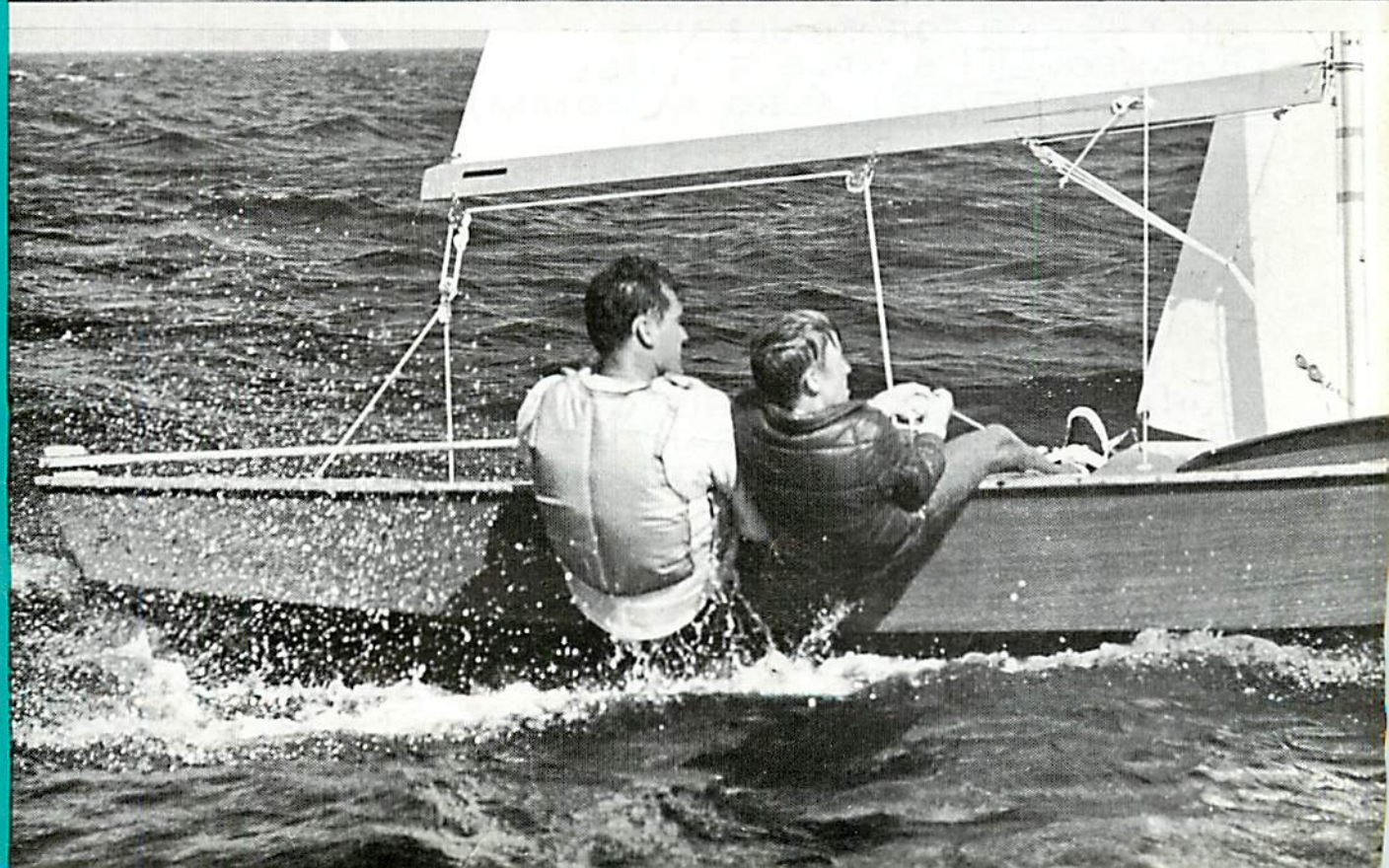
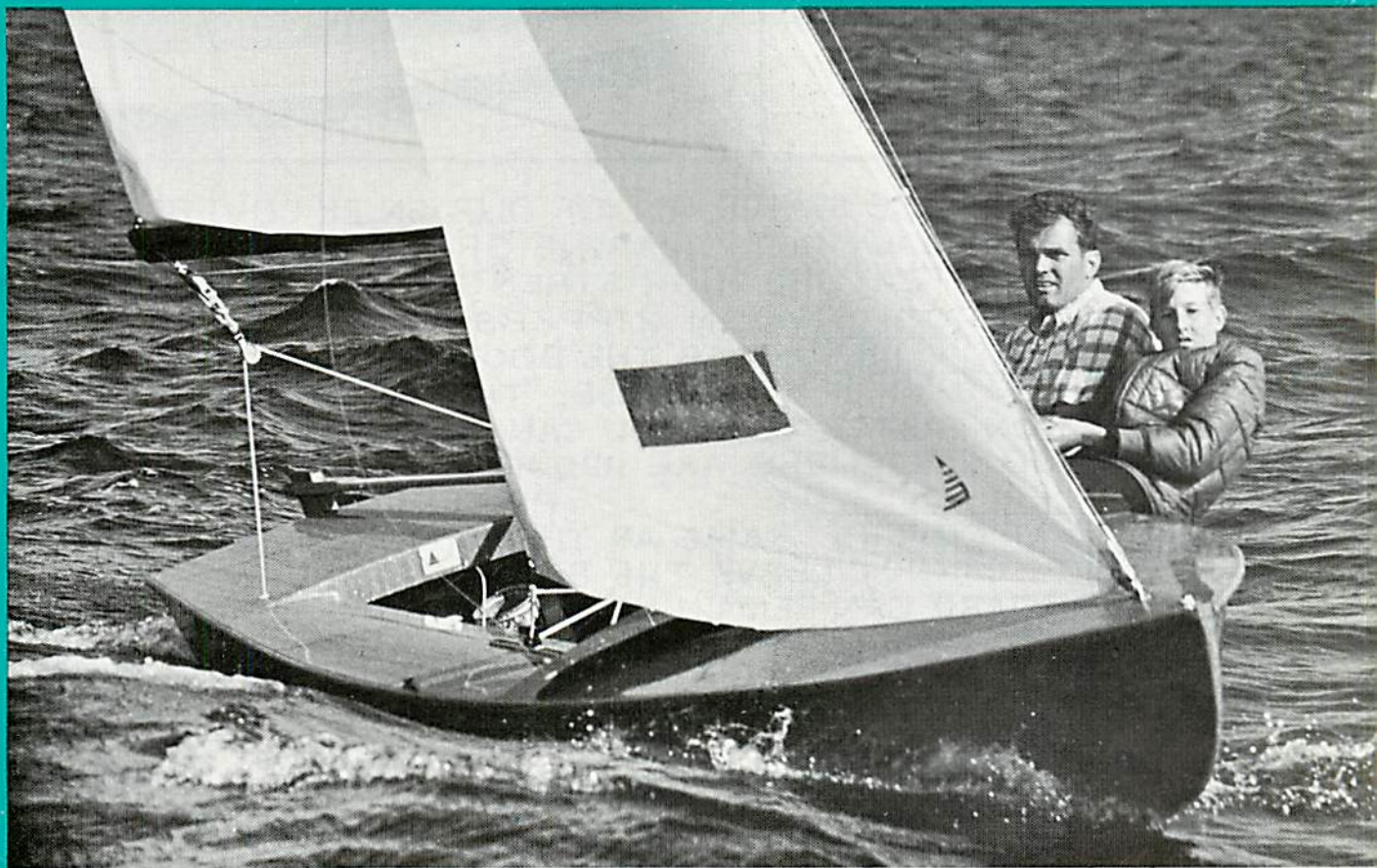


