



SNIPER BULLETIN



OCTOBER 1969

LEMKE SNIPE

Will Make You Go Faster

Our claim as to having the fastest SNIPE is continually verified by outstanding race results. So far this season the following regattas were won by LEMKE Snipes; at least the ones we know about.

- 1 Lansing, Michigan kick-up regatta.
- 1 Wolf lake, Michigan regatta.
- 1 Illinois State Championship regatta, Decatur, ILL.
- 1 Richmond, Indiana regatta.
- 1 Lake Lotawana invitational, Kansas City.
- 1 District III Dunphy series.
- 1 US NATIONAL CHAMPIONSHIP, Crosby overall elimination.
- 1 US NATIONAL CHAMPIONSHIP, Wells series.
- 1&2 District III Jr. Championship.
- 1, 2, 3, 4, 5, 6, 7, 8, & 9 Muncie, Ind. Hoosier Harvest Regatta.
- 1, 2, 3, 4, 6, 7, 8, 9 & 10 Peoria, ILL. Slauson Regatta.
- 1, 2, 3, 4, 6, 8, 9, 10 & 11 Cowan lake, Ohio Riff-Raff Regatta.
- 14 out of the top 16 - District III Championship, Springfield, ILL
- 4 out of the top 5 - Diamond lake regatta, Mich.
- 6 out of the top 7 - Indiana Open Championship, Lilly series.
- 5 out of the top 6 - Indiana Open Championship, Call series.

Why not find out yourself how much more fun it is to race a SNIPE that is designed & built to provide maximum speed permissible within the class rules, by joining the ever growing LEMKE racing team. Drop us a line, call or visit our facilities & let us explain the advantages of owning a LEMKE RACING SNIPE !

*** FINISHED SNIPES or in KIT FORM ***

*** PROCTOR "EX" MASTS ***

*** SNIPE TRAILERS ***

*** COVERS & CENTER - BOARDS ***

LEMKE ENGINEERING & BOAT CO., INC.

Facilities: 5121 E. 65 th. Street, INDIANAPOLIS, IND. 46256

Phone: (317) 257-0489 evenings: (317) 849-2821

orders received prior to Nov. 30 will be billed at 1969 prices.

SNIPER BULLETIN

THE INTERNATIONAL SNIPER CLASS

OCTOBER 1969
Vol. XXIV No. 3

S. C. I. R. A. OFFICERS

Commodore

Dr. Robert Schaeffer
3609 Navajo Place
Palos Verdes Estates,
California 90274

Vice Commodore

Dr. Angel Riveras de la Portilla
Avda Jose Antonio 33
Madrid, Spain

Rear Commodore

William M. Kilpatrick
P.O. Box 60187

Oklahoma City, Oklahoma 73106

Executive Secretary and Treasurer

Birney Mills
856 Sunnyside Ave.
Akron, Ohio 44303

RULES COMMITTEE

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

EDITOR
BIRNEY MILLS

CONTRIBUTING EDITORS

Stewart Brown-USA	Charles Myers-USA
Earl Elms-USA	Nelson Piccolo-Brazil
Anton Grego-Jugoslavia	Howard Richards-Can.
Stuart Griffing-USA	Francis Seavy-USA
Jerry Jenkins-USA	Steve Taylor-USA
Alan Levinson-USA	Richard Tillman-USA
Ted A. Wells-USA	

HONORARY CONTRIBUTING EDITORS

Horacio Campi-Argentina A. F. "Bud" Hook-USA
Svend Rantil-Sweden Dr. Robert Schaeffer-USA

EDITORIAL ADVISORY BOARD

Jim Richter, Chr.	Arnold Lundmark, V-Chr.
Joe Bucek	Lou Leber
Harold Gilreath	Brad McFadden
Floyd Hughes	Mark Schoenberger

Editorial & Business Office

Address all correspondence to:
856 Sunnyside Ave., Akron, OH 44303

PUBLICATION INFORMATION

Published monthly by the Snipe Class International Racing Association, Incorporated, (not for profit).

Forms close on the 10th of the month preceding publication. Material received after that date will not appear until a later month. Printed in the U. S. A. at Akron, Ohio.

Second-class postage paid at Akron, Ohio.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

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

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

This start of a Snipe race in Bermuda was taken from rather an unusual angle - looks like it was shot from the deck of a warship or a low flying helicopter. At any rate, it appears the committee boat is about to be run over, but as soon as smoke issues from the pointed gun, all will harden up to the right, and off they go between the two floating ball marks.

This interesting photo was taken by Ron Hunt of the Royal Gazette during the Boorman Cup Series at the Spanish Point Boat Club last July.

THE SCORE

Numbered SNIPES — 18545

Chartered Fleets — 671

Things are picking up a little, what with 71 numbers for new Snipes issued in the 11th month of our fiscal year for the first push "over the average" mark. It makes our total now 557, and with 30 more days to go, perhaps we can pass up the 600 mark for the year. This will be considered very good, considering the slowness of the first 6 months.

Finland and Brazil tied for top honors with 20 each; Argentina and Denmark next with 10 each; the U. S. with only 9; Colombia and Canada 1 each.

Four new fleets were chartered.

Portugal informed us that 5 registered Snipes had been organized at Mocimedes, Portugese West Africa, and requested a charter for the Infante de Sagres Fleet. They got Charter 668.

After several years of missionary work, success finally arrived when five Snipes in Austria asked for official recognition and admittance of their country into the Snipe Family of Nations. Allgeuer Wolfgang, Jahnstr. 20, A-6900 Bregenz, is the first Fleet Captain and also acting National Secretary. He states, "The ball of Snipe Class in Austria has started to roll and we are sure it will still do faster in the future." So, if you see OE on a sail in Luanda, you'll know it will be new member Austria. And Aleksander Lukez, East Europe Secretary, can wear a broad smile.

David Moreno G., National Secretary for Colombia, has worked like a beaver since his return from his first big Snipe regatta (the Western Hemisphere Championships at Jacksonville last year) trying to get more groups interested in Sniping which he has learned to love so well, and in preparation for the 1971 Pan-American Games which his country will host. And he is succeeding, for now a new group at Bogata is large enough to go on their own, and Charter 670 went to the Club Nautico del Muña there with Gabriel Anzola the FC. This is the second fleet for Colombia and Dan thinks he has more eggs about to hatch! Also, he reports that Association Colombiana de Yachting, who regulates yachting activities in Colombia, now includes SCIRA/COLOMBIA as a member of the association. Good work!

Svend Rantil, who has spent many hours trying to get a toe-hold for Snipe in Germany, also can sport a broad smile, for application was made for recognition and acceptance into SCIRA for West Germany by Dr. Ulrich Schwair, 8901 Bobingen, Lindauer Str. 42 A, West Germany. Charter 671 went to the Bayernflotte Snipe Fleet.

While they only have enough boats for a tentative fleet, it is a starter and with careful nurture, it is expected to increase from the resultant publicity anticipated. The doctor is the first FC and National Secretary Pro Tem, so look for a G on future Snipe sails in international regattas. Best wishes - and hopes - go to this fleet, for there is no reason at all why Snipe shouldn't flourish in that area as it does in neighboring countries.

THE COMMODORE SAYS

Promotional Activity for our Snipe Class usually means publicity, pictures, printed brochures, newspaper reporting, and an expense item in the budget. However, a more important kind of promotion occurs when any Snipe skipper shows his own love, enjoyment, and personal enthusiasm for his sport. All the world has troubles, and an enjoyable sport is a perfect antidote for many.

If you can show the excitement and pleasure of participation in a good sport, with hospitality and good sportsmanship, your fleet will grow. The discriminating sailor choosing a class is not looking for innovation or gimmicks.

It is probable that the class loses more older members through relative inattention than it gains by expensive promotion. Each fleet must try to include enthusiastic participation of all its members even though the champions get most of the attention.

Most of all, enjoy your sport, and others will join you.

Robert C. Schaeffer, M.D.

Some Miscellaneous Items

DUES STATEMENTS were mailed to all those individuals who paid dues last year but, according to our records, have not done so yet this year. Read this carefully, for it will answer some questions, especially if you were a co-owner of a family boat last year, but not active now.

SAILING MAGAZINE's September issue devotes pages 26-34 to Snipe and some beautiful pictures. One of the finest publicity spreads we have ever enjoyed! An outstanding display! Get a copy for 50¢ or a year's subscription for \$5.00 from Port Publications, Inc., 125 E. Main St., Port Washington, Wisconsin 53074.

WORLD CHAMPIONSHIP RACES at Luanda will be attended by Commodore Bob and Carolyn Schaeffer, official SCIRA representative, and Birney and Beryl Mills, Executive Secretary. Routine office mail will be handled (we hope!) but expect a delay in anything personal.



On the Lighter Side

SAILING IS FUN!

by Ruth Bockelman

Iowa-Nebraska Fleet 309 at Omaha

Ruth Bockelman is a relative newcomer to Snipe sailing, for this mother of two, grandmother of one, did not start until 3 years ago when her son got a Snipe. Now she and her husband Al have their own boat and race all the time. This is their first season and they have had two 2nds for a starter. Al thinks she has more than an uncommon interest in sailing, which she does whenever she can get away from her job as executive secretary to the president of a bank. You're never in a position where you can't enjoy sailing. Encourage women to get in boats!



The sun is beating down, creating temperatures of 90 degrees and more. The wind has dropped until the sails flap and you know you're not moving at all. Wakes from ski-boats cause your rigging to shake and rattle, in spite of the shock cord around the leeward stay and mast. You're thirsty and have not brought the water jug aboard. You know you're getting so sunburned you'll peel. Boats to windward and leeward of you have caught a puff and are coasting by you. And Sailing Is Fun!

