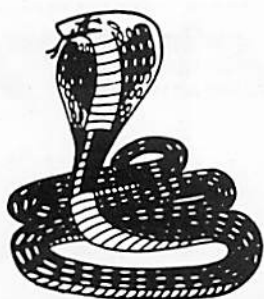


Cobra Masts

4035 Pacific Hwy. San Diego, Calif. 92110 Phone (714) 295-8887



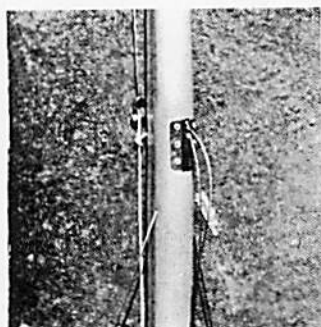
Finally there is a superb American mast — extruded, tapered and rigged for Snipes.

It is proven — having been used to win the world championship along with the U.S. Nationals.

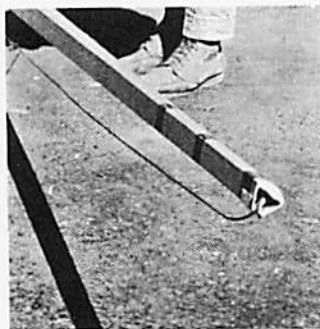
If you are replacing your old mast or getting a new boat, make sure it is with a Cobra. Why? Because—

This mast is an improvement of the aluminum masts in use on Snipes today. The section is not unlike the other popular makes — but we have used our experience of Snipe sailing to come up with some very functional and improved fittings and rigging techniques.

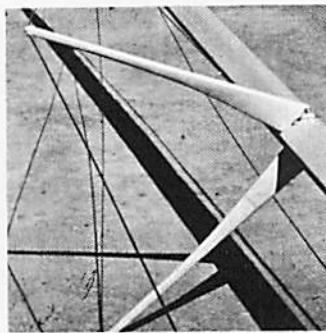
For Instance—



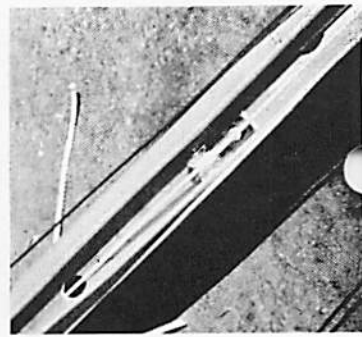
Special Hound fittings. No windage, everything on one, setting inside mast.



Super taper, considerably more than X models.



Special new spreaders. Air foil shape incorporates its own shape for a stop.



Halyards inside tube, won't come out of sail groove.

ELMS SAILS FOR 1971

The winter regattas of Nassau, Miami and Clearwater have always been a testing ground for sail models the sailmakers hope to sell that year. All of the larger Snipe sailmakers or their agents are there, and the competition is fierce.

This year we proved that there are no faster Snipe sails made than ours. In the 17 races sailed the winning Snipe used Elms Sails in scoring 10 firsts, 4 seconds and completing the series with 3, 5, and 9 for 17 races in all.

Our new all purpose sails were used in all but three races. It proved fast in both heavy and light air, which means that you can get one set and cover almost every condition. You will also be able to race in lake competition as well as open sea.

In 1971 if you want full value for your \$185.00 get the new, No. 1 Model, you will notice the improvement immediately.

Order Elms Sails Now — the sails that won the last world championships, 4 U.S. nationals in a row, 2 straight European championships, and 10 other 1970 national championships around the world.

(The Fastest Yet)



ELMS SAILS

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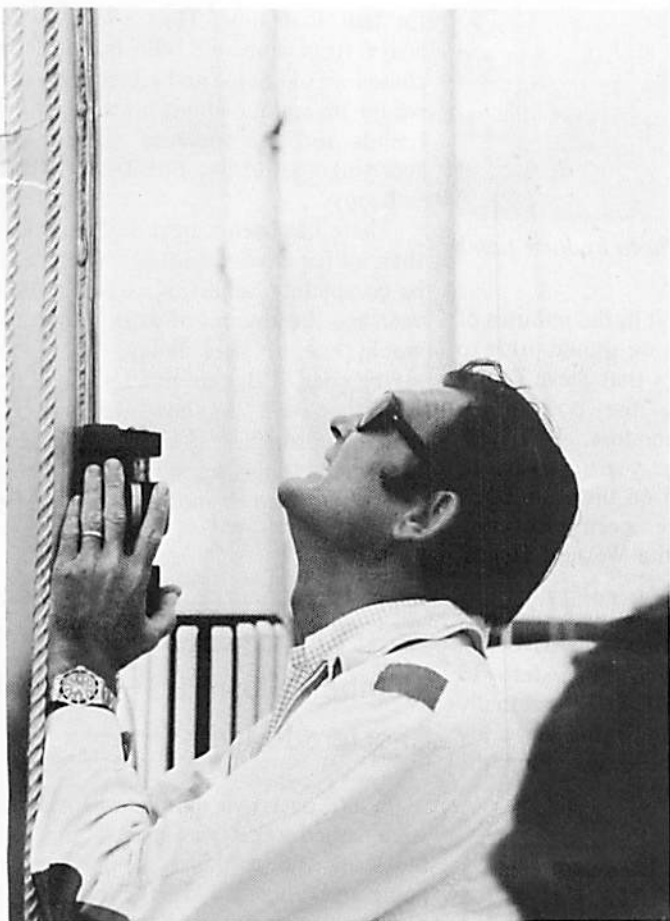
SAN DIEGO, CALIFORNIA 92110 (714) 295-8887

How Charlie Lost His Pants In The New Two Holer

When a sailor's been away a while, even the most progressive changes around home may prove to be a might unsettling. Thus it was with Charlie Morgan when he tried out his new No. 19387, with the self bailing cockpit, for the first time. It was hot in Sarasota for the Labor Day Regatta and the first race was light and shifty. Charlie decided to cool off a little between races by getting down to bare essentials. The second race squall that wiped out the fleet was sudden and vicious. While the boat is self-rescuing, the pants were not and went that-a-way through the holes in the transom.

Charlie won the regatta, though, by a bare quarter of a point over Bruce Colyer. Francis Seavy was third.

The presidency of Morgan Yacht Corporation, building his Heritage for the America's Cup trials, ocean racing in the SORC, racing Stars locally and abroad, have all kept Charlie out of Snipe competition for several years. But he is back now, so watch out Halloween, Midwinters, District IV, (Olympics?). Here comes Charlie!

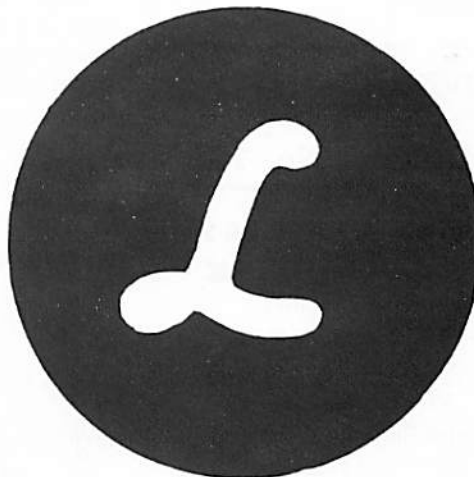


THINGS ARE LOOKING UP FOR CHARLIE!

It's nice to have him back aboard

Photo by John Weber

STAY AHEAD



WINNING SAILS

by

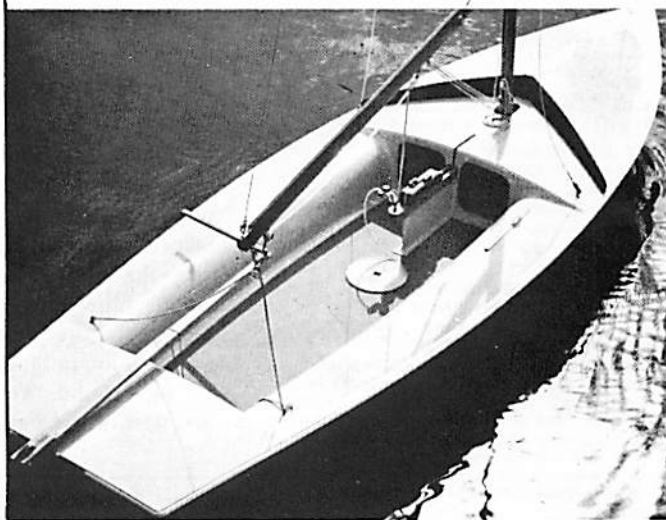
LEVINSON SAILS

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NEW SELF RESCUING HULL



WATER TIGHT SELF-BAILING COCKPIT

WRITE FOR INFORMATION

VARALYAY BOAT WORKS

1868 W. 166 STREET

GARDENA, CA 90247

NOVEMBER 1971

Vol. XX No. 10

S. C. I. R. A. OFFICERS

Commodore

William M. Kilpatrick
P.O. Box 18876
Oklahoma City, Ok. 73118

Vice Commodore

Major Richard Tillman
1609 Boone Hall Dr.
Charleston, South Carolina 29407

Rear Commodore

Ralph M. Swanson
44 Swan Rd.
Winchester, Mass. 01890

Executive Secretary and Treasurer

Lowry (Buzz) Lamb
35 Edgewater Dr.
Dunedin, Florida 33528
Tel. (813) 734-2300

RULES COMMITTEE

Chairman: TED A. WELLS
755 Edgewater Rd., Wichita, Kansas 67230

EDITOR

Lowry Lamb

CONTRIBUTING EDITORS

Stewart Brown-USA	Charles Myers-USA
Earl Elms-USA	Nelson Piccolo-Brazil
Anton Grego-Yugoslavia	Howard Richards-Can.
Stuart Griffing-USA	Francis Seavy-USA
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Horacio Campi-Argentina A. F. "Bud" Hook-USA
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EDITORIAL & BUSINESS OFFICE