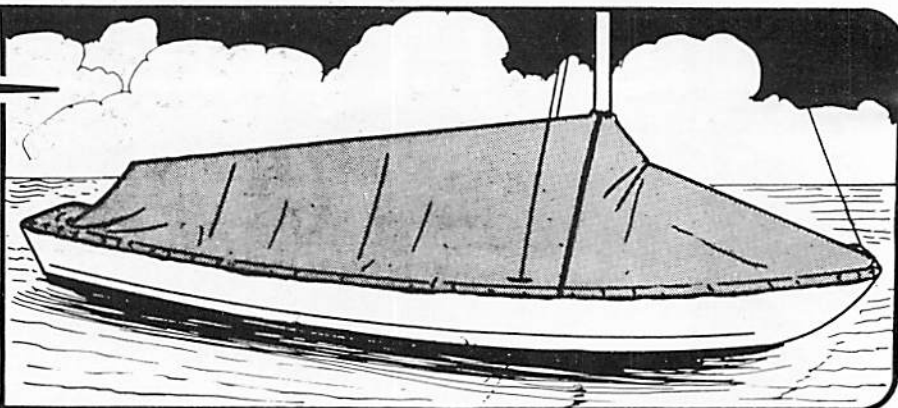


SNIPES BULLETIN

NOVEMBER - DECEMBER 1969



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Voice Of The People

SNIPESAILBOAT IN A CLASS BY ITSELF -

"SHOULD BE LET ALONE," SAYS ONE OWNER.

"I read, with absolute amazement, in the Aug-Sept. BULLETIN a proposal for reducing the minimum weight of Snipes. Worse, I read that this is on the agenda for the National Secretaries Meeting. This seemed so illogical that I at first disregarded it. However, it now dawns on me that someone may be serious and that the vast majority of us may sit on our hands because of the unlikeliness that such a proposal could really receive serious consideration while a few pursue it with disastrous results.

The Snipe has a role, and an important one, in the world of sailing and dinghy racing. It sails quite well under most conditions and, most importantly, has a strong organization and a large number of competitive boats at large in the country (and world, for that matter). Certainly the boat can be made to go faster! Sail area can be increased; a spinnaker can be added; the hull can be lightened; the hull can even be re-designed, etc. etc. However, all this is questionable if this would add to the desired competitiveness of the Snipe Class. Instead, such changes would obsolete a large number of boats, losing them to Snipe racing. Other prospective newcomers to Snipe might be reluctant to join a class that might introduce changes sufficient to make their boats non-competitive.

I, as many other Snipe sailors, have sailed other dinghies that had some advantages (in some respects) over Snipe. But the Snipe, likewise, has some advantages over them. No dinghy will ever be perfect in satisfying the desires of all sailors. The Snipe who believes that a lighter weight hull (within reason) will result in a marked speed increase is fooling himself. The one thing that such a sailor can do, however, if he feels the need for speed, is to buy a different boat - a Flying Dutchman, a catamaran, etc.

Compared to other sailboats in the 15 - 16' range, the major advantage the Snipe has is its very large class organization and active racing fleets. Where is there a more competitive class? A move to reduce the minimum weight would attack the major advantage!

I suspect that, in even entertaining the idea, we are scaring potential Snipe Buyers. I recommend that this matter be dispensed with forthwith. Let's accept Snipe for what it is, and devote our energies to further expanding and strengthening the class."

- Bob Elwell

131 Birch Lane, Scotia, NY 12302

EVERYBODY HAD A GOOD TIME AT THIS ONE!

"I wish you could have seen the Southern Regatta this year; it was undoubtedly one of the strangest I have ever sailed in almost twenty years of Snipe racing and sailing.

We started 35 boats in the first race Saturday and finished only 14. The first approximate 15 boats went to the wrong mark, and then had to fight their way back to the proper mark. A number of the boats which did not finish were sailed by such skippers as Lloyd Cox, Brad McFadden, Frank Johnson, and even myself. Some of the few who did finish properly included some of the lighter and more inexperienced skippers and crews. I don't know what this proves, but sum'thin'!

Then on Sunday, a number of the boats who had finished Saturday went out and had disastrous races, further shaking up the standings. I ended up with 4th place even though I did not finish Saturday. The race was won by Bill Thumlin, who, I think, had never sailed a Snipe before, although he had had many years of experience in Thistles. Was a strange weekend with lots of frustration, but still fun."

- Dan N. Williams
Signal Mountain, Tenn.

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"Don't let my BULLETIN subscription expire. I sure miss it when it doesn't come. Next to Snipe itself, I think it is the best asset the organization has. Keep up the good work!"

- Ted Daniels, Canton, Ohio

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SNIPER BULLETIN

THE INTERNATIONAL SNIPE CLASS

NOV. - DEC. 1969

Vol. XXIV No. 5

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CHANGE OF ADDRESS

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

The Cover

Wouldn't you like to race against the Championship Team of all Snipe Championships? The average Snipe will never get the chance, so here are a couple of shots of what you could expect to see if ever you were trying to beat them.

Top picture shows Earl Elms and Mike Shear (crew) coming up on a port tack preparing to pass to windward; bottom reveals how they would appear when passing on a starboard tack to leeward. And these scenes portray the form used in this pair winning the U.S. National Championship 3 straight times, and now the 1969 World Title at Angola.

— Photos by Gunnar Andersen

THE SCORE

Numbered SNIPES — 18605

Chartered Fleets — 674

Well, we finally made it! It looked like we would fall short of our goal of at least 600 new Snipes for the year, but during the last month of the period ending September 30, an even 60 numbers were issued. The big push came from Spain with 30, France 20, and the U.S. the other 10.

Our total is 617, 3 less than 1968 with 620. In 1967, we had 762, but 620 again in 1966, so it looks like Snipe growth is pretty well stabilized around 600 now. It is 134 over our 37 yearly average of 483, and raises that figure now to 489, an increase of 3. It means 1.70 Snipe per day for 38 years instead of 1.49 as yesterday. Again, we feel entitled to think this is SOME record!

The distribution of the 617 Snipes saw the rest of the world taking more than the U.S. for the first time - 390 to 227. Next in order was Japan with 115 (fine!); Spain 90; France 36; Denmark 30; Finland and Brasil 20 each; Portugal 18; Turkey and Argentina 10 each; Colombia 9; Canada 8; England 5; Bahamas and Austria 1 each. Snipe, after all these years, still leads in world-wide popularity and numbers.

3 new fleets were chartered during the final month:

The Cerneja Fleet 672 was issued to Portugal for Beira, Mozambique, Portuguese East Africa. Armando Marques da Silva, C. Postal 729, Beira, is the Fleet Captain with 5 boats in his command.

Having established at Palma de Mallorca a new Snipe Fleet at the Club Marítimo San Antonio de la Playa, Charter 673 was sent to Spain for this new group.

France got Charter 674 for the new Ares Fleet at Bassin d'Arcachon.

During the year, 14 new fleets were chartered all over the world, and one, #168 at the Real Club Nautico de la Coruna, was reactivated by Spain. Finland had 2, as did Portugal with one each in PWA and PEA; Austria, Romania, West Germany, and South Africa officially joined the Snipe

Family of Nations for the first time with one fleet each. Brasil, Colombia, Chile, France, Spain, and Turkey each added 1 more unit to their existing fleets. In addition, Netherlands is now in the process of finalizing their charter application. Five new international SCIRA members in one year again sets a high mark for all other one-design racing classes to shoot at. Sailing and racing a Snipe has an universal appeal all over the world!

For the first time, no new fleets were chartered in the U.S., which indicates that well-established Snipe coverage exists all over the country, and also that the absorption of weak fleets by stronger ones in close proximity is still going on. The big ones are universally getting bigger with more and keener competition. New highways make better (and new) bodies of water more accessible, and this pattern has been developing for the past several years. The Snipe Class provides plenty of exciting regattas in every national district now. (Note: several groups in the U.S. are in the process of forming new fleets right now in preparation for next season).

The 1970 Rule Book

The 1970-1971 edition of the Snipe Class Rule Book (issued biennially) is now being compiled, and it is a large order to get all changes and additions made without error. So the help of the entire membership is solicited in editing this important publication.

