people and a boat on the back. His race to the starting line was as spectacular as his race to the finish. In 4th place was Bruce Colyer of Ft. Lauderdale, with Brad McFadden of Atlanta finishing 5th. After a fine 6th place finish, Carl Zimmerman, Past SCIRA Commodore and elder statesman of the association, overturned on his way to the clubhouse, reportedly his first in over 30 years.

With winds steadily increasing and remembering many upsets and broken gear experienced in similar winds last year there were 16 boats that didn't even

leave the dock for the second race. Bruce Colyer, with his wife Gayle as crew led all the way, with Pete Duvoisin and his wife Jane in close pursuit. Both boats had a substantial lead on third place Brad McFadden. Williams was fourth with Tom Rolfes of Cincinnati fifth. Carl Zimmerman who was a late starter due to delays in bailing out sailed the course to gain a 14th place. Carl is believed to be about 76 years old.

At the end of Saturday's two races Duvoisin was the leader with a first and a second. Bruce Colyer with a first and fourth was in second place. Williams was third with a 2nd and 4th. Brad McFadden held the fourth spot with finishes of 3rd and 5th.

By Sunday morning the winds had dropped to about 8 to 10 mph. The leaders with the exception of Williams all had their problems. Pete Duvoisin was over the line at the start and had to re-start. He never did recover and finished 20th. Bruce Colyer was tanked and could do no better than 9th. McFadden was a victim of a rules infraction and withdrew. This was Cincinnati weather as Tom and Ginny Rolfes led all the way to take first. Second was another Cincinnati boat, Bob Bigham and his wife Peg. Williams had a nip and tuck battle with Buzz Lamb of Chattanooga, but was able to nose Buzz out at the finish line for a third place and the regatta.

Final standings behind Williams were Bruce and Gayle Colyer, Tom and Ginny Rolfes, Pete and Jane Duvoisin, and Bob and Peg Bigham. These husband and wife teams do very well, and they are not just "fair weather" sailors, either. In the 2nd race, of the 22 boats which braved the tough elements, 15 of them were crewed by women - the so-called "weaker" sex. Well, remember the old axiom — "Sailors aren't people!"

Good wind, good weather and a most congenial group of contestants made this one of the most enjoyable regattas we have ever had. — Ken Simons



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- by Cecil Pearce, Chattanooga Times.

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Final Results - 19th SOUTHERN CHAMPIONSHIP REGATTA - (Top 20 of 38)

BOAT	SKIPPER	CREW	FLEET	Race1	2	3 pts.	Fin.
9747	Dan Williams	Brainerd Cooper	Chattanooga	2	4	3	16.7
6940	Bruce Colyer	Gayle Colyer	Ft. Lauderdale	4	1	9	23
18104	Tom Rolfes	Ginny Rolfes	Cincinnati, OH	11	5	1	27
16853	Peter Duvoisin	Jane Duvoisin	Chattanooga	1	2	20	29
18503	Bob Bigham	Peg Bigham	Cincinnati	8	7	2	30
18500	Don Hite	Ron Moore	Detroit, MI	3	dnf	8	49.7
18653	Brad McFadden	Madelaine McFadden	Atlanta, GA	5	3	dnf	57.7
17465	Geof Andron	Moni Wells	Chicago, IL	10	dnf	6	57.7
18858	Ed Griffith	Lee Griffith	Cincinnati	12	dnf	5	58
17120	Bill Tumlin	Beth Tumlin	Atlanta	25	8	7	58
15940	Carl Zimmerman	Dave Romring	Akron, OH	6	14	21	58.7
17471	Randy Nord	Mary Anna Nord	Atlanta	18	10	16	62
11391	Clif Hogg	Bonnie Hogg	Columbus, GA	23	9	13	63
7428	Buzz Lamb	Marge Lamb	Chattanooga	7	dns	4	65
15327	Don Arthur	Helen Arthur	Chattanooga	16	dnf	11	69
12884	Means Davis	Peggy Davis	Atlanta	31	6	22	76.7
14108	Bill Hartshorn	Gloria Hartshorn	Chattanooga	13	dns	10	79
11468	Van Wesley	Scotty Nixon	Chattanooga	26	dnf	12	80
18425	Frank Vincent	Elvera Vincent	Springfield, IL	15	dnf	23	80
10482	Martin Burnup	Jane Burnup	Atlanta	21	13	29	81

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The Rowlands Win Another



HOOSIER HARVEST WINNERS: (Top l. to r.) Carl Levinson, Jerry Peterson, Robert Allen, 1st class B; Bob Rowland, 1st class A; Paul Zent, Berkley Duck, Nancy Norton. (Bottom) Winnie Levinson, Barbara Peterson, Mark Peterson, Sandy Rowland, winning crew; Bill Hancock, Mike Kinghorn.