Address all correspondence to:
35 Edgewater Dr., Dunedin, FL 33528

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\$2.00 per year. \$2.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPE BULLETIN.

CHANGE OF ADDRESS

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

Have you ever been at the downwind mark and found peace and contentment? In a drifter? To land lubbers the scene is a serene delight. Sailors can just hear the cussing, slamming of tillers and shouts. The photograph by Tom Emmons is typical of the Sunday morning race after a big blow on Saturday.

NEW HONORARY VICE COMMODORE



Photo by Buzz Lamb

In case you missed it in the minutes of the Board, we thought we should bring to your attention the fact that Steve Taylor has been elected to the position of Honorary Vice Commodore. This is in recognition of many years service to SCIRA. He has served on the Rule Book Correction Committee, been race committee chairman for the Western Hemispheres and numerous U.S. Nationals, to mention a few. Most pictures of Steve give the impression that you have just asked him how much time left—15 seconds before the start. Steve is actually a very jolly, outgoing individual and a joy to be around. To Steve we offer the heartiest of congratulations!

— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

Since 1950, this fine sailing book became the "Sniper's Bible" and proved so popular it was revised and enlarged for a 3rd printing. Not only does it tell how to rig your boat, but how to sail it - and win - as well.

At bookstores or direct from SCIRA - \$6.50

DODD, MEAD & CO.

70 MADISON AVENUE, NEW YORK, N.Y. 10016

One year has passed since we took over the job of running the SCIRA office. It has been an eventful year with trials and tribulations galore—there has not been a single dull moment. We had not dreamed of the complexity of the job nor of the talents required. Publishing the BULLETIN requires not only writing and editing but a knowledge of commercial art, printing, advertising, layout, photography, postal rates and probably a number of other skills that we don't know about yet. Keeping up with dues, boats, measurements, etc. requires enough red tape to keep Washington happy for months. Apparently, there is no short cut since other classes have the same problems. The big challenge is staying alive.

The redeeming feature is being able to work with such fine people as Snipe sailors. During the past year we had doubts as to whether the Snipe class would last more than six months. Even worse, we did not think WE would last for half that time. Then a letter would arrive from someone who had just purchased an old Snipe and joined a fleet. He would be ecstatic about his newly found friends and the sport of sailing. After receiving a letter like this it is hard to be unhappy.

There has been a great deal more work than we (or anyone else) had any idea. To be completely honest, if we had known a year ago the amount of work involved we would not be here today. As the old saying goes, if it were not for the honor, I'd rather walk. Anyhow, we have completed the roughest (I hope) year and are thoroughly enjoying our work. We are looking forward to another year!

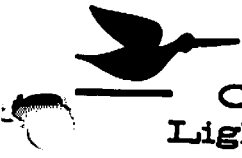
THE SCORE

Numbered SNIPES — 19696

Chartered Fleets — 702

In the past two months 213 numbers were issued. This was due to the large block of 100 to Japan. Snipe must be going great there for it is the third time in recent years that they have ordered over 100. The distribution of the others were: Spain 30, U.S. 23, Denmark 20, Portugal 18, Brazil 15, Norway 5 and 1 to South Africa.

A new fleet was chartered in Portugal, Frota Snipe Lagos-Portimao. It was issued Fleet Number 702.



On the Lighter Side

DOES NOT COMPUTE

DOES NOT COMPUTE

DOES NOT . . .

by Marge Lamb

James Reston, Editor and columnist, owns a computer called Uniquack. Usually it is called on to give political answers, but recently when Mr. Reston was on his trip to China, involved with appendectomies, Acupuncture, and Chou en Lai I sneaked into his office and asked some questions of my own. The not altogether satisfactory interview follows:

Question: How can I get my boat to go faster?

Uniquack: Insufficient data.

Q: I belong to the Snipe Class Racing Association. How can I get my Snipe Class sailboat to go faster.

U: Get a motor.

Q: You don't understand in racing modern sailboats there are refinements of rigging, sails, etc. which make the boat go faster.

U: There is no such thing as a modern sailboat. Sailboats are an anachronism.

Q: What do you mean? Of course there are modern sailboats!

U: Uniquack's law: When a thing loses its primary function but becomes a status symbol it is an anachronism, eg the fireplace, the female busom, the sailboat.

Q: There are modern freestanding fireplaces! I got you there!

U: Franklin stoves, invented in the 18th century. Back to sailboats—get a motor.

Q: You won't UNDERSTAND!!! This is a one design sailboat—designed for racing. How can I make it go faster?

U: Sail it better.

Q: I mean the rigging. Some have cut boards, some radius, some have loose rig, some have tight, some have flat sails, some full sails. I want to know what is best!

U: It is a rigging contest why don't you call it the Snipe Class Rigging Association?

Q: I AM SUPPOSED TO ASK THE QUESTIONS.

At this point I was shouting and the watchman came down the hall and threw me out. If Mr. Reston goes back to China, I may be able to finish the interview later.

Minutes Board of Governors

SCIRA Board of Governors Meeting, Annapolis, Maryland, August 11, 1971—One session starting 1000 and ending 1700.

Members present: Presiding, Commodore William Kilpatrick, Vice-Commodore Dick Tillman, Rear-Commodore Ralph Swanson, Ted Wells, Stovy Brown, Brad McFadden, Arch Higman, John Zink, and Stu Griffing. Also present: U.S. National Secretary Alan Levinson, Past Commodore Bud Hook, Executive Secretary and Treasurer Buzz Lamb with Marge Lamb recording the minutes.

The minutes of the previous meeting were accepted as submitted. A time limit of 10 minutes for discussions was approved.

The first order of business was the reading of the financial statements for the years 1969, 1970 and 10 months of 1971, with deficiencies of \$571, \$5,325 and \$1,345 respectively. Cash on hand at July 31, 1971 was \$2,216 with a balance of \$8,000 owing to the U.S. Snipe Fund. Projected figures for the coming year with receipts of \$24,000 and disbursements of \$36,000. The \$12,000 deficit is the result of increased postage rates and printing costs, additional office staff and some new office equipment.

McFadden asked for a breakdown in the time spent in the SCIRA office. Lamb estimated 40% of the time goes for the BULLETIN 40% to the U.S. and 20% to SCIRA in general. A more precise breakdown of time could not be made because of overlapping functions.

There followed a discussion of revenue and expenses. Except for Bermuda, Canada and the Bahamas, the non-U.S. members do not participate equally in the financial burdens of the class. It was noted that there is a general feeling that the U.S. insists on running the class and other countries would be more willing to pay when they have more voice in class policies. Lamb stated that only one non-U.S. builder is paying the \$10.00 fiberglass royalty in spite of the fact that all National Secretaries had been reminded of this by letter. There is no accurate figure available to the Board on the number of boats in these countries. The \$25.00 royalty for all boats in the U.S., Canada, Bermuda and the Bahamas was never put into effect.

McFadden moved, Higman seconded, that "All boats must pay a \$25.00 royalty to SCIRA regardless of material or builder." Brown proposed that the

motion be amended to require that royalty must be paid in advance and prior to the issuance of a number. Carried.

Various means of making both a fair and realistic assessment of dues were discussed. A formula to be applied uniformly as a guideline to be used when this is discussed at the meeting of National Secretaries in Brazil was approved.

Wells moved that the following fee schedule be adopted for boats outside the U.S. Bahamas and Canada: \$10.00 boat number fee to be obtained in advance, \$10.00 initial charter fee, \$5.00 annual fleet dues, \$2.00 annual boat dues and a sail royalty of \$2.50 per sail, paid in advance to SCIRA and used on all sails. This is to take effect on January 1, 1972.

