



SNIPE BULLETIN

MAY 1973



Cobra Masts

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PHONE (714) 295-8887



Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

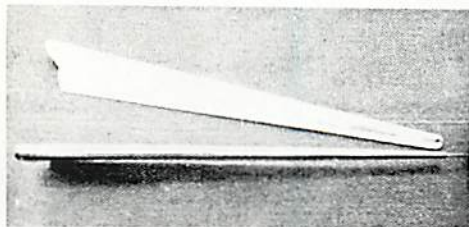
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

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The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.

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Can you buy one set of sails to cover all racing conditions?

Yes if it's an Elms. The new sails that we have been manufacturing the last part of 1971 have proved to be excellent all weather sails. Our 1971 No. 1 model seemed to get faster as the wind increased, so we went to work on it and tried to improve it's light air performance.

We were able to make them considerably faster in light air without hurting the medium and heavy air performance.

The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 3rd and 4th. The second boat used a combination of two sailmakers, main by one, jib by another.

This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

The Juniors had wind up to 20. Elms Sails got 1st, 2nd and 4th.

The Nassau Midwinters were heavy. Elms Sails got 7 straight firsts, capturing 1st and 2nd in the championship.

These sails were all 1971 No. 1's except for the 3 boats that did well in the Worlds. They had 1972 models. Their performance would warrant you buying the new all purpose Elms Sails in 1972.

We are calling them the 1972 No. 1.

PRICE — \$185.00 with window and glass battens, bag and no.

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ELMS SAILS

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"of shoes and ships and sealing wax, of cabbages and kings"

How about a "good-news" – "bad news" commentary?
Good News: Snipe activity on a local, national, and worldwide basis is growing and seems very healthy.

Bad News: Snipe was turned down in its bid to be a 1976 Olympic Class.

G.N.: Buzz Lamb has Snipe affairs in apple pie order and financially our position is constantly improving.

B.N.: New Snipes, fully equipped, are expensive and not selling in proportion to the many sailboats now being bought by the public.

Let's examine this last Bad News and perhaps develop some ideas to put it in the Good News category.

The Snipe Class now has many excellent builders. Herb Shear has set the standard of excellence and after several years of experimenting we now have competitive Snipes being built by many builders. This is a tremendous plus for the Snipe Class. Also the Snipes being built have the added features of sail-away capability, cut-down trunks, and rolled decks. We now have an extremely attractive boat which has great performance in all types of weather. Snipes should be selling like hotcakes – but they aren't! They are selling on a slow steady rate compared to booming sailboat sales generally.

Sailboats that are selling best are the ones that are sold through dealers. As a rule these are not One-design types such as Snipes, but rather sailboats which are built by only one manufacturer with a widespread dealer distribution. These boats

have many economy features such as limited hardware, untapered masts, bottoms which flex, and no stringent measurement requirements since they are all built by one company. Thus a boat comparable to a Snipe in size may be sold for less than a Snipe and still include a dealer profit.

Snipes are generally sold through fleet activity and racing and therefore the areas of growth are limited. When Lofland was selling lots of Snipes several years back, he was able to do so partly by going through dealers and by building a stock of boats during slack winter periods.

A Snipe is not overpriced in comparison to other similar classes – Lightnings, Thistles, Y-Flyers or Comets. But it seems overpriced to someone who only wants a sailboat and doesn't have the "racing bug" yet. Add to this that Snipes are available only on a direct order from manufacturer basis and you can see why sales are not booming.

Should we attempt to do anything or should we be satisfied by the status quo? After all we enjoy good racing in many strong fleets and have a full regatta schedule.

I believe there are some things we could do to promote Snipe growth. If you have any ideas on the subject write to Buzz Lamb or to me and let's explore them. Subsequent columns will discuss them.

*Buzz Levinson
 Past Commodore*

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SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

MAY 1973
Vol. XXII No. 5

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THE COVER

The cover photograph shows Don Hite and crew Gail Nelson leading the fleet at the Middlefork Opener last year. Don continued leading quite a bit last year and ended up with a first in District III Combined Regatta Championship, which is written up in this issue.

THOUGHTS WHILE SAILING

It is surprising the number of comments received at my "alleged" desertion of wooden boats. It is true that a fiberglass Snipe is in the offing but not at the expense of my twenty-four year old wooden Snipe, "Fiddle Paddle". The 'glass boat will be in addition thereto. The new one may be as fast as the old one but I doubt it. In any case, it will provide something to be sailed when the old one (skipper) needs more time to refinish (the boat).

Speaking of wooden boats, rumor has it that Earl Elms has decided to build a plywood boat. He says he wants to prove that a wooden boat can be as fast as a fiberglass boat. Most interesting - Earl was the first one to prove that a fiberglass boat was fast enough to win the U.S. Nationals and World Championships.

THE COMMODORE SAYS

In traveling to Cartagena, Columbia, last December, and just having returned from the Mid-Winter Circuit in the United States and the Bahamas, I find Snipes are healthy and prospering more so than they have for several years. Snipe sailors are enthusiastic and singing the praises of their boats. The officers, directors and committee people at the regattas are hardworking and dedicated.

Brazil sent representatives to the Mid-Winter Circuit and, as always, they were

excellent sailors who did a superb job with borrowed equipment and were fine representatives for their country.

As I have said, Snipes are prospering throughout the world. With several new excellent builders coming on the scene in both hemispheres, the availability of fine competitive boats has increased greatly. The market for these boats seems to have increased, and a gratifying thing to me is that many young people are coming into the class.

In my own home district, U.S. District No. 1, the District Governor has organized the fleets better than they have been for sometime. Without exception, every active fleet in this district is growing and several of the inactive fleets have started sailing again.

For the year 1973, our motto should be

THINK SNIPES

and should be broadcast throughout the sailing fraternity. As every Snipe sailor knows, it is a good sound boat and presents a challenge for the experts; young people; old timers (like myself); husbands and wives; women, as well as men. There is something for everybody. Again I repeat, this is the year for good substantial growth throughout the world and for making Snipes a truly international class.

THINK SNIPES

Ralph M. Swanson
SCIRA Commodore

THE SCORE

Sixty-two numbers were issued last month. We certainly seem to be picking up the pace this year, 279 issued in the first three months is half of the total for 1972. 22 were issued to the U.S., 19 to Spain, 10 each to Denmark and Finland and 1 to Columbia.

Fleet number 727 was issued to Flotilha Campestre late Clube, Icarra, Santa Catarina, Brazil.