If you have any suggestions or gripes, now is the time to air them - with remedies! Check the text for errors; send in new data and names of 1968-1969 winners for those regattas in your area. Make sure the name of your new fleet captain is submitted along with complete address; otherwise, the old one will be reprinted. With FCs being elected for 2-year terms, this list should always be up-to-date.

Also, don't be bashful about soliciting advertising for the new edition. The rates (very reasonable) will be furnished upon request. Your word might be all necessary to get an order, helpful to Snipe and SCIRA.

THE COMMODORE SAYS

The Snipe Class is deeply grateful for the many honors and pleasures presented to our sailors and officials at our 24th World Championship Regatta recently held in the Portuguese province of Angola, in West Africa.

The wonderful people there gave us the best possible sailing conditions of wind and water; the courses were true; and the committees worked above reproach. Their graciousness ashore provided for our every comfort. We were truly royally entertained.

This regatta reflects great credit and honor to the prestige of the Portuguese sailors throughout the world.

Robert C. Schaeffer, M.D.



On the Lighter Side

WIVES MAKE THE BEST CREWS

by Ruth Bockelman

Iowa-Nebraska Fleet 309 at Omaha

Around our fleet, one occasionally hears, "Wives make the best crews - they care."

Let's examine this statement carefully. It sounds fine to feminine ears. And let's not take anything away from the able and devoted crews who are not wives, but definitely part of a team. Or from the rare person who can and will ably fill in when a regular doesn't make it. They care, too!



Since the essence of handling a boat well is teamwork, it would seem that marriage is a good training ground. But wives lead complicated lives. It is a bit difficult to plan a pregnancy around a full sailing season. And very small children tend to command a portion of the interest of the crew who is also a mother. Of course there are sitters, and even baby-sitters who can be taken to the lake. This helps parents feel that their child is not being neglected, and exposes the small ones to sailing and sailors at an early age.

Next there is "competition" from the kids for the crew spot. Families handle this in many different ways. In some cases Mother firmly holds out as number one crew, for point score races at least. In others, sons and daughters become able crews and mothers join the cheering section on shore. In some cases a second boat is acquired for the juniors and the whole family races. As the children grow up and become unavailable, the wife becomes the only crew left in the family, and is "reactivated."

Another group deserving of appreciation and most often consisting of wives, is the loyal and enthusiastic cheering section on shore, the members of which for reasons of health or others, are unable to sail, but show up regularly to back their skipper, and turn in star performances on racing and social committees.

Many husband-and-wife teams result from yacht club romances, and look like an ideal (and winning) combination. But often it marks the beginning of a downhill record. The skipper must treat his wife as he would any other person crewing for him; the crew must not feel free to nag and blame the skipper for every little mistake (bound to be plenty). Summing it all up: A husband and wife relationship can either make, or break, a team.

We like to think that wives make the best crews - they care, whether or not it is true, so long as you speak softly on board, Skipper, and occasionally tell us that you think so too!



A CHANCE TO HELP

SNIPES CLASS NATIONAL ADVERTISING

by Alan Levinson

Chairman SCIRA Advertising Committee

Have you noticed the Snipe Class advertising in One-Design Yachtsman Magazine? There were full page ads in July and November 1969, and a page ads in January and February 1970. We plan to have 2 more full page ads in the spring.

All this advertising is expensive but was approved on a trial basis for one year by the SCIRA Board of Governors. Many classes advertise occasionally in National Magazines such as One-Design, Yachting, or Sailing. However, this is usually done by a builder who has a class monopoly and thereby produces enough boats to pay for the advertising. Presently there are eight Snipe builders, none large enough to do much national advertising.

Snipers might say that we don't really need National Advertising because our monthly magazine, the Snipe BULLETIN is such an excellent publication. It carries all Snipe news and has low rates so all builders can advertise. The only problem is that it reaches only Snipe Sailors.

As shown in national statistics, the Snipe Class is healthy and growing. The Snipe regattas are larger than ever with over 50 entries a frequent occurrence. Most new Snipes, however, are being sold in established fleets. Thus, existing fleets are growing larger, but not many new fleets are being created. Because of the proliferation of small boat classes and their advertising, Snipe is "running hard to stay even," (to borrow a phrase from Alice). If we want further growth we must run "twice as fast."

This is the purpose of our advertising - to reach people interested in sailing and acquaint them with Sniping.

To promote and pay for this advertising, the Snipe Class would like to reactivate the Sustaining Membership category of \$25.00. Members contributing in this manner will be listed in the year book and their money will be used to promote Snipe activity by national advertising, boat show promotion and other ideas. Since these ads appear in USA publications directed to the USA market, it is only fair that USA Snipers should pay the bill; part is taken from the USA Fund, but your personal help is needed.

If you agree that this should be done and you can afford the contribution, please send it to: SCIRA, 856 Sunnyside Ave., Akron, Ohio 44303, and mark it Sustaining Membership. Your membership card will be sent directly to you. Of course, any amount (greater or less) can be sent and will be used as stated above.

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With draw rope in the bottom edge.

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10-C BOTTOM COVER \$35.00

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United States Wins World Snipe Championship Title

Reinaldo Conrad of Brasil 2nd — European Champion from Portugal 3rd

Sweden and Defending Champion Nelson Piccolo of Brasil in Close Fight for 4th and 5th — 23 Nations



NEW WORLD CHAMPIONS - SCIRA Commodore Bob Schaeffer hands over the Hub E. Isaacks Championship Trophy to Earl Elms and Mike Shear to take back to the USA after 20 years.

No Snipe sailor in the United States will be particularly surprised to learn that the strong team of Earl Elms and Mike Shear won the 1969 World Snipe Championship Title of the International Snipe Class at the recent regatta held in Luanda, Angola, Portugese West Africa. 29-year-old Elms (4 times straight national champ) with 16-year-old Mike Shear (his crew the last 3 times) has proved almost unbeatable in local regattas, and his record of 2-2-1-2-2-1-2 for 12 points total (after dropping a 2 for his worst race) testified to the strength of the team and the high regard they have enjoyed here. They participated in 54 races in order to win the privilege of representing their country, so great was the competition, and this very fair victory confirms their impressive career. Reinaldo Conrad, noted sailor from Brazil, was 2nd with 1-6-4-1-2-1 and 22.7 points; while the Portugese champion from Luanda, Paulo Santos, had a safe 3rd with 5-1-3-1-3-4 and 29.4 points.

The championship regatta has been held on a biennial basis the last 20 years, and it is the first time U.S. has won it since 1949 (Ted A. Wells the last U.S. winner) -- it only took 8 years for the U.S. to put a man on the moon! Winning an international title in the Snipe Class against keen competition by top-notch small boat sailors is no mean accomplishment!

24 teams of champions from 23 countries participated (Brazil had 2 - Piccolo, the defending champion, and Conrad, the 1969 National Champ). Turkey, Colombia, Paraguay, Chile, Venezuela, Cuba, Bermuda, and Virgin Islands, while expected, did not appear at the last minute. Even so, this was one of the largest one-design sailing events held in the world and surpasses some Olympic events. And what other class could muster that many entries and nations, so say nothing of staging an event in Africa, the first of its kind on that continent?

Portugal was the host country, and they provided free transportation, room, and board to all contestants and officials from Lisbon to Luanda and return (Boeing 707). The Club Desportivo Nun Alvarez was host club, and national authorities and local officials from His Excellency the Governor General of Angola on down participated in all ceremonies, official functions, and parties from October 23 to Nov. 3.

The regatta was opened with all ceremony Friday morning Oct. 24th in front of the clubhouse overlooking the bay. A host of government, yachting, and church representatives watched



SECOND PLACE - Reinaldo Conrad (left) and his crew M. Buckup of Sao Paulo, Brasil, receive congratulations on their showing. Conrad also finished second at Bendor, France, in 1963.