Or you rig in a loud roar of flapping sails, and you wait until most of the other boats have left the dock, hoping to avoid a crash. As soon as you catch the wind you're off like a shot, heeling over on the rail in spite of hiking all the way out. The wind, already too high, gust and veers and backs as you try to make that windward mark, picking up bruises on every tack as you try to cleat the jib and get out before the sails fill. Even on the reach there is no rest in this small gale. And Sailing Is Fun!

Or it's your very first out-of-your-own-lake regatta. You arrive in rain and begin the unfamiliar business of stepping the mast and launching from the trailer, decked out in foul weather suits. You are late to the starting line because of jury-rigging made necessary by inexperienced preparation for trailing-in.

You cross the line to start as the RC boat is preparing to leave the area, and they hail to ask if you are racing. The downpour increases. On every tack the main spills gallons of water over you as it goes across the cockpit. The water is salty enough to make you cry tears, when you already are having trouble seeing through the rain. Sailing Is Fun! So much fun you sail a second race in the same downpour.

(Continued: Bottom of Adjoining Column)



ANOTHER CHANCE

by Dick Tillman

Chr. SCIRA Olympic Committee

Next month the International Yacht Racing Union (IYRU) will meet in London to select an additional class for the 1972 Olympic Games in Kiel, Germany. The Olympics have never had more than five classes in the yachting event. In the past few years these have been the 5.5 Meter, Dragon, Star, Flying Dutchman and Finn. Last year the IYRU selected from those International Classes in Group A the Dragon, Soling, Star, Flying Dutchman and Finn for the 1972 Games. In addition, due to the rapidly growing interest and popularity of small boat racing, the IYRU requested and received permission from the International Olympic Committee (IOC), headed by Avery Brundage, to include a sixth class in future Olympic competition. The IYRU desires that this class be a two-man centerboard, one-design class.

SCIRA has attempted for many years to get the Snipe accepted as an Olympic class. Such acceptance would greatly increase the Snipe's world-wide-popularity and insure its future growth and present high caliber of international competition. One of IYRU's objections to the Snipe has been its lack of sail-away or self rescuing ability. Having established a self-rescuing requirement, SCIRA has now proposed to the IYRU to move Snipe from group BO to Group AO and consider it for the sixth Olympic Class.

We in the Snipe community are proud of our boat and our organization. We have a truly world-wide class with strong competition in each country. The boat has been steadily improved upon without making older boats obsolete and has resulted in a sensitive and responsive boat offering extremely close competition. With strong support from SCIRA National Secretaries in the month ahead our goal of Olympic standing may be fulfilled.

Biennial Elections Now in Order

It is most important that all fleet captains and national secretaries be chosen shortly for the 2-year term 1970-1971. The new rule book for that period is now being compiled and the objective is to get all on the same basis so one directory will always be up-to-date and serve until another one comes out 2 years later.

(SAILING IS FUN concluded)

And find yourself an hour before the party, as wet as if you had capsized, and cold and exhausted. But a long hot shower, some magic with brush and makeup, and you go to the dinner-dance looking and feeling like an entirely different person. But you sit with care. There are muscles that may prevent you from rising without assistance! Sailing Is Fun!

BOAT LUMBER

For Fine Boat Building
and Repairs

SITKA SPRUCE MAST
& SPAR GRADE
PHILIPPINE
MAHOAGANY
HONDURAS
MAHOAGANY
WESTERN RED
CEDAR
WHITE CEDAR
OAK - TEAK - CYPRESS
LONG LEAF YELLOW
PINE - ETC.



Fir and Mahogany Plywood for marine use - lengths up to 16 feet; Bruynzeel Marine Plywood, solid Regia Mahogany throughout. Quality unsurpassed. Most sizes in stock.

Ripping and planing to order.

We are specialists in all types and sizes of imported and domestic boat lumbers. We ship anywhere - at surprisingly low prices. Send 10¢ today for valuable manual "How to Select the Right Boat Lumber" plus complete lumber and price list.

M. L. CONDON CO.

BOAT LUMBER SPECIALISTS SINCE 1912
236 Ferris Ave., White Plains, N.Y. 10603
(914) 946-4111

FITTED SNIPE COVERS

Proven designs of heavy Army Duck treated with the best mildew water repellent obtainable. Extras include a bolt rope around edges for added strength, brass grommets, and snaps with double thickness stress points. Vinyl coated nylon cover prices on request. Literature on all covers available.

8 COCKPIT COVER \$25.00

Over the boom-snap closed front-mast collar to keep rain out, and boom tip cover.

9 COVER FOR ENTIRE DECK \$50.00

Similar to No. 8, snaps or ties under rub rail, including snaps for boat.

9-B OVER BOOM, FULL DECK AND SIDES COVER \$75.00

With draw rope in the bottom edge.

10 TRAILING COVER \$60.00

Covers deck and sides with mast up or down. Has mast collar which closes opening when trailing.

10-A WINTER COVER \$60.00

Covers deck and sides but with no openings.

10-C BOTTOM COVER \$35.00

Covers bottom and sides, overlaps top of deck with draw rope.

11 TRAILING COVER \$95.00

Choice of styles, similar to No. 10 or 10-A with separate 10-C bottom cover.

11-B ENVELOPE COVER \$85.00

Completely covers the hull, with heavy duty zippers to close the rear opening preventing dust, dirt, and rain from entering.

11-C MAST COVER with RED FLAG

For protection when trailing. \$12.50

11-I BATTEN BAG \$3.50

11-D RUDDER BAG Foam Lined \$10.00

SATISFACTION GUARANTEED
Shipped Postage Paid in U.S.A.

S & F MANUFACTURING CO.

P.O. Box 1011,

Matthews, N. C. 28105

Phone 704-847-9875

(Formerly K & D Supply Company)

We Build the Fastest Snipes



821 Fesler St., El Cajon, California, Phone 442-4266

The 15th Copper Snipe Cup Regatta in Belgium



A FEW PARTICIPANTS in the Copper Cup Regatta Visited the Snipe Stand at the Ostend Boat Show. Bob Forbes, bottom left.

Bob Forbes, a U. S. Sniper from Middle Tennessee Fleet 440 and a temporary resident of Brussels, had the privilege and pleasure of actively participating as a guest in Belgium's one and only International Meeting last May. He was impressed with the graciousness of his hosts and the fine success of their regatta, which had 47 entries from Belgium, Austria, Denmark, England, France, and the United States. Here he tells it:

The Copper Snipe Cup, one of the major Snipe Regattas in Europe, was held at the North Sea Yacht Club in Ostende, Belgium, on May 1 - 4, 1969. It is an annual event held under joint auspices of the North Sea Yacht Club and the Hofstade Yacht Club. The latter club has an active Snipe fleet located at Hofstade, a lake a few miles north of Brussels. The regatta which is scheduled for a four day week-end has two practice races on Thursday and Friday, while the four official races are held on Saturday and Sunday. The evening schedule was equally full, with a large number of social events designed to give the sailors a chance to sit, relax, and discuss the day's races.

The races were sailed in the North Sea off Ostende, forcing us to contend with the wind, waves, and tide. The tide is quite strong along this coast. The weather during this series varied from moderate to mild so that during several of the races the tide presented a great problem to me.

I was very fortunate to sail with Dr. Andre Desmul of Brussels, Hofstade fleet captain, who was generous enough to let me skipper his Snipe while he acted as crew. This was an exceptional chance for me since up to this time my experience had been limited to small regattas on inland lakes.

The only day there was too much wind was on Thursday, for the first practice race. The wind velocity was about 20 mph and the waves around four feet, causing the race to be cancelled after several of the boats had been capsized

and the crew of the committee boat became seasick. Friday's practice race was excellent with a moderate breeze and small waves. Unfortunately the wind continued to drop so that the first official race on Saturday morning was never finished. About the time the boats arrived at the first reaching mark and turned to run back to the starting line the wind died, and with the tide foul, everyone just sat where they were or drifted backwards. In the afternoon race the wind rose again and we were able to finish the race in 15 to 20 mph winds. After nine hours on the water, I'm sure everyone was as glad as I was to return to the club for a drink and delicious steak dinner. Sunday was a repeat of Saturday with a very light breeze in the morning and higher winds in the afternoon. Both Sunday races were completed however, and there was a change in the afternoon race, as the wind shifted from North to West so that we raced across the tide rather than with or against it.

The final regatta scores were based on the best two of the three races sailed. The first place as well as the "Copper Snipe", which is awarded to the highest ranking skipper outside of Belgium, went to J. M. Brossard and Brossard of Claovey Yacht Club, of France. The second place went to Laroye and Lippert of the North Sea Yacht Club, while third was tied between Patrick Vangodtsenhoven and Charly Debontridder of the Hofstade Yacht Club and Jan Persson and Foge Jensen of the Espergarde Yacht Club, of Denmark.

Several things made this a very memorable regatta. First was the excellent job done by the regatta committee. Then there was the almost endless supply of delicious raw oysters provided by the Brocshrd brothers for a supper Friday evening, eaten from the shell with bread and washed down with white wine. Last and to me the most important was the welcome given to me by the European Snipe sailors. I was proud and pleased to be able to sail with them. I now know the Snipe is truly an international class.

Michiganders Hold Their Own Regatta—Jenkins Wins



WINNERS - EACH WITH A TROPHY - (top skippers l. to r.) Woody Cox, 4th and hi-point junior in the regatta; Spike Boston, 2nd; Jerry Jenkins, 1st; John Johns, 5th; Don Hite, 3rd. C crews seated below their skippers, l. to r.: Sandy Cox, Alice Boston, Steve Carduze (champ); Pamela Raymond; and Ron Moore.