"There's always wind in Muncie," was not the case for the 33 Snipes participating in the Hoosier Harvest Regatta. Old Joe gave the Saturday races shifty wind of 4-7 miles per hour. Sunday was a complete drifter, which finished on either a beat or run, depending upon when you crossed the finish line.

The regatta was sailed in two fleets, thus giving the less experienced skippers a chance at winning hardware.

The winds were similar to those found at Great Reservoir in Indianapolis in August and skippers from there took home most of the honors.

Bob and Sandy Rowland, fresh from their win in the Well's Series at the nationals, took first place honor and thus took the Alan "Buzz" Levinson perpetual trophy home to Ohio. Paul Zent of Indianapolis jumped from back in the pack to second place with a win on Sunday. Berkley Duck sailed very consistently for a third.

In the B fleet, Bob Allen and Jerry Peterson both beat Carl Levinson, the Saturday leader to tie with identical scores of 8.7. Allen was given first place with more wins over Peterson.

Carl Levinson received third place and the Best Junior Skipper award. Best

female performance went to Nancy Norton of Indianapolis for the fine job she did as skipper of 14719.

The trophies awarded were old clipper ships decoupage onto distressed-marked wood, quite beautiful and unusual.

—Stephen Sherman, FC.

(Bob and Sandy Rowland went on to win the Ohio State Championship title in Sept. - 3 big Snipe victories in 1 year; then, to top it off, their first child in December—Ed)

HOOSIER HARVEST REGATTA

Muncie, IN—Aug. 23-24, 1969 (Top 10 of A & B).

SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
Bob Rowland	Fairborn, OH	3	1	7	18.7	1	
Paul Zent	Indianapolis	7	5	1	2.3	2	
Berkley Duck	Indianapolis	4	3	6	24.5	3	
Jim Richter	Indianapolis	6	2	8	28.7	4	
Stu Griffing	Cincinnati, O.	1	7	11	30	5	
Bud Hook	Indianapolis	2	6	16	36.7	6	
Tom Rolfe	Cincinnati	16	8	2	39	7	
W.H. Krieg	Indianapolis	14	11	3	42.7	8	
Dick Madden	Indianapolis	12	9	5	43	9	
Ed Griffith	Acton, OH	9	4	15	44	10	
Robert Allen	Indianapolis	2	3	1	8.7	1	
Jerry Peterson	Indianapolis	3	1	2	8.7	2	
Carl Levinson	Indianapolis	1	2	4	13.7	3	
Ralph Townsend	Indianapolis	8	4	6	34	4	
Steve Sherman	Muncie	5	6	8	35.7	5	
Ron Anderson	Acton, Ohio	4	8	10	38	6	
Ric Porter	Muncie	6	9	7	39.7	7	
Nancy Norton	Indianapolis	10	5	9	41	8	
Paul Porter	Muncie	9	4	3	43.2	9	
Gary Guthrie	Richmond, IN	7	10	11	46	10	

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Wells Wanderings



by Ted Wells



SPRINGTIME

Spring has arrived--at least it had on April 11 and 12 at Canyon Reservoir in the hill country north of San Antonio. After the weather during and after the Southern Circuit, the bright sunshine, the 85° temperature, and the light breeze were so welcome, I didn't even mind the fact that two of the races were drifters half of the time. These conditions are, however, conducive to trouble for the race committee, and the fact that they were trying extra hard just made it worse. They should have crawled under the bed and hidden for the weekend.

They had the skippers' meeting promptly at 1:00 p. m. as scheduled and announced a 2 p. m. start. The winds were light and variable, and things seldom start on time down south, so the starting gun went off with about 80% of the boats not yet there. It turned out later that this was only half the problem--the starting gun made about as much noise as a cap pistol, and a boat that heard the first two feeble pops protested some others who didn't and paddled after the five-minute signal. They were, of course, disqualified. Moral: things can start on time. Watch the flags.