Lamb's request that the fiscal year be changed from October 1-September 30 to January 1-December 31 was approved. This would conform to the current year for dues payment and the sailing season.

There was a general discussion of ways to cut down expenses and increase income to overcome the deficits. The BULLETIN is a big item of expense but the feeling was that to reduce the number of issues would be detrimental to the class. McFadden noted that the sail royalty has been a good source of revenue and might be increased. Hook felt that since it has been 10 years since a dues increase, one is due.

Brown moved, McFadden seconded that dues be increased to \$10.00 per boat with \$5.00 for additional co-owners, one copy of the BULLETIN to the skipper and no crew copies sent, \$5.00 per patch sail royalty, \$5.00 associate membership (who receive the Bulletin) and eliminate the subscribing membership. Motion Carried.

The motion was made and passed that the subscription to the BULLETIN be increased to \$3.00 per year.

A proposal to change the size of the Rule Book was delegated to McFadden and Tillman as a committee. Griffing proposed a charge of \$3.00 be made for the Rule Book. Carried.

The request that CORK be designated as the North American Snipe Championship was discussed. Brown moved that: The Birney Mills Memorial Trophy, emblematic of the North American Snipe Championship shall be awarded and the regatta will alternate on some basis to be supervised by the SCIRA Board of Governors. Passed.

It was decided that increasing the number of entries to World Championships per country to 2 or 3 would be discussed at the meeting of the National

Continued on page 6

Secretaries. Tillman stated that representatives at the Pan Am Games favored at

The motion was made and passed unanimously that in view of the tremendous work that he had done for the class, particularly as race committee chairman for U.S. Nationals, Western Hemisphere and other major regattas, that Steve Taylor be elected an Honorary Vice Commodore.

A written report of the operations of the SCIRA office was reviewed. The decision was made to grant the Executive Secretary authority to hire what assistance is needed and arrange for outside mailing of the Bulletin, in addition to acquiring any necessary equipment.

Amendments to the Constitution and By-Laws were discussed but action was deferred to a later meeting.

The meeting was adjourned at 1700.

U.S. Board Meeting

Buzz Levinson, Chairman of the committee to study the time required for the U.S. Nationals which was appointed at the last meeting gave a report. After discussion Wells made the motion, seconded by Tillman that the top 3 finishers with no alternate in each district championship be automatically eligible for the Heinzerling series. The Crosby series will consist of 4 races in 2 days with a throw-out race, or a minimum of 3 races in a maximum of 3 days. The Crosby series shall qualify the difference between the district qualifiers that enter and 31, the current national champion shall automatically qualify making a total of 32. The entries to the Crosby series shall be limited to 1 for 5 active in the fleet, or major fraction thereof. Those already qualified may not sail in the Crosby series but may sail in an additional series. The Heinzerling series shall be a maximum of 5 races with no throw-out and the 720° rule shall be adopted. The Harold Griffith trophy shall be awarded, as in the past, to the best score in the combined Crosby and Heinzerling series. Unanimously carried.

Commodore Kilpatrick requested a discussion of the 720° rule for use by the class. Wells commented that no IYRU approval is required. Brown moved that the board recommend that the 720° rule be tried on an experimental basis with the intention of using it in the 1972 Nationals. Motion approved.

The question of expenses of the World Champion and U.S. entry to the World Championship in Brazil was discussed. It was noted that Brazil is providing new fiberglass boats. Accordingly it was decided that air fare would be provided to

entrants but there would be no provision for paying transportation for the boats. Funds will come from the U.S. Snipe fund.

Measurement problems were discussed and the need for a permanent measurement certificate was noted. Bud Hook offered to buy 5 measuring jigs identical to the current one owned by SCIRA. It was decided that independent measurers will be licenses by the Rules Committee and the jigs will be placed in cities where major builders are located. Griffing moved that all builders be required to furnish a class measurement certificate (permanent) with each boat. The boat is to be measured on a SCIRA jig. Motion carried.

It was then discussed that there are a number of instances of race committees not fulfilling the obligations outlined for sanctioned regattas. Ted Wells noted that, under present IYRU rules it is practically impossible to sustain a protest against the race committee. Accordingly, it was agreed that the following shall be added to the rules for sanctioned regattas in the 1972 Rule Book: "Non compliance with these rules shall be a proper subject for protest and if sustained the race shall be voided."

U.S. Membership Meeting

The general SCIRA membership meeting was held at Annapolis, Severn Sailing Association Clubhouse on August 17, 1971. Commodore William Kilpatrick presided.

The first order of business was an introduction of the members of the board and officials. Commodore Kilpatrick discussed the crises of the past year in which Birney Mills, Executive Secretary died and was replaced by Lowry Lamb. Announcement was made that the SCIRA office may move to Chattanooga.

U.S. NATIONALS

Buzz Levinson, U.S. National Secretary, presented a plan which was approved by the Board of Governors at their meeting, for shortening the length of time for holding the Nationals. Three boats would be qualified at each of the 7 district regattas, with no alternates allowed. There would be a total of 32 boats in the Heinzerlings. A possible 21 could qualify from the districts and any which do not come would be added to the minimum of 10 that would qualify by sailing in the Crosby series. The current champion would automatically qualify. Those already qualified would not be allowed to sail in the Crosby series but would sail in a separate series if they chose. The Crosby series would consist of

4 races in 2 days with a throw-out race, or a minimum of 3 races in a maximum of 3 days (no throw-out for less than 4 races). The Heinzerling and Wells series would then be sailed in 5 races with no throw-out and the 720° rule would be used. The Juniors would be held the same as in the past.

Jack Zink, chairman of next year's regatta to be held in Oklahoma announced the schedule for the 1972 U.S. Nationals as follows: August 10-11 Juniors, Aug. 12-14 Crosby, Aug. 15-17 Heinzerling.

There followed a discussion of the pros and cons of using the 720° rule for the championship. This would take the place of the current practice of offering a throw-out race. Earl Elms brought out the points against the rule and suggested that it first be tried in local and district regattas. Bill Buckles enumerated the points in favor of its use. Ted Wells stated that it is his opinion that the IYRU and NAYRU will probably adopt this rule in 1974. Elms suggested that we wait until then.

There was some disagreement with changed scheduling. Jack Zink stated that the dates at the Western Hills Club in 1972 are reserved and could not be extended. Because we have to use these dates the shortened version is necessary for 1972. A show of hands proved the move was not universally accepted.

CLASS CERTIFICATES

It was announced that, in the future, builders will be required to furnish a "Class Certificate" for their boats. Bud Hook has agreed to donate 5 measuring jigs which would be duplicates of the one donated to SCIRA by Herb Shear. These would be placed in cities where boats are being built by major builders of Snipes. The measuring would be done by SCIRA licensed measurers. Once a boat has been measured on the SCIRA equipment it would not be required to be remeasured except when challenged. There would still be a measurer at the nationals available for those boats which did not have class certificates. The licensed measurer would be authorized to charge for the measurement of boats. Fleet measurers would still measure boats which are not built by major builders and fleet certificates would be issued to those boats. Boats which were measured at the 1971 Nationals will be eligible for class certificates.

DUES

The SCIRA dues will be \$10.00 for 1972 with \$5.00 additional for each co-owner. The BULLETIN will go to

Continued on page 7

REPORT ON THE I.Y.R.U. CLASS POLICY AND ORGANIZATION COMMITTEE MEETING IN MADRID, MAY 14-15, 1971

By PAUL HENDERSON of Canada

This committee deals with the problems in sailing which affect all sailors and do not specifically affect racing rules or individual class rules. This committee's responsibility is to recommend the Olympic classes, recommend International classes, assess rulings of the I.O.C. and generally keep a watchdog eye on sailing.

I found the committee generally an aware group who have, over the years, given a great deal to sailing and are intent upon being fair but firm.

There are eleven members as follows:

- Beppe Croce (Chairman) — Italy.
- George Hinman (Vice-Chairman) — U.S.A.
- H.M. King Constantine XIII—Greece.
- J. M. Alonso Allende — Spain.
- Dr. Frank — Germany.
- Paul Henderson — Canada.
- Mogens Harttung — Denmark.
- Frederik Horn — Norway.
- J. Janson — England.
- C. Marchaj — Poland.
- T. Pinegin — Russia.
- G. Sweeney — Australia.
- P. Toureau — France.

skippers only, there being no further provision for free crew copies.

NORTH AMERICAN CHAMPIONSHIP

A permanent Birney Mills Memorial Trophy to the winner of this regatta. It will be held at CORK this year.