— Boulevard Photographic, Inc.

Final Results - 1969 MICHIGAN STATE CHAMPIONSHIP

BOAT	SKIPPER	Races	1	2	3	4	5	Fin.
17396	Jerry Jenkins		4	5	1	1	3	1
17395	Spike Boston		2	1	2	2	dnf	2
17556	Don Hite		1	2	7	6	7	3
16977	Woody Cox		6	3	4	3	5	4
17513	John Johns		3	4	dnf	4	2	5
14676	Mike Chandler		16	7	3	7	1	6
17511	Dr. Ray Croasdale		12	6	5	8	4	7
17502	Phil Bertelsen		9	14	8	9	6	8
16377	Bill Cox		8	9	11	10	12	9
18302	Dave Bertelsen		10	8	9	dnf	8	10
16508	Terry Stuck		13	11	10	11	10	11
15400	Dan Pendor		5	15	17	5	dnf	12
15579	Jim Uhl		7	12	13	dsq	14	13
14674	Bill Dennes		14	16	16	12	9	14
16790	Mike Harvey		dnf	10	6	13	11	15
14386	Frank Murray		17	19	15	15	13	16
16419	Dr. Walter Zimmerman		18	18	19	14	15	17
16798	Wally Glandinning		11	17	14	dns	dns	18
17738	Ken Galpin		16	13	dsq	dns	dns	19
14603	Steve Grandall		20	dsq	12	dns	dns	20
16367	Peter Galpin		19	dnf	18	dns	dns	21
16020	Colin Hamilton		dnf	dnf	dns	dns	dns	22

— Richard C. Crandall

The 1969 Michigan State Snipe Championships were sailed July 4, 5, & 6 on Lake St. Clair at Crescent Sail Yacht Club. Fleet #5 hosted 22 Michigan boats.

The first race, Friday afternoon, started in a light Easterly which shifted to the Northwest making the second leg a beat. Don Hite, from Lake Angelus, took an early lead and let all the way - followed by Spike Boston, John Johns, and Jerry Jenkins. The race finished in a very heavy rain (2" falling in less than 2 hours) with the wind shifting back East. The race was shortened to 4 legs because of threatening weather and radio reports of tornados on Lake Erie.

Mike Chandler hosted a party for the teen-agers at the club in the evening with food, music and dancing.

On Saturday, the second race started at 9 AM with a light Easterly wind. The Olympic course was shortened to 5 legs due to a wind shift which eliminated the beats. Spike Boston finished first, Don Hite second, Woody Cox third, John Johns fourth, and Jerry Jenkins fifth.

A 5 - 10 mph Easterly prevailed for the 3rd race on Saturday afternoon. The five-leg Olympic course was led all the way by defending champion, Jerry Jenkins, closely followed by Spike Boston, Mike Chandler and Woody Cox. Ray Croasdale, from Gull Lake, was 5th. Don Hite took his poorest race dropping to 7th.

Saturday evening everyone enjoyed an informal steak fry on the club grounds.

At 10 AM Sunday with 4th race was held in a steady 10 mph Easterly. It was a 4 leg Olympic course (shortened to save time for the 5th race). Jerry Jenkins won again with Spike Boston a close 2nd. Woody Cox (Crescents outstanding junior skipper) was 3rd with John Johns 4th and Dan Pendor (from Grand Rapids) 5th.

The final race was held about noon in the same 10 mph Easterly which faded during the race to 5 mph. The starting line was slanted in favor of the flag end, which resulted in several protests. Jerry Jenkins was over early and circled the flag to start last, but worked his way through the fleet to finish 3rd. Spike Boston, who was overall first at the time, fouled out at the start and withdrew displaying outstanding sportsmanship. Mike Chandler took the lead and was first all the way. John Johns was 2nd, sailing a terrific final weather leg holding past National Champion Jenkins to a third. Dr. Ray Croasdale sailed very consistently to a 4th and Woody Cox clinched the top Junior trophy with a 5th.

Grosse Pointes Bill Dennes, skipper of #14674, was the Dean of all the skippers as he looked forward to his 61st birthday in August.

The great junior interest in Snipe racing again was evident with 7 junior skipper and 11 junior crews participating.

Bermuda Retrieves Simmons Trophy



Bent Poulsen, Oakville FC and Canadian National Secretary (left) hands over the prize trophy to Wayne Soares, Bermuda FC.

Canada and Bermuda have their own little international regatta each year, and this year a trophy returned to Bermuda from Canada as a result of team races between Spanish Point Boat Club and the Oakville Yacht Squadron of Ontario.

On their home waters in Bermuda's Great Sound, the local team took the honours of the 7-race series when they garnered the 4 top places in the 5th race. Howie Richards of Canada was 2nd in the 16-18 knot gusty winds until the final weather was rounded, and then the Bermudians turned on the heat mark was rounded, and then the Bermudians turned on the heat to blank them out. Richards led the Canadians to their only win in the 2nd race.

The event, for the Carl Simmons Memorial Trophy, is sailed alternately on Lake Ontario and at Bermuda. Spanish Point, with their victory, evened the series at 2-2.

Skippers taking part were Wayne Soares, Conrad Soares, Larry Lindo, Sonny DeCosta, Carlos Bosch -all for Spanish Point; Bent Poulsen, Howie Richards, Ted Haines, Peter Baillie, and Jim Belford - Oakville.

Spanish Point Boat Club, headquarters of Snipe Fleet 361 and the stronghold of Snipe racing in Bermuda, has extended a helping hand to another class - the Finns. Together with the Royal Bermuda Yacht Club, they will host the Finn Gold Cup series to be staged in Bermuda in October. —Ron Hunt.



RACING TACTICS

DOWNWIND SAILING -- RUNNING AND REACHING

by Jerry Jenkins

29 year-old Jerry is a native of Michigan and lives in Warren; he is a bachelor, and manages his own real estate properties. He has been a member of the Detroit River Yacht Club at Grosse Pointe for years and keeps his boats there.

"I started sailing in 1940 when about 10 years old. In 1946 I entered my first big regatta in the Juniors at Chautauqua, NY. In 1947, I went on to Connecticut. But in 1949, our Snipe fleet died (ugh!) and I built a Penguin, sailing it for many years, taking 3rd in the Nationals in 1957 and 2nd in 1961.

Between 1948-1949 I owned and sailed a Mercury Class in California and an L Class boat, which was a 28-foot, shallow draft, keel centerboard. I also owned and sailed Lightning 4008, and crewed for Henry J. Cawthra when he won the Lightning National Championship at the Buffalo Canoe Club.

In 1959 I purchased a Thistle and won the Thistle Districts and Nationals. 3rd in 1960. I sailed a Finn and won the Mid-west Championships in 1957. I started sailing Snipes again in 1961 when I borrowed a boat belonging to Skip Boston. I liked the boat and decided to purchase my own. The one I bought was 13027 built by Lippincott, and with it I won the Florida State Championship in 1962.

In 1964 Carl Eichenlaub built 14676 for me and I won the Nationals with it. My newest boat is 17396, also built by Eichenlaub. I won the districts in 1964-67 - 69; the Michigan States in 1968-69. In 1968 I won the Wayfarer Nationals only to be disqualified as a "ringer." In 1969 I was runner-up in the Wayfarer North Americans."

Whew! what a record - and now you know why that quiet, unobtrusive fellow was so hard to beat the last time you tangled with him at a regatta - if you did!

Up to last year I was the world's worst downwind Snipe sailor. I think

the reason for that was my having sailed too many different classes of boats. A Snipe is in a class by itself when it comes to running and reaching. It takes a great deal of concentration to sail a Snipe downwind well.

In the past, I have moved around in it too much, trying to get my weight in exactly the right place. But now I try to move as little as possible. Also, I try to keep my crew seated in one place. When we jibe, I keep him from changing sides to disturb the boat as little as possible. When we start downwind or on a reach, I let off on the Cunningham, the main, and the jib, but I do not fool with the outhaul.

I have found that a pole length of 95 inches is best. I put a stop on the mast at the middle band and set the pole on that. I have a straight pin on the end of the pole because I think it is faster to get it up and down than any type I have seen. The mast end of the pole is shaped like a crutch to fit around the mast.

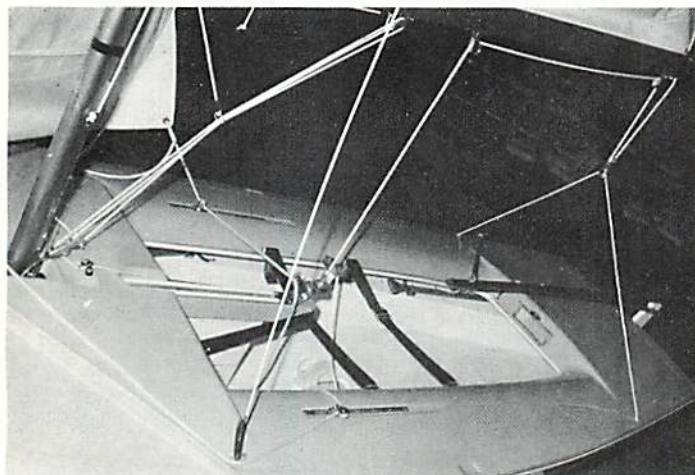
I prefer to jibe the main first and

let my crew help pull the boom over and then jibe the pole. I always try to keep my wind clear when sailing downwind. I always prefer to sail a straight line to the next mark. I find it sometimes works well in puffy winds to sail high because you will pick up the puffs before anyone in the lower boats; also you can sail lower in the puffs and come up in the lulls, which will make up for any loss in distance sailed. A good thing to remember is that one who goes up must always come down. A good set of tell-tails is very important for downwind sailing. I get my tell-tails from the threads in my canvas cover for my boat. I put two on each stay about 12 inches long, taping them so they will not slide down.