THIRD PLACE WINNERS - Fernando da Silva (left) and skipper Paulo Santos of Portugal — Photos by Povoa & Irmao

of government, yachting, and church representatives watched as contestants in turn raised their flags as national anthems were played. It was quite an impressive sight under a bright sky with gentle winds. The Governor General, Lt. Col. Rebocho Vaz, gave a warm speech of welcome and wished good luck to all the contestants who had travelled so far. That afternoon the first practice race was held.

Official racing started with an international open regatta for all comers, and some 30 odd teams participated in a 2-day 3-race series, testing out boats, equipment, and sailing grounds, plus a few side glances at the experts. Portugal won this series, leading to strong local hopes of more victories, for this team came from Luanda and the whole town was interested in the contest. Stores and public buildings had Snipe displays and exhibitions with official insignia and

banners in evidence. Paulo Santos and his crew, Fernando da Silva, had won the European Championship in 1968 at Izmir, Turkey, and then got the right to sail for Portugal when they won the 1969 National Title the week before this regatta in a contest held on Luanda Bay. The best sailors from Portugal, and the Provinces of Angola and Mozambique, entered this event and the team was a strong one. Naturally, they had a large, enthusiastic, and loyal gallery of followers whenever they appeared.

At the conclusion of this series, it was evident that 5 teams would be slightly favored - the 2 Brazilians, Portugal, Sweden, and the United States. They usually finished as a group in each race well ahead of the rest of the fleet.

Sailing in Luanda must be about the best spot in the world, could say it was almost out of this world! The bay with open water is affected little by local landscape; the trade winds came up every mid-morning, blowing steady and straight as an arrow in one direction with little variation or shifting, gradually getting up to about 10 knots by mid-afternoon and increasing to 15-18 knots thereafter, falling away about dusk, moving counterclockwise around the clock every 24 hours. Accurate predictions can be made for each day based on duplicating the data for the same day the previous year (and that's the truth!). Two races were run each day at 1:00 and 3:00 o'clock, and so reliable was the wind, that all were started right on time as set. 7 sailed in 5 days and the worst was dropped. Only one postponement of 15 minutes occurred and that was due to a halyard breaking on the blue signal. Waves regular and steady, not too large and with little chop; tides and currents not too strong and even as predicted. White caps almost every late afternoon, and no one could complain about drifters. Weather was delightful all week, and although only a few degrees south of the equator, was not hot or muggy; rather, on the chilly side, and some sweaters were visible.

The first 2 races, Monday Oct. 27 saw the favored 5 teams finish on top in both contests, true to prediction. Conrad of Brazil won the first one in moderate winds with Elms a close 2nd; Piccolo 3rd; followed by Sweden and Portugal. In stronger winds for the 2nd race, Portugal led all the way, followed by U.S. in 2nd place. Puerto Rico made a surprising showing with 3rd, then Sweden, Brazil I, and Brazil II.

3rd race Tuesday saw lighter winds with a steady 10-12 knots, and here Sweden, after leading for 4 legs, watched Elms sneak past them for a first place. Order of finish was USA, Brazil I, Sweden, Brazil II, Finland, Portugal. This win definitely put USA in front with 6 points, with the next closest score 18.7.

2 races Wednesday were the bread-and-butter events. In strong winds, Portugal got off to a good start, but Conrad soon passed him up and opened up on the rest of the fleet at every mark, getting an excellent victory. USA worked up from 6th place at the first mark to finish 2nd, thus opening the door to the title a little wider. Portugal, Brazil I, Puerto Rico, and Sweden in order.

Later in the day, Portugal again got off to a good start in some white-caps and was never headed. It was their best race. USA had a dog-fight with Puerto Rico all around the course, changing positions a couple of times and Earl barely managed to garner his customary second place by regaining the lead in the last 2 legs. A hard struggle! Sweden 4th, with Spain, improving with every race sailed, finishing a strong 5th.

At this point, with 2-2-1-2-2 (12 points), it was evident that Elms only had to get another top spot in the last 2 races to have the title cinched, for the competition was Portugal (27.4) Brazil II (31.4); Brazil I (39.7); Sweden (41.4).

The 6th race Friday turned out to be the decisive race and told the story, for Earl, in strong and chilly winds under a bright sky, immediately displayed his top championship form by taking the lead at the first mark and holding it throughout the race, thus confirming his position and demolishing Portugal's hopes. Conrad did his best to catch Elms, being especially strong on the reaches, but couldn't quite make it. Portugal, after falling back, gained on the run and turned the last buoy well to finish in 3rd place.

(LUANDA REGATTA continued top of page 8)



THE XXIVth WORLD CHAMPIONSHIP REGATTA

At the opening ceremony above, various officials turn to watch Meesrs. Ruy Moreira, Vice-President of the Portuguese Snipe Class and Portuguese Yachting Federation representative, and Professor Daniel Rogerio Leite, head of the Department of Physical Education of Angola (the regatta was under his direction), raise the official flags of Portugal, the Province of Angola, and a special Snipe Class flag locally designed for the occasion. This signified the start of the regatta. At bottom, flags of all competing nations have been raised and the contestants stand at attention for the concluding remarks.

Several hundred spectators crowded the yacht club grounds and surrounding territory, restrained by stretched ropes and many guards. This was a regular daily occurrence, starting just before noon and reaching a high mark late in the afternoon as the boats returned from the races. Excitement reached a high point then as the sailors were entertained dockside with refreshments, etc., and all got a kick out of watching the current winners receive congratulations from their opponents. It was a crowd of good sportsmen, and they enjoyed themselves immensely at the unusual sight of an international boat race.

(LUANDA REGATTA Concluded from Page 7)

This settled the championship, but Portugal and Brazil II with 33.1 and 34.1, and Sweden with 49.4 and Brazil I with 49.7, had their work cut out for them to decide the next 4 places, promising a most exciting final and 7th race on Saturday.

This race started at 3:30 PM with a moderate wind and cloudy skies. Conrad, with superb defensive sailing, aggressively was out for blood, and there was no doubt about the outcome, for he was first at the windward mark with USA trying to catch him. He fairly flew out ahead of all the others all around the course, opening up on every leg. It was his best race. Portugal tried to catch both the leaders, but slipped back on the 3rd leg while Puerto Rico moved up to pass USA on the 2nd beat. But at the end of the run, Portugal had come up to Puerto Rico and the finish was Conrad, Elms, Puerto Rico, Portugal, Brazil II. Sweden sailed her worst race (10) and thus lost her chance to better her record. However, Brazil II was disqualified by the Race Committee, which changed her score from 46.7 to 49.7, thus giving Sweden 4th overall place with 49.4.

The closing ceremony was most elaborate with high government officials from Luanda (and their wives) and Lisbon presiding. Held late at night in the elaborate grounds and buildings surrounding the Municipal Swimming Pool bedecked with 6 Snipes under full sail. Contestants lowered their flags, received their trophies, then drank, dined, and danced until the wee small hours. Tickets had been sold in advance to the public and it was a gala occasion with over a thousand there. Some party!- to end Some Regatta!

Those fortunate enough to attend this unusual (in many ways) event will long remember the fine hospitality and enthusiasm displayed by the good people of Portugal and Luanda:

the calendar was full of entertainment, including an overnight safari (saw some animals, too!) The Luanda public turned out in full force for the last races - scores in boats of all kinds all over the course; hundreds of cars on the closest shores where the course could be viewed, and hundreds of spectators at the yacht club all day taking it all in. They got a spectacle such as never seen there before. The Snipe Class is deeply grateful to Portugal for the excellent organization and conduct of this most important regatta.

The Snipe sailing world has new champions, truly worthy of their laurels, and full honors go to all the contestants, all of whom gave their best.