DEMOCRACY

Bruce Colyer brought up the fact that there is a general feeling that there should be participation by the members in the decision making process of the organization. Members of the Board stated they felt that there were making decisions reflecting the wishes of the organization but there was some dissatisfaction evident. There was a suggestion that the board consult more closely with the District Governors, who could discuss proposed changes with the fleet captains who would in turn discuss them in their fleets. A suggestion was made that the general meeting should be held before the Board meeting. Ted Wells mentioned that if the proposed Constitution and By-Law changes are passed, agenda items for the Board will be published in the BULLETIN so that everyone could know what had been proposed.

The most encouraging attitude that evolved from the meeting was the resolve of the committee to do everything possible to narrow the gap between the super amateurs and the weekend sailors. They are terribly disturbed by the armaments race now going on in sailing. To sum it up, they would like to return the game to the tactician and take it away from the technician. They feel that you cannot legislate against people but we can try to control the boats.

There was a very thought provoking paper submitted by Marchaj which produced the following recommendations:

1. It is impossible to define modern and high performance and is not necessarily a good trend to induce, so these words are to be dropped from the I.Y.R.U. thinking with regard to Olympic classes. The words are meaningless, not clearly definable and misleading.
2. All International classes should be eligible for Olympic games and therefore it was recommended that the groupings A and B be consolidated.
3. That classes be selected on their good all round performance, not their ultimate speed.

There was a general discussion of the six classes for the 1976 Olympics and the following was indicated at this time.

1. and 2. The two keel boats indicated appear to be the newer ones, the Soling and Tempest, although the case for the Dragon and Star is still strong.
3. The super two man centreboard selection will again be wide open between the F.D. and the 505. This is due to the deep concern about the evolution of the F.D.
4. The most far reaching decision will be made with regard to the new two man centreboard boat. This boat, the committee hopes, will be one which will be as controlled as is possible and the President suggested the following criteria be considered:
 - a. Inexpensive.
 - b. Fibreglass construction.
 - c. Well developed which includes a strong class organization and widely distributed throughout the world.

- d. Tightly controlled not only with regard to hull shape but also with regard to the rig and its adjustment.
- e. Fittings to be limited.
- f. The materials to be controlled i.e. carbon fibres, Titanium not allowed.
- g. Only one of anything allowed in a regatta i.e. sails, mast, centreboard, etc.

The boat that approaches these criteria will be given preference and the ones mentioned were Fireball, 470, Snipe, Enterprise.

5. The Finn is definite.
6. The sixth class is very up in the air. It was intended to be the Tornado Catamaran but there is strong reservations on selecting this boat. It appears that it could be any one of a Dragon, Tornados, OK Dinghy, another two man centreboard, a ½-ton ocean racer. Who knows, it should be interesting.

There was a very lengthy discussion on professionalism and it was the consensus of the meeting that sailing, not being a spectator sport, did not have the same problems as skiing and the subject was deferred until we were more familiar with the I.O.C.'s intention and where it applied to sailing.

The committee will ask the Rules Committee to study the rules on deliberately flouting class rules and also the penalties for cheating.

In 1972 they will allow four spares per country for the Olympics.

No new classes were given international status.

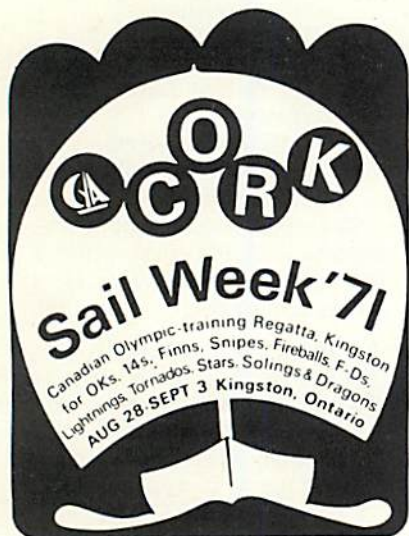
This generally was the discussion that took place and I would like to add that the I.Y.R.U. has a very firm and dedicated hand on the helm in the person of Dr. Beppe Croce and it is a great honour for me to sit on this committee.

Notice to All Class Associations In Canada

Apropos Paul Henderson's report, all Canadian Class Associations are invited to write presentations to Paul Henderson, c/o Canadian Yachting Association, 333 River Road (11th Floor), Vanier, Ottawa, K1L 8B9, stating their cases for consideration as an Olympic Class.

Notice to All Canadian Sailors

Write personally to CYA, as above, listing in order the six classes which you believe should comprise the classes selected for the 1976 Olympics. Also state what class of boat you presently sail.



18111	Diaz, Agustin G.	1-1-10-3-1-1	5.7	1
19382	Stewart, R. Roger	2-3-1-7-6-4	28.4	2
19386	Timm, Terry	3-SQ-14-2-2-2	34.7	3
18501	Levinson, Frank	5-2-2-6-8-5	37.7	4
16182	Hains, Ted	4-4-6-1-9-NF	42.7	5
19055	Johnson, Larry	16-6-3-5-3-6	44.8	6
8571	Bugbee, Lucius	9-8-4-14-4-7	58.0	7
18044	Bowe, Richard W.	6-9-NF-4-11-8	65.7	8
19600	Davis, Henry	13-SQ-11-12-7-3	72.7	9
19397	Evens, W. G.	24-SQ-5-9-5-10	81.0	10
17018	Bugbee, Al	7-13-8-15-10-NS	83.0	11
16613	Storey, Jamiey	15-10-16-11-13-9	88.0	12
18326	Law, Lewis A.	22-14-7-10-14-16	91.0	13
17917	Weiss, Ken	SQ-7-12-25-12-11	97.0	14
10819	Neil, Craig	10-12-13-17-15-NF	97.0	15
17731	Zars, Keith	21-5-9-8-NF-NF	100.0	16
17395	Jones, Jeff	17-11-15-19-16-12	101.0	17
19396	Pearce, Jack	11-SQ-19-18-19-13	110.0	18
11392	Gaudy, Jay	9-17-28-16-26-21	118.0	19
15665	Stairs, Stephen	28-22-22-13-20-19	126.0	20
17728	Ewell, Robert	12-16-17-20-NF-NS	128.0	21
13387	Porter, W. C.	23-15-27-24-18-18	128.0	22
19417	Hutter, Fred	14-19-21-31-17-NF	129.0	23
10061	McBride, Peter	18-18-23-27-NF-17	133.0	24
18344	Finlay, Paul	27-29-25-21-24-14	141.0	25
17546	Kneulman, Dirk	25-21-20-22-27-24	142.0	26
8437	Jordan, Fred	19-25-18-NS-22-NS	150.0	27
6106	Hains, Chris	SQ-20-26-23-28-23	150.0	28
11898	Johnson, Don	26-24-31-28-21-22	151.0	29
15511	Rempster, Skip	SQ-27-30-29-23-15	154.0	30
19291	Suez, Frank	20-29-33-26-SQ-20	157.0	31
15106	Richards, P. Gord	29-23-29-30-NF-NS	174.0	32
18888	Ledjof, Murhap	31-26-32-NF-25-NS	178.0	33
14547	Kenny, John	30-NF-24-NF-NS-NS	189.0	34
15101	McRae, Alastair	32-30-34-32-NS-NS	194.0	35
17712	Nordine, James	NF-NS-NS-NS-NS-NS	210.0	36

The Canadian Olympic Training Regatta at Kingston was a great success. Its reputation as being a well-run international regatta was confirmed. The idea of CORK is to hold an Olympic-type regatta in Canada at a site which is similar to Kiel and bring in top international helmsmen to set a standard of sailing. CORK was the site of the North American Open Snipe Championship and attracted keen competitors from all the major sailing centers in Canada and the U.S. A. Cork also included major championships for OK Dinghies, Finns, Fireballs, Flying Dutchmen, Stars, Solings, Dragons, Lightnings, Tornados and International 14's.

Kingston is located at the eastern end of Lake Ontario about 160 miles from Toronto. The Kingston Yacht Club served as the focal point of activities and the Snipes dry-sailed from there. The regatta is a week long with one long race sailed each day. The calendar of events included seminars and discussions by various classes including Snipes. Entertainment included the nightly beer bash at the Yacht Club and a giant barbeque at Queens University.

RACING

Augie Diaz easily won the regatta. He sailed fast on all legs of the course but was particularly quick on the reaches. Roger Stewart pushed Diaz and walked off with one race. However he never seemed to have the speed of Diaz upwind. Terry Timm sailed well and would have finished higher except for a couple of memory lapses.