I feel that newer Snipes of the last few years (both wood and fiberglass), are definitely faster downwind than some of the older boats. I have no trouble beating my older boat with my newer boat, but I feel my old boat is faster upwind than my new boat. I feel that my newer boat has done a lot to improve my downwind sailing, although it has taken me 2 years to learn how to do this. Perhaps the conclusions and technique I've adopted might help you take a short cut. I hope so.



10817 WEST HIGHWAY 54 WICHITA, KANSAS 67209



STANDARD EQUIPMENT

- Choice of Wood Mast — Proctor "E" or "B"
- Deck or Keel Stepped
- Aluminum Boom — Fiberglass Rudder
- Richards Jiffy Jam Cleat
- Swivel Action Mainsheet Cleat
- Adjustable 1/8" Side Stays
- Adjustable Traveler — Whisker Pole

- Boom Vang
- Lever Outhaul Adjusting Device
- Hiking Stick — Cunningham Hole Rig
- Anchor and Holder
- Paddle — Fiberglass Spray Rail
- Recessed Sail Track with Adjustable Jib Fairleaders
- Aluminum Centerboard
- Skipper and Crew Hiking Straps



Richter Recaptures Riff-Raff Title

The 1969 Riff-Raff, sporting 41 entrants, saw Mother Nature provide the widest variety of weather conditions imaginable; hot, cool, dry, wet, fog, with very light variable winds and moderate winds, gusting to 25 m.p.h.

Regardless of the variations, Jim Richter of Indianapolis, established that he could cope with all conditions by getting first place, followed by Bob Rowland, second, Burkley Duck, third, and Robert Hill, fourth.

Saturday's first race was near postponement when a very gentle wind began to stir in the east. After the passage of thirty-nine minutes, and still no boats having cleared the weather mark, an appropriate shorten course signal was given. However halfway through the second leg, the wind shifted to the west, (5 to 7 m.p.h.) pushing the first race to an early finish. Between races the skys darkened, the winds freshened and it began to rain, and continued throughout the race, although not dampening the spirits.

Late Saturday evening, a front passed through the Wilmington area, dropping the temperatures to a cool 55 degrees on Sunday morning. The third race Sunday was not hampered by light fog as well as light variable winds, (5 to 7 m.p.h.). As the race progressed so did the wind, with the passage of a rain squall, producing heavy rains and gusts up to 25 m.p.h., leaving at least seven boats and their crews to be fished from the lake. As the squall passed, the effect was immediately felt by reduction of winds for the remaining two legs of the race.

Weather permitting, trophies were distributed to the top ten skippers, as well as the first five crews, the names of which are most familiar to Snipers in the mid-west. In 1970 Lake Cowan will host the Ohio State Championships,

— Rex Ely

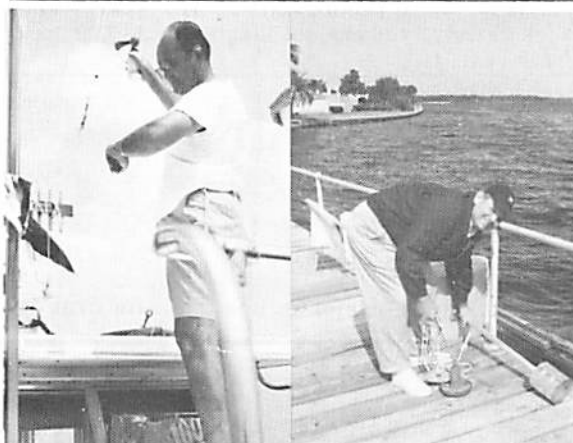
RIFF-RAFF Regatta - June 14-15, 1969

BOAT	SKIPPER	CLUB	Race	1	2	3	Pts.	Fin.
18246	Jim Richter	Indianapolis	1	1	4	8	1	1
18250	Bob Rowland	Cowan Lake, OH	2	6	1	14.7	2	2
17671	Berkley Duck	Indianapolis	4	1	4	16	3	3
18120	Robert Hill	Acton, OH	1	2	7	16	4	4
15520	Tom Head	Indianapolis	3	4	2	16.7	5	5
16734	M. Schoenberger	Cowan, OH	5	4	1	18	6	6
15040	Jim Manzie	Cowan	5	3	2	18.7	7	7
17687	Henry Young	Akron, OH	4	2	6	22.7	8	8
18118	Stuart Griffing	Cowan	9	5	3	30.7	9	9
17780	Mal Nichols	Lansing, MI	14	5	3	39.7	10	10
16356	Steven Smith	Lansing, MI	7	7	5	36	11	11
16741	Joe Williams	Toroh Lake, MI	6	6	7	36.4	12	12
17556	Don Hite	Angulus, MI	6	3	dnf	42.4	13	13
16400	Jim Bigham	Cowan	2	8	dns	43.5	14	14
16341	Ed Griffith	Acton, OH	8	12	6	45.7	15	15
13455	Tom Mooney	Cowan	3	9	dnf	44.7	16	16
18104	Tom Rolfe	Acton	12	7	8	45	17	17
18342	Paul Porter	Muncie, IN	7	8	12	45	18	18
17600	Gene Loske	Indianapolis	8	dnf	5	50	19	19
10700	Tom Harriok	Akron	10	10	13	51	20	20
16152	Dean Yates	Cowan	11	12	10	51	21	21
11754	Ken Daniels	Cowan	18	10	8	54	22	22
17422	John Eilers	Cowan	11	9	dnf	56	23	23
14771	Eric Porter	Muncie, IN	dns	9	10	57.5	24	24
11077	Dave Kenat	Chippewa, OH	21	20	17	58	25	25
15719	Champ Glover	Cowan	13	14	18	58	26	26
17590	Gibson Higgins	Memphis, TN	16	15	9	58	27	27
15657	Bob Stevenson	Chippewa	15	15	11	59	28	28
17095	Ron Rasmussen	Chippewa	9	13	dnf	59	29	29
16748	David Werk	Cowan	13	11	dns	60	30	30

Top 30 of 41 entries.



REX ELY, Chr. of the RIFF-RAFF Regatta: "In view of the fact we were unable to supply you with any photographs, I herewith submit one which is in line with the recent fad, 'How many people will a Snipe hold?' This shows 16 persons.



SOME NATIONALS PHOTOS - Frank Allcorn fires postonement; Billy McQuaid lays down a mark; Francis Seavy and Carl Zimmerman (seated) reminisce.

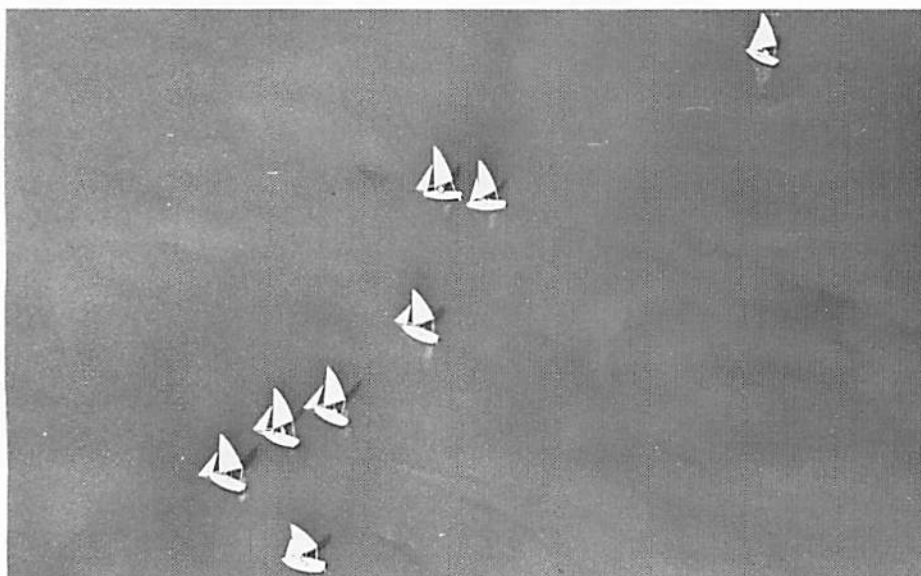


Dick Tillman and Gonzalo Diaz discuss world Sniping; some tinker with equipment



Bored sailors toss a little water, termed "ungentlemanly" by the pool life-guard. Mrs. Gonzalo Diaz and V-C Bill Kilpatrick discuss Tersh Bugbee's injured foot.

New Indiana Fleet Holds First Regatta



TOY BOATS? NO! THEY'RE for real! Even though it looks like a picture of toy sailboats on a glassy sea, the scene is an actual photo caught by Bill Weaver with the boats in a dead calm. If you look closely, you can see small objects that look like people on the boats. They're for real, too.



WINNERS AT MIDDLEFORK - CREWS front l. to r. - Paul Levinson, Ladd Cameron, Sandy Rowland, Mark Allen, Scott Maddox, and Gary Guthrie. Skippers back l. to r. - Buzz Levinson, 3rd; Frank Pontius, 2nd; Bob Rowland, 1st; Robert Allen, George Maddox, and Steve Quinlivan. — Terry Hageboeck Photo.