Numbered SNIPES—20632

Chartered Fleets—727



On the Lighter Side

(A Mother Snipe Story)

Once upon a time there was a brash and happy bird named Snipe who decided he wanted to go to the Olympics. He had heard much of the athletic feats and wondrous medals of gold and wreaths of laurel awarded to those peerless athletes found good and true and pure, with no commercial taint about them. Off he went to Olympus and presented himself to the gods as a pure athlete.

They considered his purity, his goodness, his brashness and his performance and counceled among themselves. When he had waited a fortnight or so for their answer they said to him, "we can see your goodness, purity, and your lack of commerce is apparent, but your performance must be tested. Go and slay a Dragon and we will consider you."

The Snipe was by nature fun loving and non-violent, but when he considered the reputation of Dragons — he'd never met one — he went forth in search of one to slay. When he found the Dragon it was sad and old, lying on its back in the stable. The Dragon explained that his own performance, not to mention his goodness and purity are sometimes questioned. He was in poor health, and on advice of his doctors had even given up smoking. They agreed between them that the Dragon would play dead — and Snipe would return to Olympus.

As he approached the gods once more, Snipe realized that his action was a poor reflection upon purity, and confessed what he had done. Although the gods are not always so generous they agreed to

give Snipe another chance (besides the Dragon had given such a convincing performance that they had already carted him off to the glue factory.)

"Go bring back a Star" they said.

Now since Snipe could fly that should have been easy. Up, up, higher into the heavens he went, but just as he grasped the Star a terrible Tempest (or was it a Tornado) blew them both down from the heavens. Luckily they landed in a bed of sour grapes with nothing injured but their dignity.

Once more Snipe approached Olympus in defeat. The gods yawned and thought about him a moment or two. One suggested that perhaps if he grew Finns . . . But by now Snipe was wiser — if no less brash before gods. "No Finns" he said "I'm OK already. I'll go on and make way for the next Contender!" And with that he went off whistling "So-ling, It's been good to know you". And he never even looked back at Olympus.

The moral to the story is: "All that glitters is not gold."

by Marge Lamb

North Americans June 22-24

Vice Commodore Stu Griffing corresponded with various SCIRA officials in the North American countries recently. The overwhelming majority felt that the regatta should be held this year. They also felt that since time was short that Canada's and Oakville Yacht Squadron's invitation to hold the regatta in conjunction with the Northeastern Championship.

Complete details have not been received but the plan is to run the North American Championships on Friday, Saturday and Sunday, June 22-24. Those wishing to sail in only the Northeastern Championships sail Saturday and Sunday, June 23-24.

There are no numerical entrance requirements this year, but entries should be in the top half of their fleets. The Northeastern Championship is limited to sailors from Districts 1, 3 and 5 plus the Eastern Provinces of Canada. Sailors from these areas can complete for both trophies.

A mailing is to be made to all Fleet Captains giving the details of the North Americans. See him for further information.



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"Winner, Boris Ostergreen in 12108 and third-place finisher, Gastao Altmayer in 12116".



Boris Ostergreen Wins Brazilian Nationals at Florianapolis

Boris Ostergreen, "waiting on the row of Sixteen years", won the 1973 Brazilian National Championship held in late January-early February in the bay at Florianapolis, and will represent Brazil at the World's at Malaga. The top 5 of the 60 boats from all over the country will represent Brazil in various championships abroad.

The courses were difficult and the competition impressive. An error could cost 20 or 30 places for the leaders, though most of them recovered easily enough. The winds for the best 5 or 6 race series ranged from 5-10 to 15-20

with one race cancelled because of 30 knot winds. The tides were strong and as tricky as the wind.

As always it was a "knife fight" with at least 22 of the 60 boats top candidates for the title. After Ostergreen, the second place went to Paulo Renato Paradedda. The first five were all from Rio Grande so Sul, even though three of Sao Paulo's skippers were Brazil's representatives at the Olympics—Bruder in Finn, Buckup in Tempest, and Conrad in Dutchmen. So,

Snipe is a different boat. One must think Snipe, sail Snipe, and train Snipe.

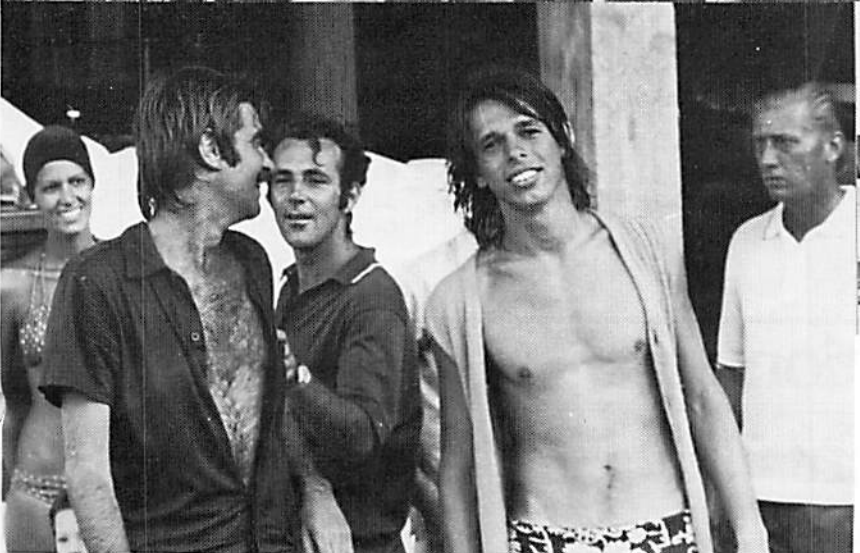
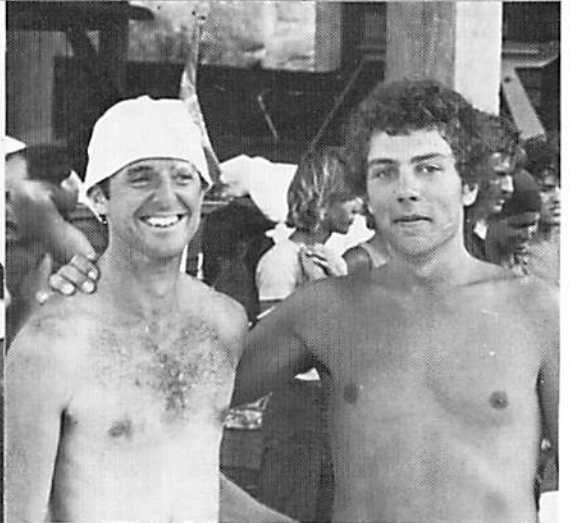
Third place went to Gastao Altmayer, who was champion in 1971. He will represent Brazil at the Winter Circuit in Florida and Nassau. Fourth place, Marco Paradedda, Western Hemisphere Vice Champion will go to the Vasco de Gamma Regatta. The top ten places were rounded out by: Waldemar Bier, 5th; Reinaldo Conrad, 6th; Nelson Piccolo, 7th; Joerg Bruder, 8th; Nils Ostergreen 9th; and Mario Buckup, 10th.