EQUIPMENT AND TECHNIQUES

Diaz used a new Chubasco hull, Cobra spar and cut-off board. His Levinson sails looked faultless; the main and jib were a medium cut with 4 ounce cloth. He used a mast-head fly which helps with downwind sailing and his crew weight was about 310 pounds. Augie commented that at 340 he felt his weight gave him the slows at the Pan Ams. Roger Stewart used a Chubasco hull, cut-off board and Elms sails. His numbers were marked on by felt pen, possibly to make the sail smoother and more efficient. He uses a lot of bend in the Cobra mast and leaves the puller off going upwind. Roger

dipped his spreaders down about 3" from horizontal to induce bend.

Terry Timm used a new Chubasco with North sails. Terry found that the new boat seems to have a different feel than the conventional boat and requires practice. After a poor showing in the U.S. national eliminations he won the Wells series. He had good speed at CORK and felt a significant reason for his speed was the excellent crew work by Ron Moore. Fourth was Frankie Levinson who used a Chubasco and fifth was Ted Hains using a home-built boat, North sails and full board. Hains had good speed in the light air. Some of the factors were excellent crew work, roll tacking and traveller stops. Hains pulls his mast aft to keep the mast straighter and prevent the leech from falling off. This technique is in contrast to Stewart who exaggerates the mast bend.

Bill Evans from Barrie had several good races in his new Eichenlaub boat. The hull has a built-up floor of foam with lead placed low and mast stepped to the actual hull. He uses traveller stops and North sails for good results. Bill learned that with the mast pulled aft he needs a whisker pole of about 103" for the reaches. All the leaders had excellent equipment. Blocks by Haarken, Cunninghams easily adjustable from either side, fat rudders with up to 1¼" leading sections to prevent stalling were common in the top ten.

The top boats did not get there by luck. It is becoming axiomatic today that results are produced through practice. This especially came through at the starts and rounding maneuvers where sureness of boat speed and abilities gave impressive gains. In one race Diaz started more than 5 minutes late but ended up 10th.

CORK will not be held in 1972. We hope to have an equivalent event at the same time at some site for the North American Open. Everyone was favorably impressed with the modern Snipe. Geographic representation from the U.S.A. was good. The competition was keen and the bull sessions after the race by the cooler were enjoyed by all.

Ted Hains
Oakville Fleet 321

TRAVELERS

"What is the best position for the bridle on the Snipe?" "What adjustments should be made as the wind builds and as the seas build?" The position of the bridle did not seem too important until a few years ago; now it is a must as far as sail trim is concerned.

The correct position for the bridle, or traveler as it is sometimes called, is where it produces the most drive to the sail. In this respect the wind and sea conditions determine the optimum position. Let us examine the problem through the total range of wind and sea conditions from light to heavy.

In light air it is desirable to carry a full main. That is, the sail shape should be full with the sheet eased. At the same time it is desirable to trim the main toward the centerline of the boat for pointing ability. The traveler should be adjusted to achieve these two ends, a full sail loosely sheeted but trimmed toward the boat's center. To obtain this adjustment there are two basic traveler arrangements.

The conventional system as currently used by our class champion, Earl Elms, consists of an adjustable bridle on which a free block rides. To keep the boom toward the center of the boat, the length of the traveler is increased as illustrated in figure 1. Conversely, to trim the boom to leeward, the traveler length is shortened, as shown in figure 2. The "new" system as used by Buzz Levinson, uses a fixed

block on a sliding traveler of constant length. This traveler is positioned by adjusting the length of line "l." When line "l" is shortened (fig. 3) the fixed block "b" (tied to traveler) is positioned at the centerline of the boat. When line "l" is lengthened (fig. 4), the fixed block is moved to leeward. Each system has its advantages and disadvantages. The conventional system does not permit a positive pre-determined position of the traveler, while the new system sometimes does not function properly due to sticky deck sheaves, excessive friction, etc. Nevertheless, each system is designed to permit the skipper to adjust the position of the boom in relation to the centerline of the boat and the system he chooses is dictated by personal choice.

To summarize, in light winds of under 8 knots, the conventional traveler is lengthened until the bridle block and mainsheet block are nearly "two-blocked" when the main is sheeted in hard. In the new system, line "l" should be adjusted to bring block "b" to the centerline. The main sheet of course, should be eased to produce a full draft sail.

As the wind increases to the 8-12 knot range and the seas begin to build, the traveler (by either method) is adjusted to position to boom half way to the farthest leeward position. In this manner you will be able to point as well as drive the boat through choppy water. As the wind increases to 12-18 knots or to the point

where you are having difficulty holding the boat down, you must start easing the traveler to the full leeward position. You will sacrifice some pointing ability but will more than make it up by better boat speed. In strong wind, above 18 knots, and heavy sea conditions you have more than enough wind but still need as much drive as possible to power through the chop. This is achieved by trimming the boom to leeward and slackening sheets as necessary to control heeling and keep the boat moving.

I am presently experimenting with an idea on how to gain the greatest advantage of this principle. Most Snipes have arrangements to adjust the traveler; however, in most cases this adjustment is made from inside the cockpit. This is a definite disadvantage for when the boom needs to be trimmed to leeward it is blowing hard and under these conditions the skipper needs his weight over the rail, not in the cockpit. It would be far better for the skipper to make the traveler adjustment when hiking out. My idea is simply to lead the traveler adjustment through the deck and inboard and aft of the jib fairleads. In this position the skipper can control the sail and not lose control of the boat.

The position of the traveler on a high boomed boat such as the Snipe is a significant trimming adjustment. It is equally as important as the mainsheet or Cunningham adjustment. Proper attention to this control, neglected in the past but of importance today, will pay big dividends in racing performance.

Dick Tillman
Vice Commodore

STATEMENT—required by act of Congress on August 24, 1912, as amended by the acts of March 3, 1933, July 2, 1946 and October 23, 1962—Showing the ownership, management and circulation of Snipe Bulletin, published monthly at Dunedin, Florida and this statement is for October 1, 1971. The publication and general business office is 35 Edgewater Drive, Dunedin, Florida 33528. The publisher and owner is The Snipe Class International Racing Association, Inc. (not for profit), 35 Edgewater Drive, Dunedin, Florida 33528. The editor is Lowry Lamb, same address. There are no known bondholders or mortgages. The average number of copies of each issue of this publication sold or distributed through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was 3539 and the average free distribution was 51.

I certify that the statements made by me above are correct and complete.
(Signed) Lowry Lamb

CONVENTIONAL SYSTEM

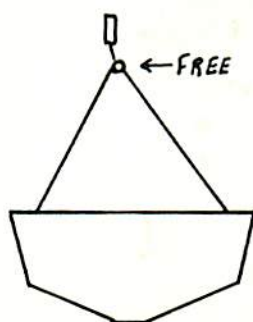


Fig. 1



Fig. 2

NEW SYSTEM

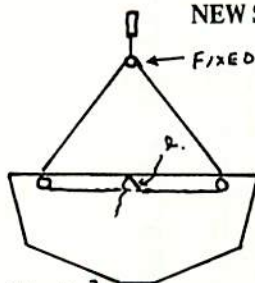


Fig. 3

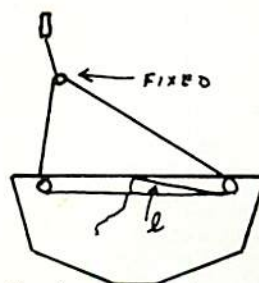


Fig. 4

CLEAN SWEEP FOR ELMS IN NASSAU



L to R: Basil Kelly, Earl Elms, Host Everette Sands, R.N.S.C.

Commodore John Morley Photo by Gus Roberts

Twelve U.S. boats were ferried 180 miles across the Gulf Stream from Miami to join 8 Bahamian boats for the March Regatta. On opening day, skies were clear with winds at about 12 knots as the 1st of the 3 race series for the Bacardi Cup began at 3 P.M. From the start, this race was dominated by the U.S. boats and the Bahamians failed to make a threat as Gonzalo Diaz, Jeff Lenhart and Augie Diaz battled out the top three positions. Gonzalo was first to finish with Lenhart second and Augie third, with fourth place position going to Bruce and Gail Colyer and fifth to Earl Elms. In retrospect, it would seem that Elms spent this race working out the kinks and tuning up his brand new Chubasco.

The festivities of the weekend got underway that evening with a delightful Bacardi Cocktail party on the Royal Nassau Sailing Club patio.

Saturday morning brought overcast skies with steady winds at 15 knots for the two back to back races. Earl Elms got away for strong starts in both races, and having got out in front had no trouble staying in the lead. Two firsts were just enough to squeak Elms through as winner of the Bacardi Series, 1.7 points ahead of Augie Diaz who was a strong contender in both races, finishing the series in a strong second position. Lenhart picked up two thirds and earned third place for the three race series. In 4th place for the Bacardi Cup was Gonzalo Diaz while two husband and wife teams battled out the next two positions with the Colyers edging out the Duvoisins.