In putting on its first sanctioned Middlefork Opener regatta May 4, Whitewater Valley Fleet 653 found what others of you have doubtless learned before, that no amount of careful planning, attention to detail, clean living, praying, etc., can guarantee that the elements will favor you. The usually modest Middlefork Reservoir seemed to assume gigantic proportions in a vain attempt to impress its visitors. Even so, the arrival of 24 skippers and crews from Indiana, Ohio, Illinois and Michigan with whom to commiserate and the generous expenditure of time and effort made by out-of-class members of the Richmond Sailing Club made the day a satisfying one.

The 24 participating boats were split into 2 fleets and sailed 2 races on a Z shaped course instead of the scheduled

3 races because of extremely light and shifty winds.

Bob and Sandy Rowland took 1st place honors for "A" Fleet, with Frank Pontius a close second and Buzz Levinson and crew, son Paul, capturing 3rd. In the "B" Fleet competition Fleet Captain George Howell was a near perfect host tying for last place. 14 year old Gary Guthrie was not nearly so hospitable in placing 3rd but, then, he is young. Bob and Mark Allen had no competition, finishing 1st in both races. The same held true for Scott and George Maddox finishing 2nd. 11 year old Scott took a second trophy as best Junior skipper.

For those of you who may have caught the television coverage on Dayton and Indianapolis channels — they were not still pictures. — Ruth Howell

New Jersey Fleet 256 Starts New Regatta

The first Blue-Gray Invitational Regatta was hosted by the Pine Beach Yacht Club on Toms River, New Jersey the weekend of June 14 and 15. Nineteen extries were registered from Severn Sailing Association Fleet #532, Potomac River Fleet #60, Lake Mohawk Fleet #10, and the host club's Fleet #256.

The Race Committee exercised what everybody conceded was good judgment by postponing the first race on Saturday until after the worst of a heavy downpour of rain and spectacular bolts of lightning had cleared the area. As a result, only one race could be held on Saturday, and this was won going away by the home fleet's Frank Suesz.

The weather obviously left a lot to be desired, and the highlight of the day had to be the Social Hour and Buffet Supper. The gals in charge of sustenance, which also included breakfast and lunch on Sunday, really did a magnificent job.

It was decided to try and hold to a four-race regatta by getting in three on Sunday, and this time the weatherman really came through. The Coast Guard reported winds in the fifteen to eighteen mile-per-hour range with gusts up to thirty. Frank Suesz broke a gudgeon about twenty seconds before the start of the race on Sunday and retired for the day.

Bob and Glenda Blomquist of Annapolis took top honors with two firsts and a second on Sunday which offset their twelfth on Saturday. Carl Cheney of Pine Beach was in first place going into the last race and looked like a cinch to keep the honors at home until he flipped while planing at the leeward mark. Bill Schwarz of Annapolis and Carl tied for second place. However, Bill had to settle for third, because Carl had placed ahead of him in three of four races.

The Pine Beach Yacht Club would like to make this an annual affair and hopes to enlarge it next year by getting some Yankee Blue from New England to attend and thus justify the chosen name.

— Paul S. Holbrook

Final Results-1st BLUE -GRAY Regatta

BOAT	SKIPPER	CLUB	Race	1	2	3	4	Pts.	Fin
16711	R. Blomquist	Annapolis		12	1	1	1	21	1
17763	C. Cheney	Pine Beach		2	3	3	dnf	31.4	2
17892	B. Schwarz	Annapolis		3	4	7	5	52.4	3
17516	L. Johnson	Annapolis		14	6	2	1	54.7	4
13901	D. Lamb	Annapolis		11	5	5	4	45	5
17162	P. Holbrook	Pine Beach		5	9	8	5	49	6
17472	I. Smith	Annapolis		7	7	6	6	49.4	7
11863	M. Lifschitz	Annapolis		16	2	4	dnf	51	8
11900	L. White	Annapolis		9	17	9	7	60	9
14238	O. Schlemmer	Pine Beach, NJ		6	8	dnf	9	61.7	10
14850	R. Tallau	Lake Mohawk		10	12	10	8	64	11
12943	F. Suesz	Pine Beach		1	10	dnf	dnf	66	12
16765	B. MacDonald	Potomac, DC		4	13	11	dnf	69	13
13522	W. Kebea	Pine Beach		8	14	12	dnf	77	14
16178	R. Bush	Pine Beach		13	16	13	dnf	78	15

Important Change of Address

Again you are reminded to be sure and SEND ALL SCIRA MAIL to:

856 Sunnyside Ave., Akron, Ohio 44303

SCIRA/USA Meeting

Florida Yacht Club - Jacksonville, FL.

A general meeting of the U. S. Snipers was held at 1:00 P.M. Friday August 8, 1969 when the scheduled race was postponed.

U.S. National Secretary Bud Hook presided. Board members present were: Stovy Brown, Stu Griffing, Brad McFadden, Dick Tillman, Ralph Swanson, Ted Wells, and Birney Mills. Also present were Past Commodores Carl Zimmerman, Alan Levinson, and Dr. Sam Norwood, along with approximately 100 members.

Minutes of the last meeting at Alami Bay were bypassed.

WEIGHT OF BOAT. A heated discussion resulted, especially on the part of those opposed to any reduction. Buzz Lamb argued that many older boats would be rendered non-competitive with any weight reduction at all; that they were so constructed that nothing could be taken off. Question was raised as to just how many old boats were involved and how many were paying SCIRA dues and actively racing. It was thought the number before 12600 would be quite small and this fact should be taken into consideration accordingly.

It was suggested that at least 30 lbs. could be taken off right across the board without seriously affecting the performance of any racing Snipe; that it would be a compromising step in the right direction to make Snipe a faster and better performing boat.

Point made that such reduction should have been made when the lighter board was adopted with radical weight reduction, and that ballast should not have been added then. However, the argument that such a step would obsolete old boats was used at that time - the same arguments now being used today. Gene Lemke, builder, stated that the average ballast had been about 20 lbs., but now in the past few months, builders have incorporated this weight into the hull; especially has flotation increased the hull weight. Many newer fiberglass hulls which now do not carry ballast could not effect any weight reduction.

Fred Pember thought weight reduction should be kept right where it is; better flotation has been substituted for previous lead ballast; SCIRA would lose many boats now active by reducing weight. Voice vote to hold the line was 80% in favor of no reduction from the present weight.

BUOYANCY Ted Wells, Chr. of the Rules Committee, stated that the hull needs more flotation than at present and opinioned that the minimum requirement would probably be 300 lbs. on board with not more than 4" of water above the lowest point of the cockpit. Turning turtle was considered as a result of a combination of wind, waves, and physical handling of the hull at time of capsizing and never could be completely prevented. To make

a hull completely safe cannot be done due to unusual and unexpected elements. The requirements will not be retroactive, but apply only to new hulls produced after a certain date.

METAL MASTS Ted Wells stated no good specifications had been received to date, but felt that eventually the only limitation would be 16 lbs. for a keel-stepped and 15 lbs. for a deck-stepped mast; spreaders about 2½ lbs; 1½ inches top measurement; sealed to float for some time; then anything within specifications would be acceptable.

CENTERBOARDS Earl Elms moved there be no discussion, since the question was not debatable as a choice of boards had existed for 38 years. Is a board legal as long as it isn't used, but not legal or desirable when a legitimate choice is made? By show of hands, nine opposed the use of the straight edge board, stating it would cause confusion and much argument over substitution of boards during races, and that a one-design class should have only one legitimate board. Snipe now has three - the pivot board the old straight edge, and the curved edge - but for the last 25 years, 99% of the boats have used the curved board. Argument is to throw out the other two. 91% favor of leaving the board specifications as is, with choice to be made by the individual sailor.

MEASUREMENT

Proposed that official class measurers be appointed in each area where Snipes are being built to check and issue SCIRA certificates for each hull before final shipment. These men to be private individuals not connected in any manner with any builder; available to all at a reasonable fee; and under the jurisdiction of Ted Wells. This plan met with unanimous favor and it is hoped such an arrangement can be set up by the first of the year. This would insure that all new Snipe builders could buy with confidence, and as Dr. Norwood expressed it, "A healthy growth for happy people."

FURTHER RECOMMENDATIONS:

That all ballast must be permanently bonded in and irremovable.

All boats must have a bow-eye for easy towing, tie-up, etc.

Meeting adjourned at 3:00 PM.



ULLMAN SAILS

in their First Sailing Season

**dominate Major
Snipe Regattas in
Southern California**

For Complete Information write:

ULLMAN SAILS Corona del Mar
2816 East Coast Hwy. California 92625
or call..... (714) 673-5611.

Hardey Magnolia Winner

The second annual Magnolia Snipe Regatta was held April 12-13 on the Barnett Reservoir in Jackson, Mississippi. Sponsored by Magnolia Snipe Fleet #604, two races were held on Saturday and one on Sunday.

First place winner was Chuck Hardy of Shreveport, Louisiana. Second place was taken by Terry Timm of Memphis, while Bill Fanning of Jackson took third.

Saturday's winds were a moderate 8-10 miles per hour which provided for excellent sailing. Chuck Hardy was first; second place went to Terry Timm; and Eldon Howell, Jackson, was third. The second race was again won by Chuck Hardy, 2nd to Terry Timm, and 3rd to Bill Fanning.

Sunday's race started with a brisk wind which continued to build up to winds of 35 miles per hour with 45 mph gusts. This wind produced great wave action. Terry Timm was first, Chuck Hardy 2nd, Charles Fletcher 3rd, and Bill Fanning 4th. The remaining six boats (one sailor had to leave) had various "happenings". Eldon Howell and Harley Hopkins never crossed the starting lines as halyards and shrouds parted. A combination of equipment failures and just high winds prevented the other four boats from finishing the race.