The "Twelve Thousands" were, as ever, in front. There were Bruder and cobra masts, Linenburger wooden boats, Bruder and Chubasco fiberglass boats, Elms, North, Picollo, and Raudachl sails, nothing new but one thing: Niels Ostergreen, poet, gentle, timid, modest and dedicated Snipist and sailmaker, came up with the big surprise: Niel's sails took the top spot. Beautiful inexpensive sails (\$150.00 U.S.)

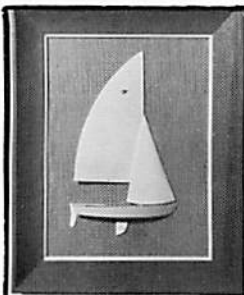
Robert Salvat, Western Hemisphere Secretary, was there to present the traditional Board of Governors prize which was given to the Executive Organizing Committee.

Editor's note: We are indebted to 3 sources for our report on the Brazilian Championship: Marcos Saoligo Ponso, Porto Alegre; Jose Candido Pimentel Duarte, Rio; and especially to Flavio Ciauby, National Secretary for Brazil.

12108	Boris Ostergren/Leo Penter	1-4-7-4-2-32	32	1
12120	Paulo Paradedda/Carlos Goncalves	3-1-1-10-7-28	34.7	2
12116	Gastao Altmayer/Horst Brandau	14-32-3-1-6-2	40.4	3
12115	Marco Paradedda/Rainer Weiprecht	4-20-4-9-1-10	47	4
12109	Waldemar Bier/Celso Cauduro	11-16-5-5-10-1	53	5
12114	Reinaldo Conrad/Burchard Cordes	10-5-13-2-21-3	53.7	6
19110	Nelson Piccolo/Danilo Grussner	12-29-2-7-4-6	53.7	7
20240	Joerg Bruder/Christian Schues	2-2-DQ-15-13-7	59	8
10652	Nils Ostergren/Luis Pejnovic	7-8-8-8-16-20	77	9
20191	Mario Buckup/Joaquin Feneberg	DQ-19-9-3-17-5	78.7	10
11235	Vicente Brun/Jose Rocha Miranda	32-21-6-6-8-14	84.4	11
18532	Armando Lopes/Mario Mendes	9-10-24-16-19-4	86	12
14711	Jose R.C. Nermida/Ruda C. Nunes	17-3-14-17-39-12	89.7	13
12748	Arnaldo T. Caldas/Jose J.D. Andrade	16-9-15-11-9-29	90	14
12110	Evando P. de Miranda/Celso	21-23-10-12-15-11	99	15
12117	Claus Cordes/Elbe F. Monteiro	27-13-12-13-5-34	99	16
19114	Marco A. Cavalli/Jorge Scheidegger	5-18-18-42-22-9	101	17
10883	Eloi E. Franzen/Gerald Nesweda	25-11-21-18-3-NF	104.7	18
19116	Edgard Hasselmann/Cesar Castro	36-22-11-21-12-15	111	19
12000	Flavio Caiuby/Haroldo Fleischfresser	18-15-28-20-11-22	113	20
11130	Roberto Barbosa/Walter B. Dias	13-28-17-25-14-31	127	21
19548	Marcio P. Ribeiro/Jorge Schertel	6-12-27-31-28-NF	133.7	22
19701	Ronaldo Cavalli/Felire Niendemeier	DQ-7-41-14-35-8	135	23
20223	Eduardo deS. Ramos/Carlos Hackerett	33-17-19-28-27-17	138	24
19480	Walmer Soares/Cuvaldo Soares	45-6-26-26-32-19	138.7	25



Top - The race course at Florianapolis
 Left Center- The winning boat with skipper
 and crew aboard get a free ride. Bottom -
 Boris Ostergren and crew Leo Penter. Right-
 Runner up Paulo Paradedda and crew Carlos
 Goncalves. Right Bottom - Rainer Weiprecht,
 crew and Marco Paradedda, 4th place team.



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Johnsons Abscond with Connecticut State Championship

Larry and Sue Johnson rolled into the Bantam Lake Yacht Club Friday night, July 14, and when they rolled out two days later, they took the coveted Connecticut State Championship back south to Maryland with them. Carpetbaggers!

Upon arriving and opening a beer, Larry's first words were, "___, I hope it blows this weekend." Bantam Lake obliged, Saturday's winds started at about 15 knots and increased to the 25-30 range. Larry and Sue showed why they are probably the best heavy weather team in the district by sweeping three straight races on Saturday. They came from slightly behind to beat Rod Cross in the first race and Skip French in the third. The second race was theirs all the way. (Note: Bill McInnis, to everyone's amazement sailed three legs of the second race without a jib. I think he's now in favor of the sloop rig.)

After this marathon, everyone was ready for relaxation and liquid entertain-

ment, not to mention Budge Gabrielson's fantastic barbequed chicken dinner. Everyone went home having gained back the pounds they'd lost on the racecourse.

In the lighter air Sunday, the lead tended to seesaw more. Rod Cross led the first triangle of the first race, losing the lead on the second beat to Tom St. John, who in turn lost it on the third beat to Bill McInnes (now sailing with jib). Bill Schwarz finally got going in the last race, ghosting up out of the hole on the last beat to edge out four other boats which had led from time to time.

Although they saw a small portion of their lead disappear on Sunday, the Johnsons were able to hold onto first place overall and take the mythical silver bowl (Harry Allen's still looking for it) out of New England for the first time.