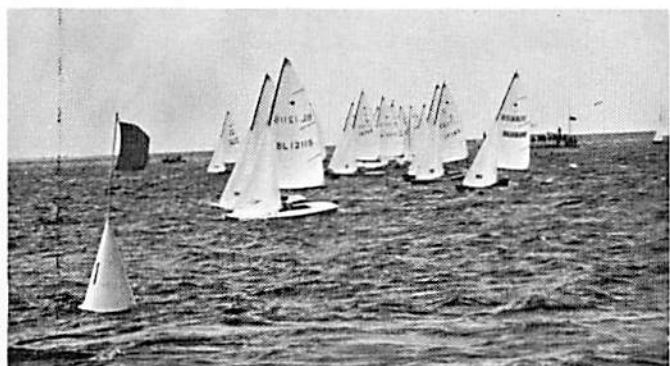
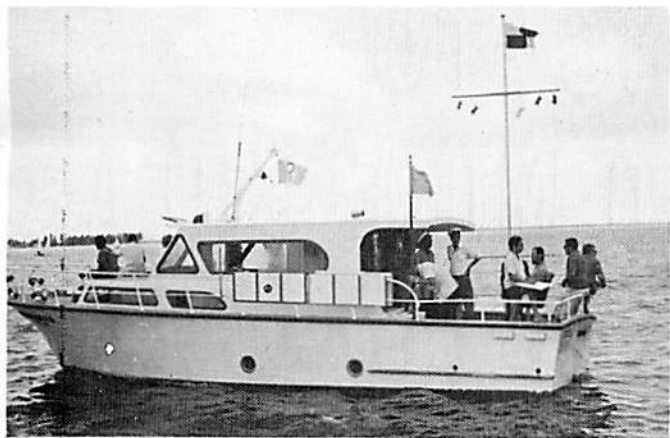
THE LAST TROPHY awarded was one to the sailor " who tried the hardest; did his best; and came in last." It went to R. Barnstorff, in his first big international Snipe regatta and representing West Germany, the latest nation to join SCIRA officially. Birney Mills congratulates his attractive and capable crew, Miss Elizabeth Eisle of Porto. A grand finale!

FINAL RESULTS

24th WORLD CHAMPIONSHIP REGATTA

Oct. 24-Nov. 1, 1969 — Luanda, Angola, Portugese West Africa

COUNTRY	SKIPPER-CREW	Races	1	2	3	4	5	6	7	Total Pts.	Best 6	Fin.
United States	Earl Elms-Mike Shear		2	2	1	2	2	1	2	15	12	1
Brazil II	Reinaldo Conrad-M.Buckup		1	6	4	1	6	2	1	34.4	22.7	2
Portugal	Paulo Santos-F.Silva		5	1	6	3	1	3	4	41.1	29.4	3
Sweden	T.Ericsson-B.Engstrom		4	4	3	6	4	4	10	65.4	49.4	4
Brazil I	N.Piccollo-Lorenzi		3	5	2	4	7	5	dnf	82.7	49.7	5
Puerto Rico	G.Hoyt- A.Guimaraes		7	3	7	5	3	6	3	64.8	51.8	6
Denmark	H.Hansen- K.Hansen		6	7	15	9	8	7	6	99.4	78.4	7
Spain	F.Gancedo-A.Burgos		13	8	9	7	5	13	9	105	86	8
Uruguay	Garra-Latourette		8	17	10	13	9	11	5	114	91	9
Argentina	L.Orella-M.La Orden		11	11	12	12	12	10	7	117	99	10
Finland	Porlamo-Partanen		18	18	5	16	11	8	12	129	105	11
Belgium	V.Godsenhoven-Bontridder		16	10	14	14	16	12	8	132	110	12
Jugoslavia	K.Ratomir-Daslav		10	14	8	11	15	dnf	17	140	111	13
France	R.Uthuralt-P.Gramond		12	9	17	16	13	17	15	135	112	14
Japan	Ohara-Tsukuda		21	15	13	13	14	9	11	140	113	15
Italy	M.Masutti-G.Piemonte		15	16	22	17	10	14	13	150	122	16
Bahamas	P.Siegenthaler-E.Favre		14	12	11	dnf	18	15	18	150	124	17
Norway	M.Monstad-A.Andersen		9	13	18	8	dnf	16	dnf	156	124	18
Canada	T.Hains-D.Belford		17	21	16	20	19	18	14	168	141	19
England	Davies- Marshall		19	20	21	18	20	19	19	179	152	20
Austria	K.Louterach-H.Jochum		22	19	19	19	17	dnf	20	182	153	21
Netherlands	J.Longenelen-J.Farinha		20	dnf	20	21	21	20	21	188	160	22
South Africa	H.Stauch-C.Carvalho		24	dnf	23	dnf	dnf	21	16	196	166	23
W.Germany	R.Barnstorff-Eisele		23	dnf	24	22	22	22	22	200	170	24



The Race Committee, headed by E. Guedes de Queiroz in the absence of the Count de Caria, furnished accurate weather reports along with complete data on tides and currents. Consequently, it was not hard to pick the correct course, and the races all had a sameness about them -- the leaders (which included the local Portuguese team) knew where to go, so follow and try to catch them. Occasional flyers made in desperation seldom were worth the risk, due largely to the apparent lack of shifty winds. If one boat got a sudden lift, it was just a matter of time until the rest got it and caught up again.

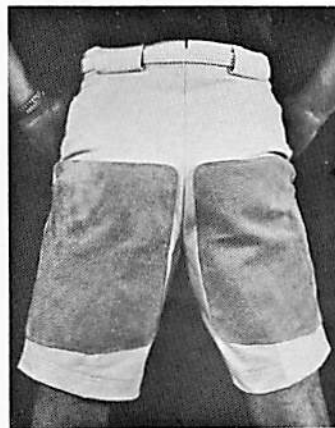
SCIRA Commodore Meets Prime Minister

Following the 24th World Championship Regatta in Luanda, Angola, SCIRA Commodore Schaeffer was given the opportunity to thank the Presidente and Prime Minister of Portugal, Dr. Marcello Caetano, for the skillful and gracious hospitality of the people of Portugal, extended to the representatives of 23 nations of Snipe sailors participating in the regatta.



(Left to right) - Count de Sao Lourenco, representative of the Portuguese Yachting Association, Dr. Schaeffer, Prime Minister Caetano, and Dr. Armando Rocha, Director-General of Sports in the Ministry of Education, Lisbon, Portugal.

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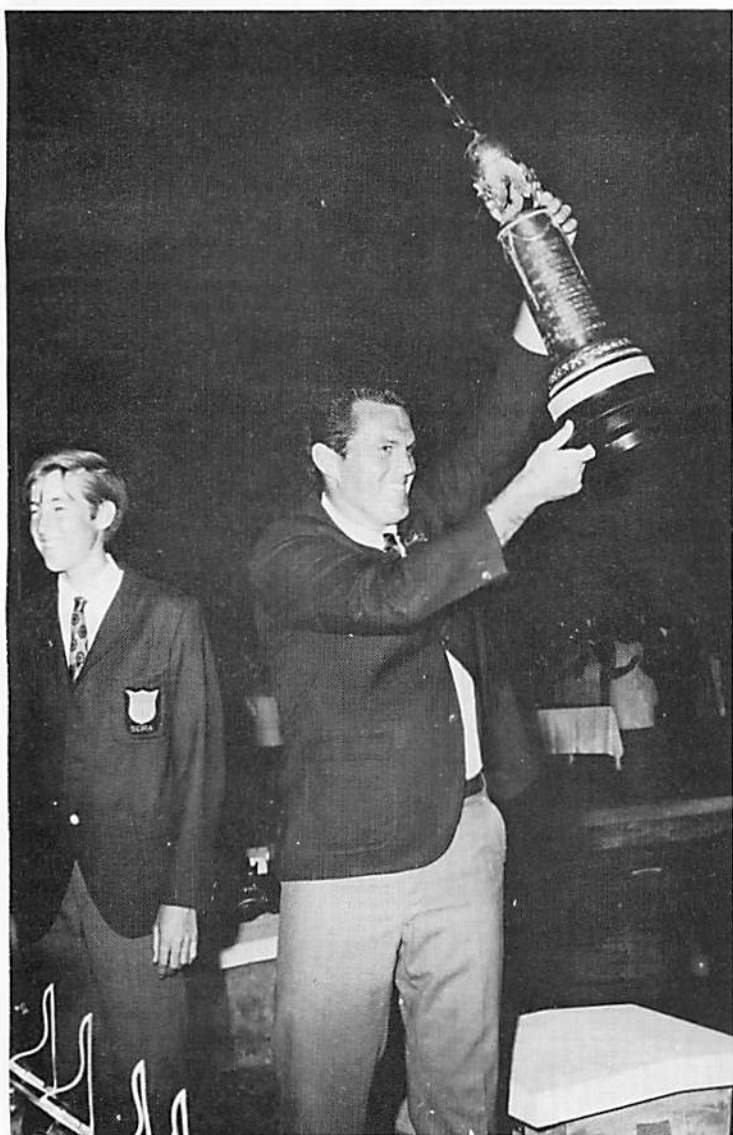
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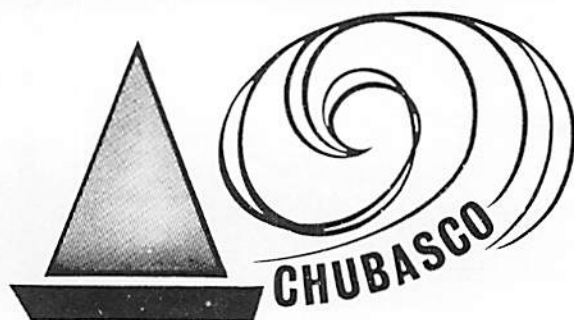
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History of Fleet 46 in Florida – Host of the Midwinter Regatta for 33 Years