The Saturday night supper was at the Main Harbor Restaurant; and then, an "Income Tax" party was held at the Yacht Club. Music was provided, and supper included Po-Boy sandwiches, red beans and rice. - Barbara Hopkins

Final Results-1969 MAGNOLIA Regatta

BOAT	Owner	City	Race 1	2	3	Ft.
11752	Chuck Hardy	Shreveport, LA	1	1	2	3
17114	Terry Timm	Memphis, TN	2	2	1	6
14281	Bill Fanning	Jackson, MS	4	3	4	21.7
15156	Eldon Howell	Jackson	3	5	dns	32.7
17756	Charles Fletcher	Jackson	11	7	3	35.7
14206	Earl Bennett	Memphis	6	4	dnf	36.7
17049	J.D. Drake	Jackson	5	8	dnf	41
15644	Harley Hopkins	Jackson	8	6	dns	42.7
10680	D. Ryan	Memphis	7	9	dnf	45
17343	David Wilson	Jackson	9	dnf	dnf	49
15757	B. Simmons	Shreveport	10	dnf	dns	50

SCIRA Visitor from Angola



Birney Mills, Prof. Daniel Rogerio Leite, and State Dept. escort John Falcao.

SCIRA headquarters was highly honored when Mr. Leite, President of the Angolian Council of Physical Education included Akron as part of his 6-weeks itinerary in the U. S. to study physical education programs. He organized the forthcoming WC races at Angola. Indeed a great pleasure!

Francis Seavy and Tini Diaz Won District IV Titles

SEAVY CHAMPION FOR THE SIXTH TIME. YOUNG DIAZ WAS THE RUNNER-UP AND COPS THE JUNIOR TITLE.

The District IV Snipe Championship was held June 14, 15 in conjunction with the 21st Annual St. John's Regatta at the Florida Yacht Club in Jacksonville. The 180 boats there were problems to the 29 Snipes only at the hoists, for as usual FYC gave Snipes a red carpet treatment, establishing a separate race course and race committee for us.

Optimum sailing weather Saturday produced two good races in 10-20 knot winds. In the first race the leaders around the first weather mark were quite frustrated when they were unable to locate the reaching mark. They finally did - sticking out of a motorboat flying down the lake! The next start brought better results and the two races were completed unevenly.

Sunday brought more Excedrin headaches to Race Committee Chairman Skip Allcorn. At the scheduled 10 minute gun, most of the Snipes were drifting backwards with the current about 1/2 mile from the line. Motorboats hauled us to the starting line, only to have the wind reverse itself. The committee boat then moved another near mile downstream, and a great Snipe-type party floated after it. (By this time the other fleets had completed their races and returned to the docks.) When we finally reached the Committee Boat, we were told that in about 15 minutes a "good" wind from the right direction would arrive, and

amazingly enough it did. Therefore, at 12:10 in 15 knot winds the third race was started.

Francis Seavy of Clearwater was the winner of his umpteenth districts, followed by Agustin Diaz, a 15 year old from Miami. Third place went to Frank Johnson of Atlanta.

FINAL RESULTS

1969 DISTRICT IV CHAMPIONSHIPS

BOAT	SKIPPER	TOWN	Races	1	2	3	Pts.
6995	Francis Seavy	Clearwater	1	1	3	5.7	
18111	Augustin Diaz	Miami	2	2	4	14.0	
6253	Frank Johnson	Atlanta	3	9	5	50.7	
16853	Pete Duvoisin	Chattanooga	4	3	12	51.7	
14634	Bob Brown	Miami	7	4	6	52.7	
8653	Brad McFadden	Atlanta	6	7	7	57.7	
6940	Bruce Colyer	Miami	9	5	8	59.0	
12345	Lloyd Cox	Chattanooga	5	12	14	45.0	
10111	Gonzalo Diaz	Miami	dnf	6	1	45.7	
12021	Harb West	Atlanta	11	8	9	46.0	
12453	Don Cochran	Clearwater	10	10	11	49.0	
9554	Charlie Fowler	Miami	17	15	10	60	
11468	John Wesley	Chattanooga	12	20	18	68	
12884	Means Davis	Atlanta	15	dnf	13	71	
7428	Buzz Lamb	Chattanooga	dnf	dnf	2	74	
8566	Bo Cline	Chattanooga	14	25	17	74	
16603	Eert Verwey	Jacksonville	28	17	19	82	
11944	Chuck Myers	Miami	20	18	27	83	
17122	Bill Gee	Valdosta	24	22	22	86	
11111	James Carroza	Clearwater	23	21	24	86	
10901	Bob Green	Atlanta	19	19	31	87	
9126	Garnett Puett	Valdosta	21	dnf	dnf	101	

DIAZ FIRST HOLDER OF NEW TROPHY

The first award of the D4 Commodore Hook Junior Championship Perpetual Trophy was made to a terrific sailor, Tini Diaz, for placing highest of all Junior skippers in the District Championship. Born in Havana, Cuba, in 1954, son of noted Snipe Champion Gonzola Diaz, Agustin has been sailing since he was 10. He has won the 1966 and 1967 Wind-



Augustin Diaz leans on his newest trophy -- the Commodore Hook District Junior Champion. He displays other awards won in the last year, chief among them the big Midwinter Championship Trophy. That is certainly an enviable exhibit for such a young lad.

mill Junior Southern Championship, and the 1968 and 1969 Florida State Snipe Junior Championships. He has sailed in the Snipe Junior Nationals the past three years, taking 5th, 2nd, and 4th places. This year he won the midwinter's Championship at Clearwater and was 2nd in the Miami Don Q Rum Keg Series. As you can see, D4 has set quite an example for future winners of the Commodore Hook Trophy.

— Peggy Davis, Atlanta

CHAMPIONSHIP VICTORIES

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

NATIONAL CHAMPIONSHIPS

- 68 PUERTO RICO
- 68 YUGOSLAVIA
- 68 BELGIUM
- 68 BAHAMA
- 68 CANADA
- 68 SWEDEN
- 68 FRANCE
- 68 SPAIN



ELMS SAILS

4035 R. PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110
Telephone (714) 295-8887

Wells Wanderings



by Ted Wells

OCTOBER 1969

HOW I LOST THE NATIONALS

According to Jim Richter's schedule - There is to be an article entitled "How I won the Nationals." I am supposed to add my comments, hence the title. The sub-title could be "How I Slipped from Second to Sixth in Several Stupid Stunts."

Carrying on my practice of always picking the wrong side of the course for the first beat, I finally managed to work my way up to eighth place, just before the finish of the first race in the Heinzerling Series. The chop was fairly bad, the wind was light, and I made an unnecessary covering come about just before the finish - moving me to ninth. In the second race - I worked into first place two-thirds of the way down the run, but Dave Ullman got a puff thirty yards from the mark to move into first and stay there. After the race - tied with Buzz Levinson as a result of the stupid tack mentioned above, for second (a 2 and 9 for each).

In the third race I was ahead of Buzz in about fifth place when I decided to go off on my own and live dangerously. It was! Buzz finished fourth. I finished in eighth.

By this time, there was no question about losing first to Earl - but second was still up for grabs. Or third, anyway.

The third race really showed how stupidity on the part of those ahead could help those who weren't. (either ahead or stupid). I arrived at the first windward mark in about eighth place and just followed those ahead, dumb and happy because Buzz was in last place at the windward mark. Just as Buzz reached the windward mark, all the goofs ahead (including me) realized that they were heading for a Wells series mark, and that theirs was way off to leeward. Buzz caught up to just behind me on this reach - too close to cover - so I let him go. That was that for second place. Gone, also third. In the fourth race third place was still fairly open, but I held low on the reach thinking the tide was ebbing. It wasn't! There went third and fourth place (Dave Ullman was recouping from a sixteenth in one race).

The less said about the last race, the better. I couldn't do anything right, but a lot of others had the same problem. The score cards weren't up when I left the night before and had been taken down when I arrived the next morning, so the only thing I knew was that Terry Cronburg was nearest to me (four points back). I didn't know that Buzz Levinson was going to draw a DSQ, and also when Terry was way behind me at the start of the last beat, I didn't know that Roger Stewart was five points behind - so I didn't cover him although he was behind me then. He was way ahead at the finish. The grand daddy of all headers got me just as I thought I was doing great on the last beat. Oh well, it was a nice regatta. I did better than I have for a long time.

An interesting technical subject came up probably as a result of an article in One Design Yachtsman a while back. The Californians are always on the prowl for a way to beat the opposition - so they tried the original straight leading edge board - considered obsolete for 35 years - and decided it was superior. Earl Elms used it to win; Tom Nute, who has done his share of winning this year used one and I beat him in every race - Crosby & Heinzerling - except the last one, where he put in his curved leading edge board and lead all the way. ????



Here is a photo of the old-style daggerboard used by Elms to which Ted refers. It has always been printed on the official measurement data sheet as a choice, and old-timers will remember it as the shape abandoned many years ago in favor of the "new" rounded edge, which was supposed to make the boat more stable (more surface below in the water with more lateral thrust) and also point better. If there is any difference at all in performance, it would be due mostly to wind and wave conditions - straight edge in heavy going, round shape in drifters. Plus the sailor!

Sail By The Seat Of Your Pants!



M120LS This leather seated short of 10 oz. water repellent boat shrunk 100% cotton vivatex will go many a sailing season (non skid deck included). Rugged, comfortable and good looking!!!!

Completely washable available in natural color only with sailmakers suede leather seat.