*Skip French
Fleet 301*

	Boat Skipper	Crew	Club	Points
1	19055 Larry Johnson	Sue Johnson	Severn	1-1-1-4-4 16
2	9320 Skip French	Joyce Blaisdell	Bantam	3-2-2-5-2 24.7
3	17892 Bill Schwarz	Wm. Schwarz	Baltimore	7-3-6-6-1 41.7
4	8634 Rod Cross	Linda Cross	Bantam	2-8-3-3-11 45.4
5	19253 Tom St. John	Chris St. John	Quassapaug	4-4-DNS-2-3 47.7
6	8151 Lynn Richardson	Apley Austin	Bantam	6-6-5-7-7 59.4
7	19702 Bill McInnis	Carl Emma	Narragansett	5-12-DNS-1-5 61
8	9599 Budge Gabrielson	Katy Babrielson	Bantam	9-5-7-8-10 68
9	14196 Steve McInnis	Glenn MacPherson	Narragansett	13-7-4-9-9 70
10	15214 Ned Daly	Mat Erikson	Quassapaug	12-9-8-19-8 77
11	13031 George Coleman	Angela Coleman	Bantam	14-11-9-11-12 87
12	18646 George Schwenk	Denise Larrivere	Quassapaug	11-13-DNS-12-6 88.7
13	9448 Luke Czarny	John Snopkowski	Quassapaug	8-10-DNF-DNS-DNS 94
14	8688 Al Birmingham	Cathy Birmingham	Bantam	16-15-11-13-13 98
15	8641 John McCormick	Bill Bender	Bantam	15-14-10-DNS-DNS 103
16	7696 Ray Tyler	Daniel Larivere	Quassapaug	10-DNF-DNS-DNS-DNS 108

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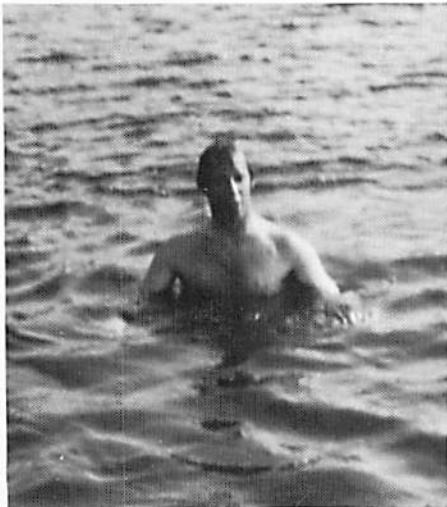
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*Larry Johnson, all wet,
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				1	2	1	2	
20313	FRUSTRATION	J BUTLER	MBYC	11	17	18		
19442	MOLLY ANNE	B SCHAEFFER	MBYC	6	DNF	16		
18643	PERDITO	T STEWARD	ABYC	19	26	19		
11898	TIRELESS	L STUVE	CBYC	28	16	24		
20361	N	L BEDFORD	MBYC	7	19	7		
18923	N	T MC LAUGHLIN	MBYC	8	1	3		1
20306	N	D SCHIBLER	MBYC	10	23	22		
20252	ANNIE FANNIE	M MC LAUGHLIN	MBYC	4	5	5		3
18327	EASY RIDER	J LENHART	MBYC	14	6	1		5
20022	TRUTH ABOUT MASTY BENJAMIN	D SHARP	SDYC	9	27	21		
20197	RUNNING BEAR	D ALLISON	MBYC	5	DNF	23		
20231	N	D SHEAR	MBYC	25	8	17		
20358	DUCKS SHIP	D DE SOUZA	SDYC	20	18	10		
18606	FAT ALBERT	J MERCHANT	ABYC	27	22	DSO		
20261	FAT ATTACK	E CONN	SBYC	18	15	25		
19914	N	F LEVINSON	NISC	2	13	13		
20250	SIGH OF THE CROSSE	T NEBERGALL	MBYC	30	14	11		
12644	RAPIDO	M VAN WOLFSWINKLE	SBYC	12	20	12		
20219	N	E ELMS	MBYC	16	3	2		
20311	CONTARDES	H SCHOFIELD	ABYC	22	2	9		
16305	GIRLFRIEND	A LOCKWOOD	PVSA	29	24	26		
14548	GIULIETTA	B MILLS	SFYSC	31	28	27		
20259	CLIMAX	R OALES	MBYC	17	12	DNF		
14007	HOLD MONI II	B ABBOTT	MBYC	32	D	N	5	
20362	HALFBREED	T NUTE	MBYC	3	7	4		2
18018	BIRD	J BOLDT	MBYC	13	9	19		
16107	BLEW BREEZE	S ATWOOD	ABYC	19	25	DN5		
17591	N	A KIMBALL	ABYC	26	4	5		
17091	SUMMER BLONDE	M RETTIG	ABYC	21	11	13		
19740	BOLD FINGER	J HUTHSING	SBYC	23	21	20		
19555	MAHASKA BUENO	B MITCHELL	CYC	1	10	8		4
14296	N	M TOWNSEND	SFSC	30	DNF	DN5		

An interesting way to make a record of the results. (Nick Galloway Photo)

TOM McLAUGHLIN WINS SCYA MIDWINTERS

In weather denying the regatta title, Tom McLaughlin showed he had learned the way of the wind and water witches, both of which behaved to defy local knowledge. At the Southern California Yachting Association Midwinter Regatta, with over 1000 yachts participating at five cooperating yacht club locations, SNIPES had one of the largest fleet registrations with 32 boats. King Harbor Yacht Club at Redondo Beach, California was a mild 75 degrees and the coastal thermals gave us winds of but 5 to 9 knots. As you can see from Elms' and Lenhart's first race record, the usual and

customary course to the weather mark was not the best way. It is apparent that they learned quickly, but not soon enough to catch some of the leaders. We were honored to have two young Levinson brothers with us from Indianapolis. It was again the San Diego sailors showing that they could do it just a little bit better, with only Bennie Mitchell able to break in at fourth and Frank and Steve Levinson at seventh. Earl Elms was sixth, Lou Bedford eighth, Hank Schofield ninth, and Alex Kimball tenth.

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Hite, Timm, Rowland Pace District III Combined Regatta Championship

The District III Combined Regatta Championship is based on a weighted point score given to the finishing positions of each of the 16 regattas held in the District in 1972. The larger and/or more competitive regattas were given greater weight in each final point score average. Each of the nearly 300 sailors who entered a DIII regattawas ranked in the "Red" or "Blue" division depending on the number of regattas entered and their competitive level.

Don Hite was first with a particularly notable 7 firsts out of 10 regattas entered. Terry Timm with a showing of 2nd and 3rd through the season and also 3 first place finishes, ranked second. Third place went to Bob Rowland who finished 1972 in fine fashion with wins at Hosier Harvest and the Last Chance Regatta and seconds at the Indiana Open and Oxford Incident. Fourth place was taken by Dick Schmidt of Ann Arbor who was consistently in the top 4 places of 9 regattas with a first at the Lansing Kick-off, and seconds at the Michigan State Championship and the Champaigne Regatta. Fifth place went to an old "Has Been", Jerry Thompson, a refugee from California sailing now at Portage Lakes. Jerry won the Oxford Incident.