by Naomi Seavy (Mrs. Francis)

In 1934 after much discussion, the sailors of the Clearwater Yacht Club adopted the Snipe Class. The first 3 boats were built from "knock down frames" ordered from a northern manufacturer, these being built by Clearwater Yacht Club, Herman Kellar and W.C. Brown. The Club boat was sold to Guy Roberts.

We applied for a charter, but having only 3 Snipes we could not get one, so we organized a syndicate and built 10 or 12 and sold them to various members of the Club. In no time we had 20 Snipes. During the year 1935 we were granted a charter and formed Fleet #46.

Our first Mid-Winter Regatta was held in February 1936 and in July 1936 we had our first entry in the Southeastern Championships then held in Charleston, S. C. From then on the Clearwater Snipe Fleet #46 has had entries in all Nationals except during the war years. We believe our Fleet holds the record for number of times entered in the Nationals since 1936.

The Clearwater Fleet has had one SCIRA Commodore, Traver Bayly, one National Champion, Francis Seavy, four times Junior National Champions which are Jim Cochran, Ken Lippincott, Jr. and Morris Whitney who won it twice.

Francis Seavy was also a runner up in the World Championships held in Havana, Cuba in 1951. Morris Whitney was one of the two U.S. representatives in the Western Hemisphere Championship held in Clearwater in 1952.

The above brief history of the Clearwater Snipe Fleet was written by Guy Roberts in 1952. Mr. Roberts died in 1961 and his devotion to the interests of Fleet #46 have never been forgotten. Guy and Ruth Roberts dedicated service and loyalty carried into the future and Fleet #46 continued to grow with champions and well known yachting personalities. A couple are John T. Hayward, donor of the Western Hemisphere Trophy, and Charles Morgan, famed as a yacht designer. We can boast of a 3-generation Snipe family - Don Cochran, Sr., an original founder and winner of many titles; his son, Dr. Don, actively sailing; his sons, Bruce and Barry, boat owners following their boat-tracks.

The Clearwater Mid-Winter, one of SCIRA's oldest Championship Regattas has been won by Fleet #46 skippers many times and was held by Clearwater in 1968.

In 1957 SCIRA accepted the Roberts-Seavy plaque as District 4's Perpetual Trophy. The District Championship has been won by Francis Seavy, Charles Morgan, Bruce Cochran, Dan Flaherty and held a total of ten years by Fleet

#46 skippers including 1968.

Florida State Champions from Fleet #46 include Don Cochran, Sr., Don Cochran, Jr., Francis Seavy and Frank Levinson.

In 1966 Francis Seavy represented the U.S. in the Western Hemisphere Championship held in Montevideo, Uruguay.

Snipe Fleet #46's greatest achievement is reflected in our record of Junior Champions. Five of whom became Junior National Champions. James Cochran 1938, Morris Whitney 1951 and 1952, Kenneth Lippincott, Jr. 1958, Bruce Cochran 1960 and Dan Flaherty 1964. A total of six years.

Skippers like these will surely carry us on into a happy future.



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Royal Nassau S.C., Nassau, Bahamas - Montagu Bay
2. SCIRA DON Q RUM KEG SERIES
March 7 -8. 5 races if conditions permit.
Coconut Grove S.C., Miami, Florida - Biscayne Bay
3. SCIRA MID-WINTER CHAMPIONSHIPS
March 10-13, 6 races with one throw-out.
Clearwater Y.C., Clearwater, Florida-Gulf of Mexico

The Caribbean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Clearwater.

Transportation to Nassau free for the first 10 boats applying sailing on the M. V. Betty K from Miami on the 26th of February and returning on the 3rd of March.

FOR FURTHER INFORMATION, CONTACT:

1. Peter Christie, P. O. Box 1628, Nassau, Bahamas
2. Charles A. Fowler, 3305 NW 5th Ave., Miami, FL 33127
3. Regatta Chairman, Clearwater YC, Clearwater Beach, FL.



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Miami Fleet 7 is Thriving

by Julio Galletti.

Should you visit our Fleet #7 in Miami, Florida, and, while sailing, you should hear some unfamiliar language spoken and see some real fancy sailing being done — don't worry! you have not been high-jacked nowhere!

You are just sailing in Biscayne Bay, but the boat giving you a run for your money is skippered and crewed by pre-Castro members of various Cuban Snipe fleets. Thanks to the enthusiasm of our Gonzalo Diaz, six Cuban skippers have purchased boats and are now actively racing just about every weekend. The latest one is Dr. Clemente Inclan, former Hemispheric Champion and National Champion of Cuba a total of 8 times. Others will purchase boats as soon as possible, and I am sure that no less than ten "refugee" boats will be sailing by next summer.

We are becoming a very large fleet and the turnover is ever increasing. Our American fellow-Snipers have been great, giving all sorts of help, including the lending of their boats in order to spark some prospective buyer. Cooperation like this speaks very highly of Fleet 7.

I have just purchased 17171 from Gonzalo and would like to become an active member. Please send me complete information. Thank you for your help, and I hope to see you all in Miami for the Don Q Regatta in March.

The Carribean Circuit

This 3-way regatta centered around the Midwinter event was instituted 3 years ago by Nassau, Miami, and Clearwater. Carl

Zimmerman gave a trophy awarded to top score earned sailing in all 3 events.

The 1st two have not been too successful, — few have time or money for such a long vacation — local Florida sailors failed to support the Nassau event, satisfied with their own parties with no help to Nassau.

The gracious people there offer free boat transportation; reasonable accommodations; an attractive clubhouse; excellent courses on beautiful Montagu Bay. Why don't you find out this year for yourself what you have been missing in the past?

A WET SHEET AND A FLOWING SEA

A wet sheet and a flowing sea,

A wind that follows fast

And fills the white and rustling sail

And bends the gallant mast;

And bends the gallant mast, my boys,

While like the eagle free

Away the good ship flies, and leaves

Old England on the lee.

O for a soft and gentle wind!

I heard a fair one cry;

But give to me the snarling breeze

And white waves heaving high;

And white waves heaving high, my lads,

The good ship tight and free—

The world of waters is our home,

And merry men are we.

There's tempest in yon horned moon,

And lightning in yon cloud;

But hark the music, mariners!