Sizes: Men's 30, 32, 34, 36, 38 \$17.50

M120LSP Same version as above padded (with light polyfoam). Same sizes \$19.50

RB121 Rope Belt Sizes same as shorts \$2.50

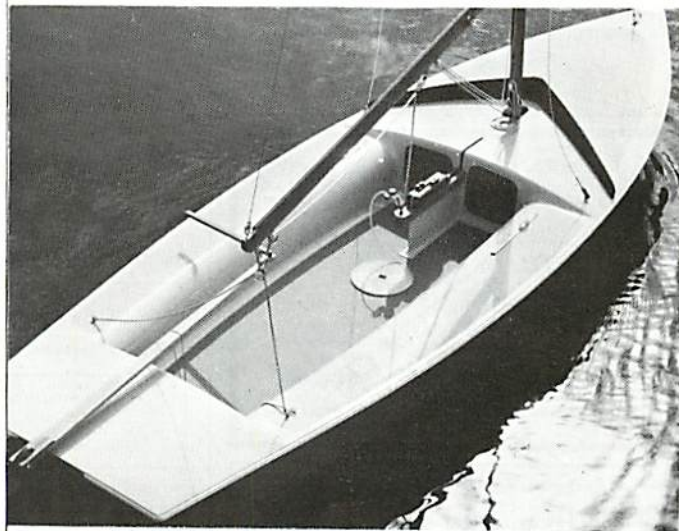
W221 Sailing shorts also available for ladies in colorful 8 oz. 100% cotton duck in sailing blue, red, tan, white, light blue, and black. Sizes 10, 12, 14, 16, 18 \$13.95

THE SAIL LOFT

900 N. Osceola Ave. Clearwater, Fla. 33515



NEW SELF RESCUING HULL



WATER TIGHT SELF-BAILING COCKPIT

WRITE FOR INFORMATION

VARALYAY BOAT WORKS

1868 W. 166 STREET

GARDENA, CA 90247

BATTENS

MADE FOR RACING

Finest Quality Tapered Varnished Ash.
Set of 3 for Snipe -- \$2.75 prepaid
Send Check or M.O. to
DON BLYTHE, BATTENS
804 Euclid Avenue Jackson, Miss. 39202

**COMPLETE
RIGGING AND SWAGING SERVICE**
to Aircraft Specifications

- Hardware - Booms - Rudders -
New and Used Snipe Sailboats

AIRCRAFT SUPPLIERS COMPANY
V. L. Beakey Meacham Field Fort Worth, Texas 76106

Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6"x9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. 75¢ @ copy-10 for \$6.00. From SCIRA only.

IMPORTED FROM ENGLAND
STAINLESS STEEL AND NYLON

LIGHTWEIGHT BLOCKS

SINGLE FIXED BLOCK, Weighs 1 1/2 Oz.
1 1/2" x 1/2" Sheave, Break Strength 2,250 Lb. **\$2.20**
SINGLE SWIVEL BLOCK, Weighs 2 1/2 Oz.
1 1/2" x 1/2" Sheave, Break Strength 2,250 Lb. **\$3.75**

WRITE FOR FREE WIGGIN CATALOG

WIGGIN
CHAINS LTD.

J. F. GILROY
108 Beverly Drive
Allentown, Pa. 18104

GIVE YOUR BUSINESS TO OUR ADVERTISERS!

• They help SCIRA
• They deserve our support

LOFLAND

NEW FIBERGLASS SNIPE
DELIVERY FROM STOCK

SABOT PRAMS

DN ICE BOATS - SARNIS FITTINGS

The Dinghy Float

71 NORWOOD AVE., UPPER MONTCLAIR, NEW JERSEY 07043
201-744-0970

— 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.

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

Hospitality Regatta

OCTOBER 17-19, 1969

JACKSON YACHT CLUB

BOX 4772, JACKSON, MISSISSIPPI 39216

NOR'WESTER SAILS

FIBERGLASS BATTENS - Lightweight - Tapered
Perfect flex - No Memory - Practically unbreak-
able - they float! Set of 3 approx. 2oz. - \$6.00 pp.
Satisfaction on Receipt or Return for Refund.

SNIPES main and Jib - \$105.00 and up postpaid.

Bill Schmit - Sailmaker - 402-37th Ave. NW
Puyallup, Wash. 98371 - Ph: (206) 845-3831

SNIPES SPARS

\$83⁰⁰ and up

ORDER NOW AND BE READY

VARALYAY BOAT WORKS

1848 W. 166th Street Gardena, Calif. 90247

DON'T FORGET TO DO IT NOW!!!

Send in your dues along with the name and address of
your present crew if you want him to get his free copy
of the BULLETIN this season. Keep in good standing!

**SOUTHERN
YACHTS**

WICHITA, KANSAS

SAIL BOATS OF QUALITY

DICK CASPARI
(316) 264-9612

1541 BARWISE
WICHITA, KANSAS

FOR SALE: BRAND NEW LOFLAND SNIPE 17136
(pre-self-rescuing). Save \$250.00. Proctor E; all
accessories; never in water. W. G. Chase, Hillcrest
Ave., Olean, NY 14760. Tel: (716) 372-0328

Sanctioned Snipe Regattas

OCTOBER 24-25-26 INTERNATIONAL OPEN Re-
gatta preceding the World Championship Races.
OCTOBER 27 - November 1 1969 SNIPE WORLD
CHAMPIONSHIP REGATTA, Luanda, Angola,
Portuguese West Africa. Under the auspices of
the SCIRA/Portugal. Details have been sent
direct to all National Authorities, but if more
information is desired, contact General Chair-
man: E. Guedes de Queiroz, National Secre-
tary of Portugal, Quinta de S. Jose de Ribamar,
Alges, Portugal.

OCTOBER 25-26 HALLOWEEN Regatta, Atlanta
Yacht Club, Allatoona Lake, Atlanta, GA. Mrs.
R. Means Davis, 6620 Wright Circle NE,
Atlanta, GA. 30328. Tel: 252-1715.

Fleet 91

ISLAND BAY YACHT CLUB
Springfield, Illinois

INVITES YOU TO SAIL

An Open
Informal Snipe

on the waters of the
Site of the 1970 Nationals.

REGATTA

Oct. 17-18

Write: Phil Peterson
2505 Churchill Dr.
Springfield, IL 62702

HALLOWEEN REGATTA

ATLANTA YACHT CLUB

Oct. 25-26, 1969

REGATTA CHAIRMAN
Brad McFadden
355 Glencourtney Dr.
Atlanta, GA 30328

For Complete Information:
"Get in touch with Peggy"

Mrs. R. Means Davis
6620 Wright Cir. NE
Atlanta, GA 30328
Tel: (404) 252-1715

STATEMENT OF OWNERSHIP, MANAGEMENT, and CIRCULATION (Act of October 23, 1962: Section 4369, Title 39, United States Code)

Date of Filing: Sept. 26, 1969. Title of Publication: The SNIPE BULLETIN, issued
monthly. Publication and General Business Office: 856 Sunnyside Ave., Akron, Ohio
44303. Publisher: The Snipe Class International Racing Association, Inc., 856
Sunnyside Ave., Akron, OH 44303. Editor: Birney Mills, same address. Owner:
The Snipe Class International Racing Association, Incorporated (not for profit),
856 Sunnyside Ave., Akron, OH 44303. Known bondholders, mortgagees, and other
security holders: NONE.

10. EXTENT AND NATURE OF CIRCULATION	AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NUMBER OF COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE
A. TOTAL NO. COPIES PRINTED (Net Press Run)	4727	5000
B. PAID CIRCULATION 1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES	none	none
2. MAIL SUBSCRIPTIONS	4035	4324
C. TOTAL PAID CIRCULATION	4035	4324
D. FREE DISTRIBUTION (including samples) BY MAIL, CARRIER OR OTHER MEANS	550	592
E. TOTAL DISTRIBUTION (Sum of C and D)	4585	4916
F. OFFICE USE, LEFT-OVER, UNACCOUNTED, SPOILED AFTER PRINTING	142	84
G. TOTAL (Sum of E & F—should equal net press run shown in A)	4727	5000
I certify that the statements made by me above are correct and complete.		
(Signature of editor, publisher, business manager, or owner)		

Birney Mills

POD Form 3526 May 1968

WANTED AND FOR SALE DEPARTMENT

CLASSIFIED RATES AND TERMS

Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? **RESULTS WILL BE GOOD!** These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

NOTICE TO DAY SAILORS! We have a few new and used masts, structurally sound, but not perfect. Will sell at 50% off. Deck-stepped spruce masts \$100. each. 2" deflection; average weight 15 1/2 lbs; Holt-Allen shive cages; adjustable stay tangs. Post Woodworking Shop, 2020 E. 1st St., Tempe, Arizona 82251.

FOR SALE: SNIPE TIE-TACS. Exact replica of a Snipe 13/16" high showing every detail. It is made of polished sterling silver and has a stickpin clutch fastener. An excellent quality product of a nationally known jeweler. Can also be worn as a scatter pin for the ladies. **ONLY \$5.50 each.** Make check payable to: Snipe Fleet 409, 5617 Winston Dr., Indianapolis, IN 46220

FOR SALE: SNIPE SWEATSHIRTS. Show other classes where your loyalties lie by wearing a short or long sleeved sweatshirt. Available from Barbara Steiner, 111 Tarragon Lane, Edgewater, MD 21307 for only \$3.50, including postage. Specify color, size, sleeve length, and quantity (also 2nd choice of colors). Only prepaid orders filled. Help the future Nationals host Annapolis Fleet raise some money.