Top 10 of Blue Fleet

1. Harry Levinson, Indianapolis, IN
2. Mel Nichols, Wolf Lake, MI
3. Jeff Jones, Detroit, MI
4. Bill Simons, Chattanooga, TN
5. Paul Richards, Grand Rapids, MI
6. Brad McFadden, Atlanta, GA
7. Harry A. Levinson, IN
8. Paul Zent, Indianapolis, IN
9. Bill Hesselschwert, Grand Rapids, MI
10. Paul Hemker, Richmond, IN

Top 20 of the Red Fleet

1. Don Hite, Lake Angelus, MI
2. Terry Timm, Ann Arbor, MI
3. Bob Rowland, Cowan Lake, OH
4. Dick Schmidt, Ann Arbor, MI
5. Jerry Thompson, Portage Lake, OH
6. Frank Pontius, Diamond Lake, MI
7. Buzz Levinson, Indianapolis, IN
8. Frank Levinson, Indianapolis, IN
9. Bill Coberly, Decatur, IL
10. Mike Zalzal, Action Lake, OH
11. John Johns, Ann Arbor, MI
12. Jeff Troeger, Diamond Lake, MI
13. Dan Wesselhoft, Peoria, IL
14. Bill Buckles, Decatur, IL
15. Bud Leonard, Diamond Lake, IL
16. Tom Head, Indianapolis, IN
17. Eugene Lemke, Indianapolis, IN
18. Berk Duck, Indianapolis, IN
19. Carl Levinson, Indianapolis, IN
20. Mike Kinghorn, Indianapolis, IN

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Fred Thurston is Long Island Sound Champ

Fred Thurston of Sea Cliff Yacht Club captured first place in the 1972 Long Island Sound Open Snipe Championship, sponsored by Snipe Fleet No. 4, September 9th and 10th. Despite ominous storm warnings, four fleets from the District were represented in the 3-race regatta.

The series began in a pleasant 8-10 knot northerly. Tony Riva and Griff Hall of Annapolis, dominated the first half, leading the fleet on the first leg and into the second beat, while Thurston pressed them from behind. On the second beat, Riva covered Thurston who tacked up the port side of the course. Avoiding the leaders' dueling match, Randy Wood of Cottage Park, tacked clear up the starboard side of the course, played the shifts well, and was ahead at the windward mark. Covering the rest of the way, Wood finished ahead of Riva and Thurston in a dying wind.

With the rest of the fleet caught in a discouraging drifter, the Race Committee elected to postpone the second race. The relaxing sailors were caught off-guard when the threatening black clouds in the northeast turned into a violent squall, scattering the fleet over much of Hempstead Harbor and the Sound. The casualty rate was high, with a few overturned Snipes, and the wipeout of two wood masts. The survivors planed about in some of the best winds of the summer, while the cordage was being cleared. The Race Committee wisely decided to cancel the afternoon program.

Sunday's fleet dwindled somewhat with only a few hardy starters in northerly winds estimated at 25-30 knots with heavy seas. The race course looked like a battle scene with several boats dropping out, capsizing, and two colliding in the wake of a large wave. With the stamina of a transatlantic competitor, Griff Hall overpowered the remaining contenders on the windward legs for two firsts, while Thurston, and Larry Johnson of Annapolis followed with close 2nds and 3rds.

The final tally for the regatta was Thurston 1st with 11.7 points, Hall 2nd with 15, and Wood 3rd with 16 points. Larry Johnson, 4th with 19.4 points, and John Nicolsen 5th with 31.7 rounded out the top five positions. The regatta was the first in the newly organized District No. 1 Fall Circuit.

*John Lawson
Sea Cliff Fleet No. 4*

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Wells Wanderings



by Ted Wells

MAY 1973

BEST BUY OF THE YEAR

For the racing skipper, membership in the North American Yacht Racing Union has to be one of the best bargains of the year at \$10.00. The next best is the book of Decisions on Appeals from the Racing Rules at \$3.00. The February issue of NAYRU/News contains an excellent summary of the new racing rules which become effective May 1, written by Gregg Bemis.

Only one new rule has not already been covered pretty well in this and other publications - this is the Wet Clothing rule as it applies to the Snipe Class. This rule prohibits wearing clothes or equipment for the purpose of adding weight whether wet or dry. One may wear all the sweat shirts or sweaters necessary to keep warm, but he who puts on a lot of them will be well advised to keep them dry. The underlined phrase is a direct quote from Gregg Bemis. If you are wearing a lot of stuff to keep warm - better wear a foul weather jacket. I won't venture an opinion on whether or not you can draw a DSQ for not wearing a hood to keep water from running down the back of your neck. Class rules may make an exception and provide for wet clothing up to a maximum wet weight of 44 lbs but no such exception has been made in the Snipe Class.

BALLAST INSTALLATION

Some confusion has been reported concerning ballast installation complying with Rule 54. Actually I don't think there is as much confusion as there is just plain reluctance to comply. The rule states starting about the middle of the paragraph "Ballast, up to 10 pounds, may be permanently added under and attached to the deck; 20 pounds maximum on an all fiberglass boat (hull, deck, floorboards, etc.) If the boat's centerboard weighs less than 80 lbs., additional ballast may be carried, located in any visible place; the amount to be 80 lbs. less the centerboard weight when the minimum boat weight is 425 lbs., and 36 lbs. less the centerboard weight where the minimum boat weight is 381 lbs."

The reference to fiberglass floor boards really should say floor structure integral with the hull. It should be noted that in a 381 lb. boat, if the centerboard weighs 36 lbs or more, the only ballast permitted is 10 or 20 lbs as the case may be, and this must be fastened to the deck. There isn't now and never has been a maximum limit on floor board weight, and make up weight is usually provided in this manner if any is needed.

BRONZE BOARD BLAST

WW in the March issue of the BULLETIN reported on the problem of an owner who had a new boat and a bronze board. The suggested check on minimum hull weight has been made by a designated measurer at the plant of the builder of this boat, and this check plus one made at another builder's plant indicates that with an exceptionally light deck, it is possible to carry a 65 lb board with a hull which meets the specified minimum weight, and has enough flotation to meet current requirements. I thought I gave very sympathetic treatment to this owner's problem in the article, but a four page blast from him with copies to about everyone in and out of the establishment would indicate that he didn't think so. The counter-replies with lots of copies (air mail) which I have seen so far indicate that the U.S. Postal Service should be well on its way to profitable operation when this hassle is over.