The wind is piping loud;

The wind is piping loud, my boys,

The lightning flashes free —

While the hollow oak our palace is,

Our heritage the sea. — Cunningham.

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Wells Wanderings



by Ted Wells

NOVEMBER 1969

RUNNING AND REACHING

The scheduled coordination between WW and the feature articles has become a little scrambled up. Hopefully, this gets us back in gear.

Generally it pays to stay fairly well upwind on a reach to prevent windward boats from getting a puff first and riding it up past you. Head back down again whenever you can. Usually a quick response will discourage a following boat which starts to head up. About the only time it will pay to hold low on a reach is when boats ahead have indulged in a luffing match and are way off course. At Jacksonville, I lost about five boats on one reach in the last race by not heading up because I thought the current was carrying us up. Unfortunately, my dope on the current was wrong--it had switched directions.

When planing conditions exist--especially marginal ones--agility is essential. The boat must be held flat, sails trimmed for no luff but not over trimmed, and weight well aft when planing starts. In gusty conditions, it sometimes helps getting on a plane to have the crew slack off on the jib just enough to stop the heeling tendency produced by the gust, followed promptly by trimming in. A planing jibe is really not living as dangerously as it looks, if just one thing is remembered: the jib must be working when the jibe is completed. This means that when jibing a reaching mark, the jib should be on the side opposite the boom before the boom comes over. When jibing while planing on a run, jibe the whisker pole before the boom. Jibing the whisker pole at a reaching mark is a hazardous occupation for the crew--he is too likely to get wiped out by the boom-vang.

There is room for argument on the subject of tacking down wind. In general--I don't think it pays except to keep from sailing by the lee in a shifty wind. In one of the Heinzerling races at Jacksonville, we started the run in about sixth or seventh place, but about half the fleet was closely grouped. The wind was light and from dead aft, and the current was strong and from dead ahead. We jibed many times, but only when necessary to change course to keep someone from sitting right on top of us, or to keep from sailing by the lee. There were streaks of wind and we were pretty lucky with them, but we also worked hard. We pulled the board up to where there was nothing projecting and even pretended we were Finn sailors by standing up. We generally favored the port side of the course and worked our way up to first place which we held during about the last third of the leg until Dave Ullman combined a puff and a starboard tack to get us at the mark.

In light winds such as this, the skipper and crew weight should be centered a little forward of the aft end of the centerboard trunk.

As the wind picks up, weight should be moved aft until you are as far back as you can go when planing in a high wind and rough water.

MALLORY CUP OBSERVATIONS

American Men's Championship regatta for the Mallory Cup. I was happy to see several of my adages demonstrated to be correct.

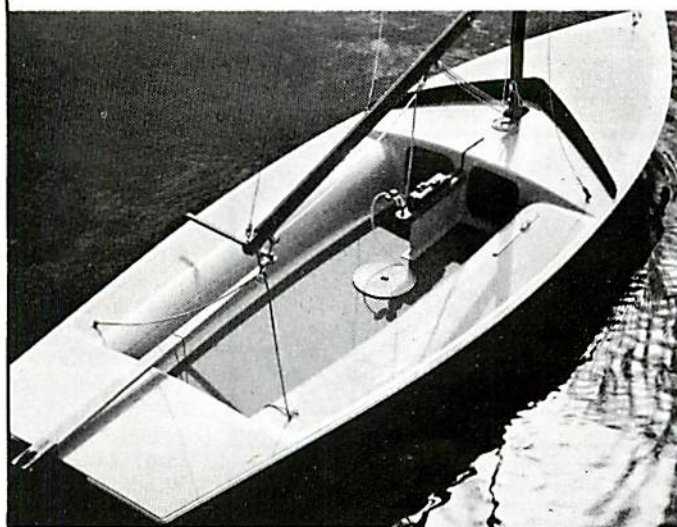
The first is: no matter how right you think that you are, don't make contact with another boat. Keep clear and protest if you wish, but don't get hit. Gardner Cox thought that a boat which had established an overlap to leeward of him just before the start of the first race was sailing above his proper course and he stated that he was not about to head up any to keep clear. Cox won the race, but lost the protest and the regatta.

The second one was covered in the WW on starts: it doesn't do any good to be at the best point on the starting line if you are going slowly. At the start of the last race, Peter Warren and Graham Hall had to beat each other to win the series. Warren was right at the leeward flag on the gun--but going nowhere. Hall was to windward and behind, but going full blast. Thirty seconds after the start first place in the regatta was settled.

The third one is: if you make good starts, you are bound to be over the line early once in a while. Keep this in mind if you know you had a good start, and hear an individual recall signal. Be scared. In the next to the last race, four of the eight boats were over early. We heard four horn blasts on the judges' boat beyond the port end of the starting line, saw the individual recall signal, but nobody came back. It didn't really take too long for the messenger boat to get the boat numbers and start chasing the sailboats, but long enough for Warren to blow a strong lead in the series and almost a cinch win in the regatta.

These three primary rules of yacht racing are very simple and easy to remember. One might call them the ABCs of all racing -- FIRST to LEARN, and LAST to FORGET!

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Basic Snipe Sailing Manual

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— by Ted Wells —

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One-of-a-Kind Regatta



— Photo by Bill Robinson

After a lengthy elimination series, Bill Hancock, Geof Andron, and I were selected to sail a Snipe in Yachting Magazine's One of a Kind Regatta held at Chicago Yacht Club's Belmont Harbor on September 15 & 17, 1969. (Actually it was a case of default since no one else volunteered and we lived nearby.

The first OOA was held in 1949 with 13 entries, also sponsored by Yachting Magazine. It has subsequently been held every three or four years and has grown into an entry list this year of 80 boats divided into 5 divisions.

- Div. I Multihull and other hi-speed
- Div. II Trapeze Centerboards
- Div. III Conventional Centerboards
- Div. IV Racing Keelboats
- Div. V Auxiliaries to 30' loa

The boats were handicapped according to the following formula.

$$R = \frac{L + 1.3(S.A.)}{2}$$

in which $L = \frac{loa + .7 lwl}{2}$

Boats not using spinnakers had sail area reduced 15%.

Snipe was placed in Division III and according to the formula, had the smallest handicap of the entries. In other words, of the 18 boats in our division we were theoretically not supposed to beat anyone on a boat for boat basis. Other boats in our division in order of their rating were Highlander, Thistle, Buccaneer, Lightning, Y-Flyer, Wayfarer, 19' Sloop, Grumman Flyer, Kestrel, Coronado 15, Comet, Rhodes Bantam, Albatross, Sidewinder, Finn, and Windmill.

The weather sailed in was light to medium with considerable Lake Michigan chop. Courses were long (esp. the first and second race) and tactics were reduced to a minimum by a buoy half-way up the weather leg which all boats had to pass to port. This ruled out taking "flyers." Of course, watching the compass and working the boat through the chop was very important.

The regatta had previously been dominated by scows and cats but the chop and lighter winds were definitely not to their liking. This time the overall winner was the Thistle on corrected time ratings. All the results were not in when we left, but they are given in the November issue of Yachting.

Snipe performed very well - finishing well up the list on corrected time - 7th in Div. III. Boat for boat in our division we placed 12, 11, 10, 11 in the four races. Our standing with the cats, scows and other speed machines is rather meaningless. Snipe did exceptionally well to weather as we thought she would - in fact if the races would have been all to weather, we would have been in the top five or six each race. Off the wind we were heavier and under canvassed compared to the others.

Snipe has certainly withstood the test of time and compared very favorably with the newer machines. Her rig and hull are sturdy, comfortable and modern. Spinnakers and trapezes are superfluous in light and shifty air. The need of a professional type crew for a trapeze or spinnaker would be a disadvantage to most Snipe racers.

Snipe's heavier hull weight is a definite disadvantage in an OOA regatta because weight does not figure in the formula. However, in most new, small super-light boats, the crew-to-boat weight ratio is extremely critical and a heavier crew is decidedly handicapped. This is much less important in Snipe.