Saturday afternoon's race was a repeat of the morning performance, Elms, Augie Diaz and Lenhart finishing again in that order. The Duvoisin team came in a strong 4th, bringing

them back among the front runners. Top Bahamians on the board at the end of the day were Peter Christie and crew David Donald who held 7th.

Dawn broke on Sunday, lighting up clear blue skies with a bright sun displaying a flat calm on Montagu Bay. Winds were slight at the start and it seemed that sailing conditions would be exactly opposite to those experienced on Saturday. However a front was blowing its way toward Nassau from Miami, and by the end of the first race winds were gusting to 23 knots. At the windward mark Peter Christie, Basil Kelly, Pierre Siegenthaler and Ron Strange were putting the heat on Elms as they rounded in a pack. However, on the reach, Elms once again edged out in front to stay there. Kelly finished with a second, Pierre Siegenthaler third and Augie Diaz 4th. The second race was started in near-maximum conditions, and Race Committee Chairman, Fred Goosen remained in touch with Nassau Marine weather reports. In this race Elms remained in front, followed by Lenhart with Siegenthaler picking up another 3rd. Basil Kelley was 4th.

The weather had calmed considerably by the start of the afternoon race. By now everyone was accustomed to seeing Elms in front, and true to form, he was there again. Basil Kelly was second with brothers Godfrey and David Kelley having their best race to finish third. Pete and Jane Duvoisin had a fourth.

Monday's skies were clear and bright with moderate northerly winds, for the last race of the series. Basil Kelly had an excellent start with Lenhart tailing close behind. However, the Elms magic came through on the reaches again, to bring Earl across for his 7th first place win for the Regatta. Lenhart had been battling Kelly all the way and edged him out on the final beat to capture second spot in this race. The other front runner Augie Diaz, came through 4th giving him 4th overall in the Series, with Basil Kelly earning second place overall. Lenhart was a strong third overall.

Looking back, the "big news" of the Winter Championship was the performance of Earl Elms and "Little John" Wegand. Their starts were excellent and although other boats occasionally led them at the weather mark, on the reaches Earl took off and was seldom threatened again.

The smashing victory of Elms and Wegand was well celebrated at a cocktail party, dinner and dance at the Royal Nassau Sailing Club where the Hon. L. M. Davies, Acting Governor, presented the trophies. Festivities continued into the wee hours, with fire dances and Limbo performances adding to the enjoyment. It was a fitting finish to another exciting Bahamas Winter Snipe Championship Regatta. We are looking forward to more U.S. entries next year.

Bacardi				Gamblin			
1	E. Elms/J. Wegand	5-1-1	10	1	E. Elms/J. Wegand	1-1-1-1-1	0
2	A. Diaz/M. Albury	3-2-2	11.7	2	B. Kelly/P. Wassitsch	7-2-4-2-3	32.7
3	J. Lenhart/W. Knight	2-3-3	14.4	3	J. Lenhart/W. Knight	3-7-6-2-6-2	35.1
4	G. Diaz/F. Varona	1-4-4	16	4	A. Diaz/M. Albury	2-4-5-8-4	43
5	B. Colyer/G. Colyer	4-7-9	36	5	P. Siegenthaler/J. Dunkley	11-3-3-5-7	51.4
6	P. Duvoisin/J. Duvoisin	6-8-8	39.7	6	G. Diaz/F. Varona	5-7-6-9-6	61.4
7	P. Christie/D. Donald	8-10-5	40	7	P. Duvoisin/J. Duvoisin	4-12-8-4-8	62
8	G. Kelly/D. Kelly	7-6-12	42.7	8	T. Nute/D. Desooza	6-9-7-7-5	62.7
9	T. Nute/D. Desouza	9-9-7	43	9	G. Kelly/D. Kelly	9-10-9-3-9	66.7
10	B. Kelly/P. Wassitsch	12-5-10	44	10	P. Christie/D. Donald	10-8-11-16-11	86
11	R. Strange/D. Maura	10-13-6	46.7	11	R. Strange/D. Maura	15-5-10-16-20	95
12	P. Siegenthaler/Jo Dunkley	11-11-13	53	12	J. Bigham/T. Lighthourne	8-14-14-16-15	97
13	R. Bigham/P. Andrews	13-15-11	57	13	R. Bigham/P. Andrews	16-15-12-12-14	99
14	D. Hite/G. Nelson	16-12-15	61	14	D. Hite/G. Nelson	12-20-20-10-10	102
15	W. Teasdale/F. McLean	15-18-14	65	15	B. Colyer/ G. Colyer	14-11-20-16-20	111
16	R. Knowles/G. Damianos	14-14-NF	65	16	L. Murphy/Johnston	18-20-14-16-17	115
17	J. Bigham/T. Lightbourne	20-16-16	70	17	W. Teasdale/F. McLean	19-20-20-11-16	116
18	A. Gay/M. Richmond	18-17-17	70	18	K. Albury/ D. Albury	13-20-20-20-13	116
19	L. Murphy/Johnston	19-20-18	75	19	A. Gay/M. Richmond	17-20-20-20-12	119
20	K. Albury/D. Albury	16-19-SQ	76.6	20	R. Knowles/G. Damiands	20-13-20-20-20	123

JUNIOR PROGRAM – ONE APPROACH

I guess all of us like to see our fleets grow. It is even more satisfying to watch junior sailors sail in their first race and then two, three or four years later see them battling with the seniors for the fleet championship. This is the situation we find ourselves in at Privateer Yacht Club in Chattanooga.

A junior program was started five years ago, with six junior skippers and with fathers as crew. Marge Lamb, you have heard of her I'm sure, was the driving force behind this program until she left to devote her energies to the International Secretary's office this past year. Today all six of these juniors are sailing in senior competition. All but one are still 18 or under. In a fleet which registered 34 Snipes and which has had 15 to 18 boats on the starting line in most of its races this spring, our ex-juniors are currently in third, fourth, and seventh place, at the end of eleven races. All have actively participated in regattas and are making good showings wherever they sail.

Our junior fleet has now grown to over 50 members. This program has provided our seniors with some excellent crews. Under the current rules, set by

the juniors, all junior races must be sailed with junior skippers and crews. First year skippers may sail with an adult crew and their finish will be recorded, but such boats will not be counted in the point score competition to determine the junior fleet champion.

The Junior fleet has their own officers, holds regular meetings, makes rules concerning operation of junior races and plans junior activities. This year they will conduct their first Junior Invitational Regatta. This winter they held a series of training seminars, which proved educational not only to the juniors but to a number of seniors who attended. To illustrate the type of program that the juniors are now promoting and to show you how they now contribute to a bigger and better sailing program for the entire club I would like to tell you about the seminars held this winter.

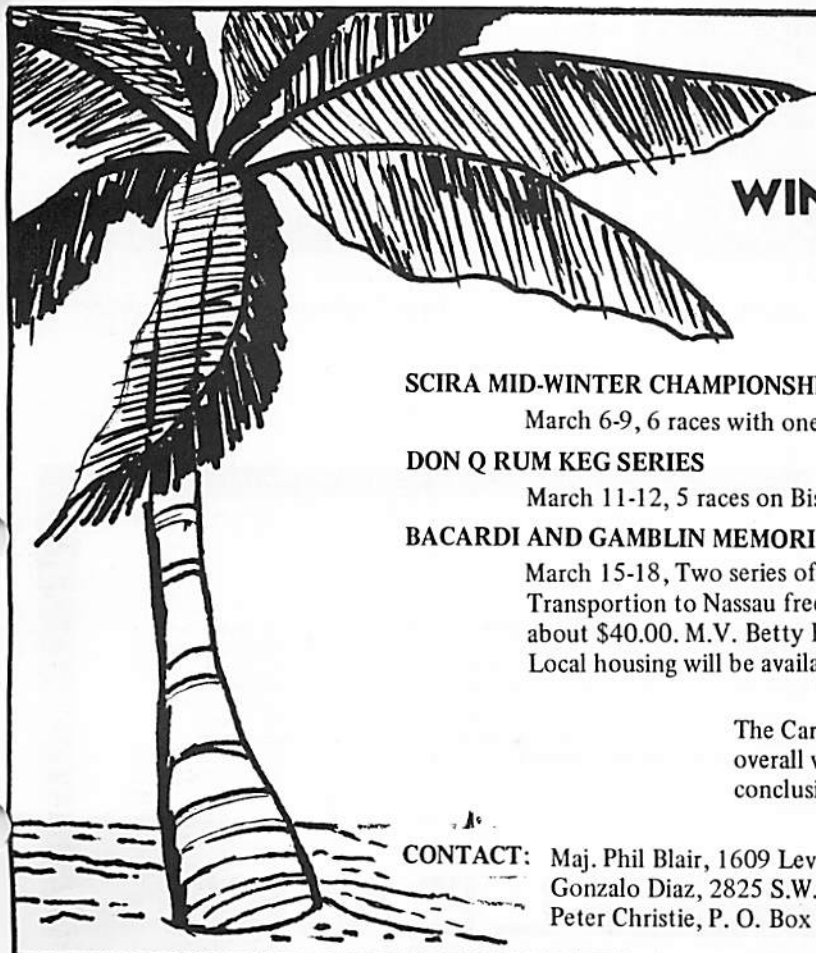
The first session was entitled "Basic Sailing Knowledge". John Wesley, who has been sailing Snipes for many years, was the instructor. He began with elementary nomenclature of a sailboat and worked up to a cleverly simplified explanation of how the wind acting upon the sails, in conjunction with the action of

the water on the centerboard, propel a Snipe. He illustrated how to set your sails with relation to the wind and the direction you wish to sail.