Another method of getting into unanticipated trouble came at the end of the race. In the process of trying harder, the committee had printed a very complete set of Sailing Instructions, incorporating many of the features of the SCIRA Rules for Conducting National and International Regattas. The trouble occurred at the finish, where the first five boats were subject to a check for required equipment. One didn't have it and several just went home without bothering. Moral: read the sailing instructions. That's what they are for.

The use of code flag C and moving the windward mark was

also in the Sailing Instructions. This worked perfectly in the first race, where the heading to the windward mark was changed at least 90° to give two good beats and a run after the triangle on the Olympic Course. In the third race it didn't work so well when the Race Committee boat tried to change the last beat by moving the mark by itself, after all of its assisting boats had fallen by the wayside for various reasons. Conflicting information from the committee boat led the contestants to doubt that they knew where the wind was coming from, and they actually did not ever get the mark moved enough to get a beat. Moral: moving a mark is a good idea, but don't do it if you are short handed or in doubt as to where to move it.

Springtime also brings reviews of racing rules. In Miami, I was involved in a situation where even experienced skippers have been mistaken. I was on port tack approaching a line of starboard boats, overlapped on and to leeward of another port tack boat and with my bow just a few feet ahead of the transom of the windward boat. The starboard tack boats were all overstanding the windward mark by a fairly large amount. My plan was to tack under them, since I would be only about six boat lengths from the mark when the tack was completed. The boat to windward of me apparently planned on going behind one starboard boat by bearing off, and going ahead of another one. I hailed him to stop bearing off, and then to tack as I could not clear an approaching starboard boat. The windward boat apparently thought he could just keep going since he could clear, and did so. The point is that the leeward boat has the option, if he wants, to bear off and clear the starboard boat, and must give the windward boat room to do so also.

However, rule 43 gives the option to the leeward boat to hail the windward boat to tack, unless the obstruction is a mark (anything generally used as a mark won't rank as an obstruction) which the windward boat can fetch. Thus, in case the obstruction is another yacht racing, the fact that the windward boat can clear it does not relieve it of the responsibility of keeping clear of a boat to leeward by tacking if the leeward boat elects to.

What and Why the SQUEALER

The BIGGEST single difficulty new sailors have in racing is that they can't tell when the boat is moving its fastest, and if it isn't, what strings can they pull to make it go faster. In a test on very experienced sailors, over 80% were unable to tell when their boats had changed speed by 5%. For many years, I threw away races in an effort to learn about the speed effects of the variables on my own boats, and often I still wasn't sure what changes made what difference, because I wasn't near enough to another boat on the race course. Even expensive speedometers weren't the answer, for they weren't sensitive enough and I couldn't keep my eyes glued to the gauge.

Finally, as a result of a persistent rudder blade hum at certain speeds, the idea of an audible indicator for speed took root, and after a refresher course in electronics and 8 months of exhaustive tests and development, the Squealer resulted.

This device isn't a speedometer since it doesn't tell you how fast you are going. It's an accelerometer, and indicates only whether you go faster, slower, or the same speed. The ear can easily detect the difference between 4 and 8 clicks per second. It has difficulty detecting the difference between 1004 and 1008. With the Squealer, any speed can be brought down instantly to just a few clicks per second, and even minute speed changes can be determined. Changes like .05 miles per hour or accuracies as low as 1/2 % are detectable.

The Squealer may be considered a gadget by some. I think it's the most useful gadget devised for the serious sailor who wants to really find out what makes his boat go. It can teach him how to set his sails and trim his boat better than any racing Seminar, panel of experts, or an old sailing friend. It can't teach him tactics, but if he's not going fast enough, he won't need them anyway. He can unplug the sensor, and just enjoy some rock music.