HOLDING THE BOAT FLAT

Doug Day has written asking how the use of a straight leading edge centerboard helps in holding the boat flat. The answer lies in the lever arm as illustrated in figure 22 of Scientific Sailboat Racing - the center of lateral resistance which keeps the boat from sliding sideways is considerably higher, lessening the heeling moment. This will be especially noticeable on a reach with a short, straight leading edge board of which only a small amount is projecting below the hull.

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Sanctioned Snipe Regattas

MAY 12-13, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Fleet No. 142, Jerry Humphreys, 300 Arlen Building, Chattanooga, TN 37415.

MAY 19-20, KICKOFF REGATTA, Lansing Kick-Up Fleet No. 601, Harrold W. Spicknall, 6355 Reynolds Rd, Haslett, MI 48840.

MAY 19-20, TULSA SPRING OPENER, Sequoyah Y.C., Lawrence M. Theriot, 8914 E. 33rd Place, Tulsa, OK 74145.

MAY 19-20, SHELDRAKE YACHT CLUB SNIPE REGATTA, Burton E. Eaton, 29 Locust Avenue, White Plains, NY 10605.

MAY 26-27, SOUTHWESTERN REGATTA, Dallas Fleet No. 1, Stanley R. Vaughn, 3055 Lockmoor, Dallas, TX 75220.

MAY 26-27, CHAMPAGNE REGATTA, Diamond Lake YC Fleet No. 158, Thomas E. Athanas, 1860 Champlain Dr., Niles, MI 49120.

JUNE 2, 3, GOVERNORS CUP and ILLINOIS STATE CHAMPIONSHIP, Island Bay Yacht Club Fleet No. 91, Springfield, Dr. Robert Jenkins, 1645 Leland Ave., Springfield, IL 62704.

JUNE 2-3, FIREWATER REGATTA, Harold R. Horn, P. O. Box 81009, Lincoln, Nebraska, 68501.

JUNE 1-3, FORT WORTH BOAT CLUB REGATTA, Eagle Mountain Lake, Bud Hester, Ft. Worth B.C., Rt. 9, Box 191, Fort Worth, TX 76106.

JUNE 9-10, GRAND RAPIDS 1ST ANNUAL SNIPE TEAM REGATTA, Grand Rapids Snipe Fleet No. 137, Dr. H. M. "Nick" Heller, 2865 Clyde Park Ave S.W., Wyoming, MI 49509.

JUNE 9-10, HEART OF AMERICA REGATTA, Lake Quivira Fleet No. 121, Jack Botteron, Lake Quivira, Kansas City, KS 66106.

JUNE 16-17, OKLAHOMA CITY FLEET NO. 14 INVITATIONAL REGATTA, W. G. "Bill" Graham, 4908 N.W. 58th St, Oklahoma City, OK 73112.

JUNE 16-17, RIFF-RAFF REGATTA, Cowan Lake Fleet No. 433, Robert Rowland, 191 Bellecrest Court, Bellbrook, OH 45305.

JUNE 22, 23, 24, NORTH AMERICAN CHAMPIONSHIP, Oakville Y.C., Ed Crook, 263 Sanders Dr., Oakville, Ontario, Canada.

JUNE 23-24, MIDWESTERN CHAMPIONSHIP, Wichita Fleet No. 93, Bob Peugh, 1058 Gretchen, Wichita, KS 67206.

JUNE 23-24, SLAUSON MEMORIAL REGATTA, Peoria Snipe Fleet, Dan Wesselhoft, 7232 Miramar Dr., Peoria, IL 61614.

JUNE 23-24, INTERNATIONAL REGATTA for "PORTOROZ-CASINO" TROPHY,

Jackson Hosts Hospitality Regatta

The annual Hospitality Regatta held by the Jackson, Mississippi Yacht Club the weekend of October 28-29 was a resounding success! This multi-class regatta drew 179 boat-entries in 12 classes one of which was the Snipe class hosted by Fleet 604. Skippers hailed from 12 states, rang-

ing from Illinois and Colorado to Florida and Texas.

On Saturday with winds varying from 5-10 knots, the course was dominated by Jackson boats. In the first race Quinn Dennis edged out a fast John McGowan. In the second race of the day John

HOSPITALITY REGATTA

BOAT	SKIPPER	CITY	FINISHES	POSITION
19896	John McGowan	Jackson	2-1-2	1
17765	Albert Lamar	Jackson	5-2-4	2
15156	Kelly McGinnis	Jackson	4-3-5	3
16680	Quinn Dennis	Jackson	1-6-6	4
19393	Augie Diaz	Miami	3-8-3	5
15505	Bryson Lesley	Chattanooga	11-7-7	6
19441	John Fletcher	Jackson	7-9-9	7
10073	John Hurlchy	Jackson	14-5-8	8
17049	Harley Hopkins	Jackson	12-15-1	9
19426	David Miller	New Orleans	6-12-13	10
19715	John Stanley	Crystal Lake	8-11-16	11
17226	Rolf Billhoffer	Jackson	9-16-11	12
17119	John Whitfield	Jackson	10-19-12	13
16722	Vinny Trauth	Memphis	15-10-19	14
19937	Don McFarland	Dallas	16-14-14	15
14206	Earl Bennett	Memphis	17-17-10	16
16881	Tom Kennedy	Jackson	13-18-15	17
11518	Nick Longsworth	Memphis	20-4-DNS	18
10880	Dease Ryan	Memphis	21-13-DNF	19
16329	Jere Reid	Memphis	18-20-17	20
10308	Buckster	Memphis	19-21-18	21
16828	Girl Scouts	Memphis	22-DNF-DNF	22

Aleksander Lukez, Varidjeva 7a, P. O. Box 74, Koper, Jugoslavia.

JUNE 23-24, NORTHEASTERN CHAMPIONSHIP, Oakville YS, Ed Crook, 263 Sanders Dr, Oakville, Ontario, Canada.

JUNE 30, JULY 1, WOLVERINE REGATTA, Barton Boat Club, R. Eschelmann, 341 Riverview Dr., Ann Arbor, MI 48104.

JULY 7-8, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Sailing Assn., Floyd E. Hughes, Jr., No. 8 Westlake, Council Bluffs, Iowa 51501.