The fast scow types definitely have limitations. The A-scow began to come apart in the chop and the Y-Flyer had to drop out, also. The last day a strong N.E. wind came in with extremely large waves and the small boats were cancelled out after several cats broke up and the scows could not race. One cat actually rolled end-over-end in the most spectacular capsizing I have ever seen.

The regatta was interesting from the standpoint of seeing all the boats and the colorful sailing "characters" from all over the country, to name a few; Bill Robinson and Bob Bavier of Yachting Magazine; Bob Smith, Bill Benton and Knowles Pittman of One-Design; Dr. Stuart Walker, Bud Melges, and Dick Stearns. We enjoyed listening and talking to all the sailors from the various classes, particularly on the two occasions when races were postponed due to inclement weather.

From a racing standpoint it accomplished very little and it probably does not greatly benefit or hurt the Snipe Class to enter. We came home convinced more than ever that the Snipe Class is a fine racing class and the boat combines many excellent features which should enable continued growth and popularity. A sailboat will never be designed that can suit all sailors under all kinds of conditions, but to further paraphrase Mr. Lincoln, the Snipe seems to "suit a lot of sailors most of the time!"

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FOR SALE: LOFLAND SNIPE 17102. Green Hull, off-white deck, E section spar. This boat is in excellent condition. Price of \$1350.00 includes one suit of Levinson sails, Elvstrom bailer, and trailer. Roger Turner, 5058 Woodlawn, Hickory Corners, MI 49060. Phone (616) 671-5314

FOR SALE: LOFLAND SNIPE 17050. Proctor E section keel-stepped. North main and jib. Boat fully equipped for racing. Sailed less than 2 dozens times. \$1000.00. - Write to Jim Timberlake, 19 Interlaken Rd., Springfield, IL 62704. Phone: (217) 546-4362

FOR SALE: LEMKE 17455. Western Hemisphere hull shape; deek cockpit; Proctor E, forward and back pullers. Elvstrom bailer; trailer. Racing Condition. Best offer above \$1400.00. Ged Andron, 7411 Jeffery Blvd., Chicago, IL 60649.

FOR SALE: MOVING TO ALASKA where water is too cold for Snipes. Therefore, Snipe 18059 is for sale. She was built of marine mahogany plywood by a professional boat builder. Has extensive hardware layout with all the latest adjusters; self bailers; two suits of sails, and trailer. Best offer accepted. Jim Thurmond, 6302 Basswood Dr., Fort Worth, TX 76135.

FOR SALE: LOFLAND SNIPE 17710. Blue hull with white deck; self-rescuing; Proctor E. keel-stepped mast. Van Zandt main - Elms jib. Completely equipped for racing. \$1350.00. Bob Lane, 904 Primrose Rd., Annapolis, MD 21403.

FOR SALE: LOFLAND SNIPE 12713 - fiberglass. Blue hull with white deck; aluminum mast; 2 suits sails; Cunningham rig; adjustable outhaul; aluminum daggerboard; automatic bailer; Lofland trailer. \$855.00. J. E. Kirkpatrick, 1635 N. Sabin, Wichita, KS 57212. Tel: (613) WH3-3598

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FOR SALE: GLASS SNIPE 10587 with trailer; covers, 2 suits of sails, and racing accessories. Price is negotiable. Dwight Gertz, 105 Yale Station, New Haven, CT 06520. Tel: (203) 432-0105

FOR SALE: LOFLAND FIBERGLASS SNIPE 14445. North and Murphy-Nye sails (2 mains, 3 jibs). Yellow hull and deck; full race equipped; trailer and cover included. \$1000.00. J. T. Hammermeister, 737 Evergreen Dr., Akron, OH 44303. (216) 836-8127

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FOR SALE: IRISH DELUXE RACING SNIPE 16070. Blue hull with cream deck. Boston sails; Ajax trailer deck and hull covers; aluminum fittings. Dry-sailed. \$1450.00 or best offer. Colin M. Hamilton, 15305 Windmill Pts. Dr., Grosse Pointe, MI 48230. Tel: (313) 821-7101.

FOR SALE: TEURLAY (French) SNIPE 15259. All fiberglass; self-bailing; self-rescuing. Guy Roberts sails; 2 daggerboards; spruce mast with internal halyards; top and bottom covers; mast cover. Fully rigged for sailing. Dry-sailed; like new. New swivel-tilt trailer. \$1500.00. Capt. John Mansur, 1102 Middle Dr., Ft. Walton Beach, FL 32548. Tel: (904) 242-8784.

WANTED: GET RID OF THAT EXTRA MAST! I'll buy your keel-stepped E or B with or without spreaders - stays. Quote reasonable price. Dease Ryan, 2400 Union, Memphis, TN 38112.

WEAR SNIPE INSIGNIA - A good quality emblem 2 $\frac{1}{2}$ " by 1 $\frac{1}{2}$ " suitable to use on small areas where the more elaborate official emblem is not preferred. A bright red Snipe embroidered on dark blue oval felt surrounded by yellow braid. Very attractive - shows up good! Get them for \$1.00 each from SCIRA, 856 Sunnyside Ave., Akron, OH 44303.

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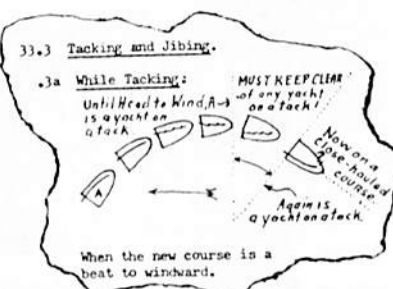
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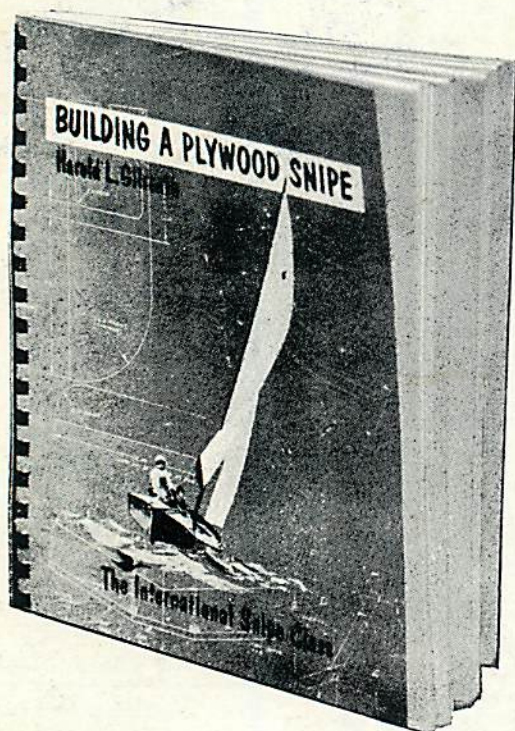
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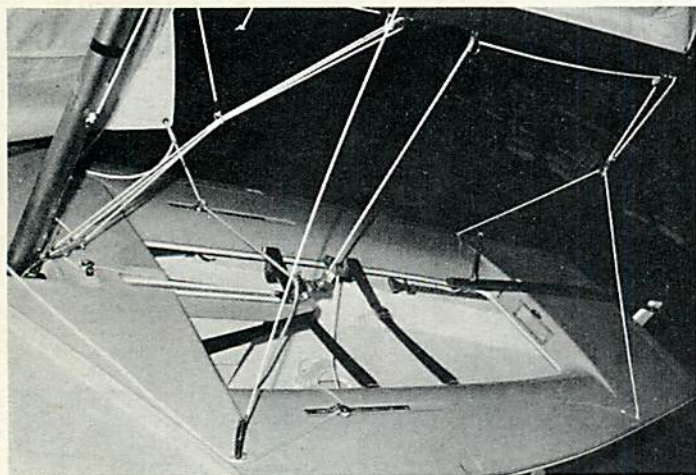
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