"Racing Rules" was the subject of the second lesson and a long suffering member of countless protest committees, Dan Williams, was moderator. He defined such basic terms as 'port tack', 'starboard tack', 'luffing', 'leeward boat', 'tacking', etc. He reviewed the most basic rules and illustrated typical situations such as starting lines, restarts, room at the mark, luffing, etc. He packed a lot into an hour and a half session. There was a lot of interest and a number of questions from the crowd of 30 juniors who attended.

The third session was a two part program, "How to Sail in Heavy Wind", and "How To Sail in Light Wind". Dr. Pete Duvoisin our current point score leader and all weather expert, but particularly unbeatable in heavy weather handled the first half of the program. Lloyd Cox, who is currently runner-up in point scores, and can find wind when there just isn't any, was speaker for the second half. Pointers by Pete included an explanation of the advantages of a

Continued on page 14



WINTER RACING CIRCUIT

NEW SCHEDULE SO ALL CAN ATTEND

SCIRA MID-WINTER CHAMPIONSHIP

March 6-9, 6 races with one throw-out. Clearwater YC, Clearwater, Fla.

DON Q RUM KEG SERIES

March 11-12, 5 races on Biscayne Bay. Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 15-18, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
Transportation to Nassau free for all boats. You pay for return –
about \$40.00. M.V. Betty K departs Miami Mar. 14, returning Mar. 19
Local housing will be available. If interested write Peter Christie.

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

CONTACT: Maj. Phil Blair, 1609 Levern, Clearwater, FL. 33515
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL. 33165
Peter Christie, P. O. Box 1628, Nassau, Bahamas

PAN AM GAMES OBSERVATIONS

The International Snipe was again the largest class in the recent Pan American Games, held in Cartagena, Colombia. Eleven countries were represented versus seven each in the Finn and Lightning. Further, there were a variety of Snipes raced. The winner, Pedro Reinhard of Brazil sailed the prototype of Joerg Bruder's Snipes which will be sailed in the World Championships. This was a fiberglass covered wood boat. Second place finisher was Augie Diaz of the U.S.A., who sailed a 3-year-old Chubasco. In third place was Alberto Obarrio from Argentina sailed a beautiful all wood planked boat seven years old. This boat had a wood mast without spreaders.

Diaz's boat had a Cobra mast and Reinhard used a very slender (1 3/4" wide) aluminum mast by Bruder. The unique feature of this mast was that the shrouds were set up very tightly, in contrast to the generally loose rig of the other Snipes. Bruder also incorporated a raised

screw type gadget as show in photograph No. 1 to control the bend of the mast. This could have been used just as effectively at deck level as most of the present boats do.

Diaz modified his spreaders during the series to increase the distance between them from 17" to 23" Photograph 2 shows set screws placed near the trailing edge of the spreaders which contact the mast. The distance between spreaders can be regulated by adjusting the screws. Diaz was able to increase his speed by restricting the amount of bend when going upwind.

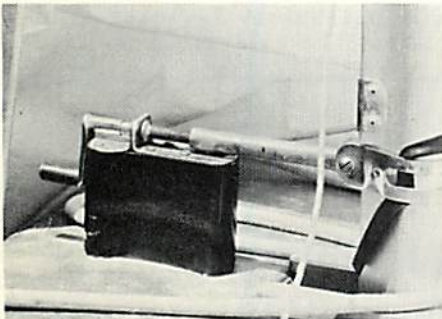
The country which appeared to be most prepared was Canada. Their team arrived in Cartagena several days before the racing. They brought an extra Snipe and Finn for tuning purposes and also three rubber boats with motors for observing the races. The spare members of the team who manned the rubber boats could maintain contact with one

another by use of three-way communication equipment. Pictured in photograph No. 3 holding the radio is Doug Keary, chairman of the 1976 Olympic yachting events in Canada and former SCIRA board member.

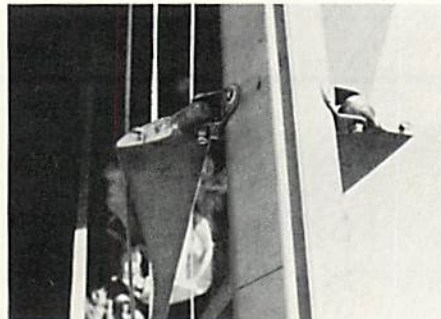
The Snipe representatives from the various countries had an opportunity to meet together during the regatta and unanimously agreed on two points. One was a desire to increase the size of the world championships to initially two boats per country and possibly more at a later time. Secondly, all felt that the Snipe should be considered as an Olympic Class. On this point, Doug Keary summarized the current developments.

Dick Tillman
Vice Commodore

(Ed. Note: See elsewhere for an article or the developments regarding Olympic status.)



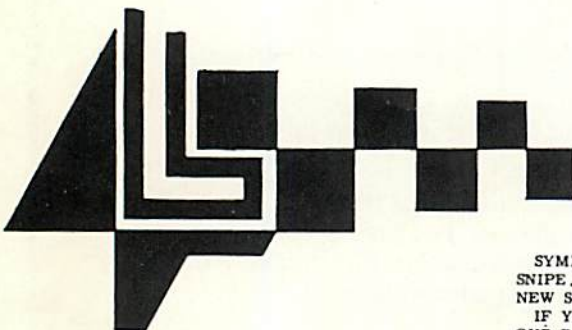
Bruder's mast bend controller



Diaz's rig to adjust spreader width



Doug Keary with Canadian coaches



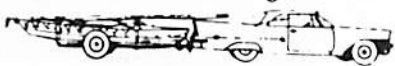
SYMBOL OF EXCELLENCE FOR THE ALL NEW LEMKE ENGINEERED & DESIGNED SNIPE. QUALITY CRAFTED FOR DISCRIMINATING RACING SAILORS, EXEMPLIFYING NEW STANDARDS OF PERFORMANCE & FUNCTIONAL UTILITY.

IF YOU OWN A SNIPE OR ARE CONTEMPLATING A NEW ONE, YOU SHOULD HAVE OUR DESCRIPTIVE LITERATURE IN YOUR FILES. JUST SEND US YOUR NAME AND ADDRESS & WE THINK YOU WILL AGREE THAT WE CAN CONCLUSIVELY PROVE THAT THE NUMEROUS EXCLUSIVE ADVANTAGES AVAILABLE IN THE NEW GENERATION LEMKE SNIPE RESULT IN A RACING MACHINE WITHOUT PEER.

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LEMKE

Wells Wanderings



by Ted Wells

November 1971

Sanctioned Regattas (conclusion—I hope)

A simplified, shortened and updated application blank for sanctioned regattas will be used next year. The old one requested a lot of inconsequential information, in the course of which it was easy for the applicants (the RC Chairman, Regatta Chairman and Fleet Captain on the new form) to lose sight of the fact that they were supposed to know the Rules for Conducting Sanctioned Regattas—and more important, were supposed to abide by them.

A statement will be incorporated in the rules, to the effect that noncompliance with the rules shall be a proper ground for protest, and if sustained, the race shall be abandoned or cancelled. In order to provide protection for committees working against impossible odds, a "don't shoot the piano player—he's doing the best he can" provision will be written into paragraph 2(d). This paragraph will be changed to read: "A starting line varying more than thirty degrees from the ideal shall be considered unsatisfactory, and a postponement must be signalled at any time prior to the actual start to correct the line. If the wind is shifting so frequently and through such a magnitude that it is impossible to meet these requirements, a line which averages the shifts will be satisfactory, providing the skippers specified to consult with the committee agree".