JULY 13-15, DISTRICT III CHAMPIONSHIP, Island Bay Fleet No. 91., Robert Donath, 1733 S. Glenwood, Spring, Springfield, IL 62704.

JULY 14-15, DISTRICT II CHAMPIONSHIP, Lake Ft. Gibson, Jerry Whitt, 3609 East 55, Tulsa, OK 74135.

JULY 21-22, DISTRICT III JUNIOR CHAMPIONSHIP, Indianapolis, IN.

JULY 28-29, DIAMOND LAKE OPEN, Diamond Lake Fleet No. 158, Thomas E.

Athanas, 1860 Champlain Dr., Niles, MI 49120.

AUGUST 4-5, ONTARIO SNIPE CHAMPIONSHIP, Oakville YS, Ed Crook, 263 Sanders Dr., Oakville, Ontario, Canada.

AUGUST 14-15, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Mission Bay YC, San Diego, CA, Helen Bedford, Gen. Chairman, 3520 Browning, San Diego, CA 92106.

AUGUST 11-12, WISCONSIN-MINNESOTA OPEN, Green Lake Fleet No. 129, Ken Kinas, Lakeview Dr., Green Lake, WI 54941.

AUGUST 11-12, ROCKY MOUNTAIN CHAMPIONSHIP, Rocky Mountain Fleet No. 210, Ed Hoffman, 3387 W. Aksarben Ave, Littleton, CO. 80120.

AUGUST 16-22, U.S. NATIONAL CHAMPIONSHIP, Mission Bay, San Diego, CA. Helen Bedford, Gen. Chairman, 3520 Browning, San Diego, CA 92106.

AUGUST 18-19, HOOSIER HARVEST, Muncie Fleet No. 557, Bill King, 1712 Winthrop, Muncie, IN 47302.

AUGUST 18-19, PORTOROZ INTERNATIONAL REGATTA, Y.C. "Pirat" Piran, P. O. Box 49, 66320 Portoroz, Yugoslavia.

JUNE 23, GOVERNOR'S CUP and ILLINOIS STATE CHAMPIONSHIP, Island Bay Snipe Fleet, Robert Donath, 1733 S. Glenwood, Springfield, IL 62704.

JULY 13, 14, 15 DISTRICT III Championships, Island Bay Yacht Club Fleet No. 91, Springfield. Walt Simhauser, 1208 So. MacArthur, Springfield, IL 62704.

McGowan found the right wind and finished first with Albert Lamar right behind.

The race on Sunday was handicapped by light air and was shortened after it was started. In a surprise move Harley Hopkins tacked away from the main fleet on the first leg found wind and got to the first mark well in the lead. No one could catch him after this and he finished first with John McGowan second.

Trophies were awarded to the skippers and crew of the first five boats during the general awards ceremony. With 12 classes giving trophies there was a great amount of silver given out!

*Tom Kennedy
Snipe Fleet 604*

**KICK-OFF REGATTA
MAY 19-20**

*Write H. Spicknall
5355 Reynolds Rd.
Haslett, Mich. 48840*

AUGUST 25-26, BOARD OF GOVERNORS INVITATIONAL, Quassapaug Fleet No. 231, Tom St. John III, Timothy Road, Naugatuck, CT 06770.

AUG. 29 - SEPT. 2, WORLD JUNIOR CHAMPIONSHIP. San Remo, Italy.

SEPTEMBER 8-9, HOSPITALITY REGATTA, Weatherby Lake Fleet No. 698, Hanns Hagen, 9909 NW 74th St., Kansas City, MO 64152.

SEPTEMBER 8-9, INDIANA OPEN, Indianapolis Fleet No. 409, Marshall McCuen, 9180 Haverstick Rd, Indianapolis IN 46240.

SEPTEMBER 22-23, OHIO OPEN, Chippewa Fleet No. 621, William J. Bees, 503 McEntee Dr., Wadsworth, OH 44281.

OCTOBER 6-7, OXFORD INCIDENT/ACCIDENT, Action Lake Fleet No. 515, Bob Hill, 11422 Pippin Rd., Cincinnati, OH 45231.

OCTOBER 12-20, WORLD CHAMPIONSHIPS, Real Club Mediterraneo, Malaga, Spain.

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NOTICE, DAYSAILORS: We are closing out our fiberglass covered, plywood center keel stepped spruce masts - \$77. Prepaid. Varnished, laminated Vee shaped spruce booms \$22.50 packed F.O.B. Pre paid with order for \$65. or more. Post Woodworking Shop, 2020 E 1st St., Tempe, AR 85281.

FOR SALE: EX Proctor mast keel step aluminum spar. \$90.00. Jim Pyott, 1965 Robin Crest Lane, Glenview, IL 60025. (312) 729-3576.

SAILS - Sail/kits - Fabrics - Supplies. Super lightweight Fiberglass Battens. Snipe set (3) weighs only 1 1/2 oz. Special offer \$5.00 postpaid. Snipe Sails - Utility/Cruising - \$110.00 postpaid. Free Catalog. Bill Schmit - Sailmaker, 402 - 37th Ave, NW, Puyallup, Wash. 98371. Phone (206) 845-3831.

FOR SALE: 17134 Fiberglass Lofland Snipe. Top equipment including almost new trailer. \$950. Frank Cooper (201) 383-1321 or 729-6856 Sparta, N.J.

ACRILIC SNIPE DRYSAIL COVERS Bainbridge Yachtacrillic will not rot, mildew, shrink, or become brittle. Best cover material available. Outstanding workmanship. 1. Full deck/6" skirt, mast up, boom off - \$79 ppd. 1a. Full deck/6" skirt, mast up, boom in centerline boom crutch - \$89 ppd. Above prices are for white, add \$4.50 for Blue, Gold, or Pearl Gray. It's your move, contact: Chris Rooke, ROOKE SAILS, 328 E. Erwin Dr., Memphis, Tenn. 38117 p h 901/775-1490/683-3962.

TRAILER - Has no saddle to rub the chine or bow the bottom. Has a removable rear bumper with high, dry, easily seen taillights, big tires, low profile, side guides for floating on, and will STACK on top of your buddies' for storage or traveling. Millington Boat Works, Box 234, Millington, N.J. 07946.

NEW BOAT - Want a finished deck and hull? We have a new mold that produces a sharp-stemmed boat that measures right down the middle. We assemble this with a "Call" designed deck complete with chainplates ready to rig. Name your color! Discounts and short deliveries to earlybirds. Frank Suesz, Millington Boat Works, Box 234, Millington, N.J. 07946.