— Vince DiMaio in SCOTS N'WATER

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Sanctioned Snipe Regattas

- JUNE 6-7 DECATUR Invitational Regatta, Decatur YC, Lake Decatur, Illinois. Gene Keltner, 1824 Richmond Ct., Decatur, IL 62521
- JUNE 6-7 NORTHERN WARM-UPS Regatta, Wolf Lake YC, Big Wolf Lake, Jackson, Michigan. Carl Schaff, 706 Bellevue, Jackson, MI 49202.
- JUNE 13-14 HEART-OF-AMERICA Regatta, Lake Quivira, Quivira SC, Kansas City, KS. James R. Hoyt, 9211 W. 72nd, Shawnee Mission, KS 66204.
- JUNE 19-24 VASCO DA GAMA 2nd International Regatta, Porto, Portugal. Sport Club do Porto, Mohle Norte, Leixoes, Portugal.
- JUNE 13-14 NORTHEASTERN Invitational Snipe Championship Regatta, Chautauqua Lake, Chautauqua Lake YC, Jamestown, NY. John Magnuson, 9 Brook St., Lakewood, NY 14701
- JUNE 20-21 OHIO OPEN Championship, Cowan Lake, Cowan Lake SA, Cincinnati, Ohio. Arnold Lundmark, 4361 Wallington Dr., Kettering, OH 45440.
- JUNE 20 MICHIGAN STATE Championship, Gull Lake, MI, Gull Lake YC. Raymond E. Croasdale, 2255 Idlewild, Richland, MI.
- JUNE 20-21 DISTRICT I Championship, Lake Quannapowitt, Quannapowitt YC, Wakefield, MA. Donald Simpson, 22 Elm Sq., Wakefield, MA.
- JUNE 20-21 OKLAHOMA CITY FLEET 14 annual Regatta, Lake Hefner, Oklahoma City BC. Steve Taylor, 2908 Finchley Ln., Oklahoma City, OK.
- JUNE 27-28 MIDWESTERN Championship, Santa Fe Lake, Wichita SC. Ted Wells, 755 Edgewater Rd., Wichita, KS.
- JUNE 27-28 NEW YORK STATE OPEN Championship, Onondaga Lake, Onondaga YC. Jackson son Cummings, 31 North St., Marcellus, NY.
- JUNE 27-28 DISTRICT 4 Championship, Jackson YC, Barnett Reservoir, Jackson, Miss. J. D. Drake, 172 Alta Woods Blvd., Jackson, MI 39204. Tel: (601) 373-1060.
- JUNE 27-28 SLAUSON MEMORIAL Regatta, Illinois River, Peoria, IL, Illinois Valley Y&C Club. Paul Campbell, 1311 W. Parkside Dr., Peoria, IL.
- JULY 11-12 DISTRICT 3 JUNIOR Championship, Diamond Lake, Diamond Lake YC. Arthur Francis, Rt. 4, Cassopolis, MI 49031.
- JULY 17-18-19 DISTRICT 3 Championship, Diamond Lake YC, Cass County, Michigan. Harold E. Slutsky, 924 Weber Square, South Bend, Indiana 46617
- JULY 25-26 NEW JERSEY STATE Championship, Lake Mohawk, Lake Mohawk YC. Charles Ridge, 71 Norwood, Upper Montclair, NJ 07043.
- JULY 25-26 ROCKY MOUNTAIN CHAMPIONSHIP, Grand Lake, Rocky Mountain SA. Geves Kenny, 3503 W. Bowles Ave., Littleton, CO 80120.
- JULY 28-31. JUNIOR U. S. NATIONAL Championship, Island Bay YC, Lake Springfield, Illinois. Phil Peterson, 2505 Churchill, Springfield, IL 62702. Measuring starts on Tuesday the 28th (1 day) with 5 races next 3 days ending Friday PM the 31st.
- AUGUST 1-7 1970 U. S. NATIONAL CHAMPIONSHIP Regatta, Island Bay YC, Lake Springfield, Illinois. Measuring starts Tuesday July 28 with last day Friday 31st. 5 Crosby and then 7 Heinzerling and Wells Races on the following 7 days ending Friday Aug. 7. Phil Peterson, 2505 Churchill, Springfield, IL 62702.
- AUGUST 15-16 WISCONSIN-MINNESOTA Open Snipe Championship, Lake City YC, Lake Pepin (Mississippi River). Dr. Wolfgang J. Baumann, The Hormel Institute, Austin, Minnesota 55912
- AUGUST 22-23 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Marvin Lee, 5219 Nichol St., Anderson, IN 46011. Tel: 644-3349
- SEPT. 4-5-6 LABOR DAY Regatta, Lake Worth, Lake Worth SC. Rita Bragg, 2133 Edwin, Ft. Worth, TX 76110.

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