Frostbiting

This may appear too late for this fall's regattas, but may serve as a guide for what to wear for next winter's Southern Circuit. Lake Lotawana didn't schedule a frostbite regatta on September 18 and 19 but that was what they had. Following a lovely slightly drifty, toasty 85°, zero to ten mph regatta at Weatherby the weekend before—the 50° rainy, windy, foggy weather was an awful shock. Someone pointed out that it should not have come as any surprise—the Farmers Almanac predicted the weather precisely, almost a year ahead. Any-way—any well traveled skipper always takes along everything he owns. I was comfortable with short rubber boots inside my foul weather suit (a coverall type one piece outfit). The boots should be large enough for two pairs of soft fuzzy socks inside. There is nothing worse than cold, wet feet in my opinion. I wore a soft fuzzy cotton shirt under a wool sweater, and neoprene coated waterproof gloves on top of some light fuzzy cotton gloves (the gloves are sold in supermarkets and are supposed to be acid proof. If they will keep out acid, they will also shed a cold wet rain).

Centerboard Confusion

Some confusion has been reported concerning the use of a 6½" width at the bottom of a 20½" wide, straight leading edge board. Actually there isn't any room for confusion—somebody just decided he wanted a 6½" bottom on a wide board. There of course has to be some tolerance on the width of a 20½" board—but a reasonable tolerance would seem to be 20½" minimum+ 1/8". Not plus 1/4". The purpose of the change was to allow more area at the bottom of a 20½" wide board, and that is all.

Also it might be well to point out that while the 32" dimension from the bottom to the top of the cut off does not carry a specific tolerance, the implication would be that this is a maximum dimension, and subject to a reasonable tolerance. say 1/8".

"The yachts contend in a sea which the land partly encloses shielding them from the too heavy blows of an ungoverned ocean, which when it chooses tortures the biggest hulls . . . the yachts move, jockeying for a start, the signal is set and they are off . . . the crew solicitously grooms them, releasing, making fast as they turn, leaning far over and having caught the wind again, side by side, head for the mark . . ."

William Carlos Williams quoted in the story sent in with the Bahamas winter Championship.



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BUCKLES NEW NORTHEAST CHAMPION

Crescent Sail Yacht Club was host to the 1971 Northeastern Snipe Championship Regatta over the weekend of June 19 & 20. Outstanding skippers from Canada and the U.S. competed in the three race series. Winner of the Regatta was Bill Buckles of Decatur, Ill. Second was Bent Poulsen, of Oakville, Ontario, Canada, and third was Jeff Jones of Detroit River Fleet No. 5.

Two races were sailed Saturday on Lake St. Clair in winds of ten to fifteen m.p.h. Both were won by Jeff Jones, outstanding District No. 3 junior.

Race number three was sailed on Sunday morning in eight to ten m.p.h. winds. This time Alvin Bugbee of Gowanda, N.Y. was the winner.

A modified Gold Cup course was sailed in the first race. The last two were twice around the triangle with a windward finish leg.

The first three finishers in each race were awarded flags donated by the Boston Yacht Sails Co. Gold, Silver, and Bronze medals went to the top three overall winners.

Past Commodore Bill Herbert, assisted by volunteers from the host club made up the Race Committee. All of the 37 boat fleet agreed that the race courses were excellent and the Regatta was expertly managed.

Saturday evening a "burn-your-own" steak roast was held on the yacht club lawn.

Bill Cox
Snipe fleet No. 5

NORTHEASTERN SNIPE CHAMPIONSHIP REGATTA

Boat	Skipper	Club	Races	Pts.	Fin.
19020	Bill Buckles	Decatur	3-3-4	19.4	1
19021	Bent Poulsen	Oakville	8-4-2	25	2
17395	Jeff Jones	Detroit	1-1-21	27	3
17018	Alvin Bugbee	Gowanda	13-11-1	36	4
17733	Chas. Webster	Rochester	20-2-5	39	5
16103	Dick Schmidt	Ann Arbor	10-7-8	43	6
16182	Ted Haines	Oakville	2-18-10	43	7
17546	Jim Belford	Oakville	9-8-9	44	8
17396	Jerry Jenkins	Detroit	18-10-3	45.7	9
18048	Terry Timm	Ann Arbor	5-6-20	47.7	10
19179	Dave Schaffer	Chicago	4-5-25	49	11
16620	John Goldsworthy	Ann Arbor	6-16-11	50.7	12
18855	Frank Muroy	Detroit	15-12-7	52	13
19267	Don Hite	Lake Angelus	7-13-24	62	14
17163	Frank Pontious	Diamond Lake	29-9-12	68	15
18014	Roger Turner	Gull Lake	19-19-13	69	16
18407	Steve Crandall	Detroit	21-14-16	69	17
17513	John Johns	Ann Arbor	25-21-6	69.7	18
16508	Terry Stuck	Detroit	11-17-26	72	19
15105	Bill Evans	Barrie	24-15-19	76	20
14547	Robert Morgan	Oakville	23-26-15	82	21
14603	Linda Crandall	Detroit	22-30-14	84	22
17502	Gene Bertelsen	Detroit	31-20-17	86	23
16419	Walter Zimmerman	Detroit	16-24-29	87	24
19368	Warren Hanselman	Ann Arbor	12-25-32	87	25
16977	Bill Cox	Detroit	17-31-23	89	26
18344	Ismo Palm	Sarnia	27-27-18	90	27
18106	Tom Morse	Rochester	14-32-30	94	28
18298	George Drake	Lake Angelus	26-23-31	98	29
18045	Paul Richards	Grand Rapids	28-22-DNF	104	30
15511	Skip Remter	Detroit	32-DNF-22	109	31
14674	Bill Dennes	Detroit	30-28-34	110	32
12757	Bud William	Cubalake	35-33-27	113	33
14804	Al Hickman	Torch Lake	33-29-33	117	34
17738	Dick Galpin	Detroit	34-DNF-28	117	35
16956	Will Herbert	Detroit	36-34-35	123	36
13200	Chip Charnley	Grand Rapids	27-DNF-DNS	129	37

Junior Fleet.....

Continued from page 11

flexible mast, how to trim your sails, the need to keep your boat flat and to keep it moving forward without stalling when sailing to windward in heavy winds. He explained, when reaching, the best position for the centerboard, the crew weight, the set of the sails, the use of the boom vang, etc. Other points included how to keep a boat from rocking and broaching when sailing down wind, how to get a boat on a plane, and what to do if you turn over. This may sound like a lot to present in a junior program, but the interest was intense and each junior and those seniors present all went home a lot more knowledgeable.

Lloyd then taught them how to watch for signs of approaching puffs, and how to be prepared to take full advantage of every puff that comes along. The importance of constantly watching your tell-tales or smoke from a piece of punk, to detect wind shifts. How to change tacks without killing your forward motion, and the importance of keeping your boat moving were stressed. As a finale he said, "the best advice is to get a good start and stay in clear air, always keeping your nearest competitor behind you. Strive for this in all races but especially in light air."

The programs were great and were well attended and favorably received by everyone who attended. The growth of our club and the growth of our junior fleet have been phenomenal. They have created a healthy atmosphere for all of us. The parents are happy because they

know where their children are. The sailors are happy because they have more and better competition. We are all proud because we think we have the biggest and best Snipe fleet in the world and the future looks even brighter with more and more juniors coming along every day. If you don't have a junior sailor program at your club, take my advice and try it. It's really great.

Ken Simons
Privateer Fleet 142

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SNIPE NO. 18433 Lofland, 6 years old, registered in 1970, perfect condition, 2½ seasons on the sails, minimum weight, standing mid to top third of large fleet, \$675.00 including trailer. Jim Schwerdt, 50 W. Hazel Dell, Springfield, Illinois 217-529-5712.

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SNIPE 11909. All fiberglass, excellent racing condition, trailer, three sets of sails, minimum weight, aluminum dagger board, extra boom, racelite hardware throughout, being actively raced now. White with blue trim. Low \$650 price. Tel 617-729-7949 Jack McInnis, 117 Mt. Vernon St., Winchester, MA.

FOR SALE-SNIPE 14279. Trailer 2 suits of sails. Always dry sailed. Fast. Many extras. Not for hackers. \$695. Pete Foe, 4570 Clearwater Harbor Drive, Largo, FL 33540



Sanctioned Snipe Regattas

NOVEMBER 6-7 LCYC HALLOWEEN REGATTA. Lake Canyon Yacht Club, James Wild, 311 Threadneedle, San Antonio, TX 78227.

NOVEMBER 6-7 HALLOWEEN REGATTA, Atlanta Yacht Club, R. Means Davis, Jr., 6620 Wright Circle Rd. NE, Atlanta, GA 30328.

MARCH 6-9 MIDWINTER SNIPE CHAMPIONSHIP Clearwater Yacht Club, Major Philip Blair; 1609 Levern St., Clearwater, FL 33515.



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