FOR SALE: Southern 19836 self-rescue, neon blue hull, smoke white deck with 3" stripe, California rigged, adjustable jib luff wire tension from trunk, adjustable bridle from trunk, 6" compass, 1 yr. old North sails, 380 lbs. capacity, \$1,575.00. Mac Kilpatrick, Box 18876, Okla. City, Okla. 73118, (405) 239-7361 from 8 to 5.

FOR SALE: SNIPE TIE-TACS & SCATTER PINS. Exact in every detail. A replica of a Snipe 13/16" high of polished sterling silver. A high quality product of a nationally known jeweler. Ideal for gifts or awards. Only \$5.50 each. Check to Snipe Fleet 409, c/o Stan Kowalski, 5235 Mark Lane, Indianapolis, IN 46226.

FOR SALE: KC-18344, epoxy finished plywood hull, natural mah. deck, large cockpit, low C.B. trunk, self rescuing. This boat has all Go-fasts and is ready for racing.

Complete with sails (new July '72) and trailer. \$1200. Ismo Palm, Box 41 Corunna Ontl, Canada. (519) 862-1007.

MUST SELL: Lemke built 1967 Fiberglass Snipe No. 16731. Two suits dacron, two Proctor E masts. Trailer included. Best offer over \$800. V. Van Laanen, P. O. Box 1034, Green Bay, WI 54305 or Phone 414-435-8835 between 9:00 a.m. and 5:00 p.m.

FOR SALE: Lofland Fiberglass Snipe No. 12715, including two sets of sails, trailer and hoist. \$850.00. Vanderploeg, 4014 E. Gull Lake Dr., Hickory Corners, MI 49060. 616-671-5593.

FOR SALE: Snipe, 10 years old, kit built, natural wood deck, Fiberglass hull, sails, trailer, 1 1/2 horse outboard. An excellent daysailer or with work, a competitive Snipe. \$475.00. John Bollinger, Akron, OH 216-762-0351.

FOR SALE: Lofland Snipe 12641. Good racing record. Trailer, cover, Compass, racing fittings plus extras. A proven boat in good condition. Dean Jaynes, 384 Oliver Rd, Cincinnati, OH 45215. 513-761-3069.

SAILS: Used three seasons. Medium cut North and Elms in excellent condition. \$65.00 per set. Raymond Croasdale, 2255 Idlewild, Richland, MI 49083. (616) 629-4114.

FOR SALE: 17110 Lofland Pan-Am Model. Adjustable Jib and downhaul tension. 2 suits Levinson sails and Elvstrom Jib. Trailer and cover. \$1,000. Gordon Yates, La Crescent, MN 55947. 507-895-4750.

FOR SALE: 17711 Lofland Snipe, Proctor E mast, tan, fiberglass, bailer and trailer. Two suits of sails, one Levinson and new suit of Elms. All in very good racing condition. \$1,000. S. H. Vincent, 143 Dwyer Avenue Ext., Liberty, NY 12754. 914-292-9102.

WANTED TO BUY: recent fiberglass Snipe. Preferably Chubasco or Varalyay within 400 miles of Connecticut. Arthur A. Tanner, White Deer Rock Rd., Woodbury, CT 06798. (203) 263-4805.

FOR SALE: Call Snipe 19004 (new July 1971). Adjustable jib luff, outhaul, cunningham hole rig, traveler, forward and aft mast rakers. Levinson sails, minimum weight, cover. Don Griffin, 206 Coleen Dr., Pittsburgh, PA 15236. (412) 653-3056.

LEVINSON SAILS: Were Fleet Champion. Excellent condition. One year's use. \$95.00. Stan Salzenstein, 912 W. Fairmont, Peoria, IL. 309-691-6983.

FOR SALE: No. 18302, mahogany plywood hull, Proctor E mast, North sails, excellent condition, ready to race. \$750. Gene Bertelsen, 1086 Hawthorne, Grosse Point, MI 48236. Phone 313-884-3405.

FOR SALE: One set of Elms sails two years old, window in jib with jib downhaul included, the main has a full set of lightweight fiberglass battens \$80.00. Jim Pyott, 1965 Robin Crest Lane, Glenview, IL 60025. (312) 729-3576.

FOR SALE: Snipe No. 17098, fiberglass on Plywood, Proctor E, dry sailed and garaged. Minimum weight, excellent record, perfect condition. \$1000. Ron Rasmussen, Medina, OH (216) 239-8172.

Take Two Minutes Right Now and Win Your Championships!



No matter where you have set your sailing goals this year - the fleet, district, or even the National Championships - now is the time to start getting ready! And you can make a good start by ordering your new North Snipe Sails today. By using the order blank below, your new sails will be just the way you want them.

So psych up! Take two minutes now to get ready for Snipe racing '73. Your championship may depend on it!

NAME _____ SAIL NUMBER _____
 ADDRESS _____ NAT'L DESIGNATION _____
 _____ ZIP _____ NUMBER COLOR: ___ Red ___ Green
 SHIPPING ADDRESS _____ ___ Blue ___ Black
 _____ ZIP _____ TELE: (Bus) _____ (Res) _____
 SHIPMENT VIA: ___ Parcel Post ___ Air Freight ___ Carrier Deliver
 ___ Air Parcel Post ___ Hold at airport
 ___ United Parcel Air ___ For customer pick-up.
 Notify customer at telephone

SAILS DESIRED: Prices include battens, insignia, numbers and bags.

MAIN	\$129.00 ea.	___ Light - Medium (0-20 mph)*	- * Recommended as best
		___ Medium - Heavy (15-30 mph)	all purpose suit
JIB	\$ 83.00 ea.	___ Light (0-20 mph) 3 oz.*	___ Jib Window included
		___ Medium (10-25 mph) 4.5 oz.	___ Fixed Tack
		___ Heavy (25 mph +) 5 oz.	___ Adjustable Luff
ROYALTY (U.S. Only)	\$5.00 additional per sail	___	___ Extra set of battens - \$4.25

MAST IS: ___ Aluminum: Manufacturer & Section _____
 ___ Wood: Deflection with 50 lbs. _____
 ___ Keel Stepped ___ Sliding outhaul on track.

TERMS: 50% deposit with order, F.O.B. Loft. Shipments out of the United States require FULL advance payment with the order.

CHECK FOR \$ _____ ENCLOSED.
THANK YOU FOR ORDERING NORTH SAILS.