FOR SALE: 1967 LOFLAND FIBERGLASS SNIPE 16824. Excellent condition. Dry-sailed with very little use due to military duties. All GO-FAST fittings, full deck, cockpit, and bottom covers; Proctor E mast; aluminum boom; Elvstrom bailer; anchor; aluminum daggerboard; registered. Latest Levinson sails new 1968. White deck and beautiful narrow hull. Complete with Lofland trailer and 2-wheel handling dolly. \$1300. Being transferred. Commander C. M. Riggsbee, c/o Buzz Levinson, 6234 Landborough N. Dr., Indianapolis, IN 46220. Tel: (317)-849-2590

FOR SALE: Snipe 11168. Hull in excellent condition; two suits sails; cover. Needs mast. With trailer - \$700.00. Frank Perotta, Deerfield, NH. Tel: (603) 463-7771

FOR SALE: IRISH FIBERGLASS SNIPE 16622. Proctor E mast; dacron North sails; deck and mast cover; aluminum daggerboard; dry sailed. Color Inter-national orange deck and hull. \$1250.00. Gene Lyke, 1037 First St., Jackson, Michigan 49203. Tel: (517) 782-1270

FOR SALE: VARALYAY SNIPE 11933. Bronze pivot board; new mahogany deck; Teflon bottom; North medium-cut sails; Mariner fittings; Jiffy Jib Jani; snubbing winch; round 6 pc wood mast; bailer; under deck adjustments. Deck, bottom, and mast covers. Trailer with cradle; lifting sling. **ALL THE EXTRAS.** Must sell \$850.00. New Levinson full-cut sails add \$100.00. Bob Troutman, 1132 Westover Rd., Ft. Wayne, IN 46807. Tel: (219) 744-2539

FOR SALE: LEVINSON CHAMPION SAILS with little use for \$100.00. Levinson main \$60.00. Roberts orlon complete suit \$50.00. Orlon jib \$15.00. Mast halyard winches for \$20.00. Write or call: Gonzalo Diaz, 2825 SW 92nd Pl., Miami, FL 33165. Tel: (305) 226-4136 after 8:00 P.M.

FOR SALE: BECKER-BUILT SNIPE. In spanking brand new condition. 11536. Only raced two seasons. Class champion both years - very, very fast! For 1969 season new Proctor EX mast; full cover; trailer; alloy daggerboard fitted. Elvstrom bailer; full cover; trailer. \$1250.00. Owner changing class. Paul Pritchard, 1 Nancy Court, Glen Cove, New York, NY 11542. Tel: (516) 671-6503.

FOR SALE: EICHENLAUB SNIPE 15505. Minimum weight; E section mast stepped on keel. Lots of goodies for the racing skipper. \$976.00. Dan Wesselhoft, 7232 Miramar, Peoria, Illinois.

FOR SALE: ONE SET OF ELMS medium-air sails. Good condition with lots of sailing left. Both jib and main for only \$65.00. Bryson Lesley, 51 S. Third St., Fort Smith, Arkansas.

FOR SALE: LOFLAND SNIPE 14984. Complete with Lofland trailer and Murphy-Nye dacron sails. \$950.00. T. A. Patterson, 330 Winthrop Dr., Ithaca, NY 14850. Tel: (607) 273-8362

FOR SALE: LOFLAND SNIPE 17710. Blue hull and white deck. Self-rescuing; Proctor E keel-step mast; Van Zandt main - Elms jib. Completely equipped for racing. \$1350.00. Bob Lane, 902 Primrose Rd., Annapolis, MD 21403.

FOR SALE: SNIPE 16966, minimum weight, fiberglass yellow deck with white bottom. North sails; all hardware and fittings; trailer. All in immaculate condition and always dry-sailed. Price \$1000.00. M. Smithers, 516 Reed St., Northville, NY 12134. Tel: (518)-925-8536.

FOR SALE: LOFLAND SNIPE 15938. White hull, bright blue deck. Includes new aluminum Proctor E mast; new aluminum boom; new North sails; 1968 Lofland trailer plus a pair of mahogany boat top carriers to mount all spare and accessories for trail-ing. A fast, clean set-up for only \$1250.00. H. Brok-hof, 410 Nash, Crystal Lake, IL 60014. Tel: (815) -459-6313.

FOR SALE: SNIPE 10700. All fiberglass; dry-sailed. Competitive racer always in top three in the strong Fleet 110 at Akron. With trailer, boat cover, and two suits of sails - \$700.00. Contact: G. T. Harrick, 2567 Chamberlain Rd., Akron, OH 44313. Tel: (216) 864-7658

FOR SALE: FIBERGLASS SNIPE 11602. Red Hull; white deck. Good condition, with sails \$875.00. R. Seward, 10500 Weymouth St., Bethesda, MD 20014. Boat at Deep Creek Lake, Swanton, Maryland.

WEAR SNIPE INSIGNIA - A good quality emblem 2 1/2" by 1 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.

SNIPE POSTCARD IN COLOR showing scene of Snipes racing in a WH Regatta in Bermuda with appropriate Snipe information on the back. You can be proud of this card. Send \$1.00 to SCIRA for 20 of them.

BUILD YOUR OWN TRAILER - You can get blueprints and a detailed instruction sheet for two different types of trailers which were especially designed for Snipes to fit a Snipe. Why spend a lot of money, if handy with tools? Only \$1.25 postpaid complete.

SCIRA - 856 Sunnyside Ave. - Akron, OH 44303

HERE IS WHAT YOU NEED to decorate for your Snipe parties, meetings, regattas, etc. The official class emblem printed in full color on a fabric poster 34" x 36". Cost is \$3.25 postpaid and it can be used over and over again. Every club should have at least one from SCIRA, 856 Sunnyside Ave., Akron, OH 44303.

YOU SHOULD KNOW that the popular SCIRA emblem is also AVAILABLE FROM SCIRA on many articles: Decals and pressure stickers @ 35¢ each, 3 for \$1.00. Bottle caps (good ones) @ 25¢ each, 5 for \$1.00. Box of matches - 50 books - \$1.50 per box.

Save \$1.50 by getting a special kit containing 1 box matches, 3 decals, 3 stickers, 5 bottle caps, 2 patches of your choice - ALL for \$7.00

DO YOU NEED A NEW MAST? Why not build your own? Get a complete set of plans for the CHAMPION round mast for Snipes designed by Ted Wells. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. From SCIRA, 856 Sunnyside Ave., Akron, OH 44303

MADE ESPECIALLY FOR SNIPE! A high quality screw button for yachting caps with a crossed anchor emblem. A red Snipe on a dark blue pennant with white enamel background - all outlined in gold. Can be worn in coat lapel, too. Obtainable only from SCIRA, 856 Sunnyside Ave., Akron, OH 44303 at \$1.50 each. Fill that empty space on your cap with the proper class insignia!

FINE ENTERTAINMENT for Sailors

CHOOSE YOUR OWN DATES FOR SCIRA FILM

Made at the 1965 National Championship Races at Peoria, it is an excellent presentation of Snipe racing in particular, and also a fine promotional feature for all sailing as a sport and hobby which has proven interesting to all.

A 16 mm. color-sound 26-minute show for \$10.00. You pay transportation charges one way.

Write to SCIRA and ask for

"AND ONE BOAT FOR ALL" By John Biddle

(Music/TV rights cleared and owned by SCIRA)

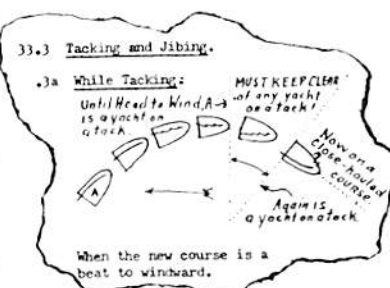
SOMEBODY ALWAYS HAS WHAT YOU WANT - or WANTS WHAT YOU HAVE! Try a small ad here!

NOW AVAILABLE

—Hot off the Press!

PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

by Fearon D. Moore



This 14th Edition contains 16 pages of illustrations of Rules in effect adopted in 1968 for the period 1969-1972. No changes are contemplated until 1973. Send 60¢ for a single copy or \$7.50 for 20 copies. Include another \$1.50 for the official IYRU-NAYRU Rule Book, if wanted (1 universal price for this book).

For Sale ONLY by

SCIRA

856 Sunnyside Ave. Akron, Ohio 44303



Snipe Building Plans

BLUEPRINTS . . \$5.00

REVISED JULY 1958

SCIRA

856 Sunnyside Ave. Akron, Ohio 44303

An ad this Size Costs
FIVE BUCKS
one time only

SCIRA

856 Sunnyside Ave. Akron, Ohio 44303

Official Pocket Patch



(1/2 actual size)

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4".

SPECIFY MATERIAL when ordering - \$2.00

A smaller size 2 1/8" x 2 3/4" for caps, etc., but in felt only - \$1.50

Send Payment with Order to

SCIRA

856 Sunnyside Ave. Akron, Ohio 44303

Marge Lamb
871 McCallie Ave.
Chattanooga, TN 37403

BUILDING A by Harold L. Gilreath PLYWOOD SNIPE

NOW is the time to start a WINTER PROJECT!

Be ready to sail next Spring

Written and edited by Harold L. Gilreath, 1956 SCIRA Commodore, Champion Snipe, and Lockheed Co. engineer, it is one of the finest DO-IT-YOURSELF construction books ever offered by any one-design class.

Consisting of 99 pages size 8 1/2 x 11, it contains 98 pictures, 47 plates of diagrams and sketches, and plans along with a text giving complete instructions for building a champion hull and finished Snipe with all outfitting and rigging details. Mr. Gilreath constructed Snipe #12345 as he wrote the book, so nothing is overlooked.

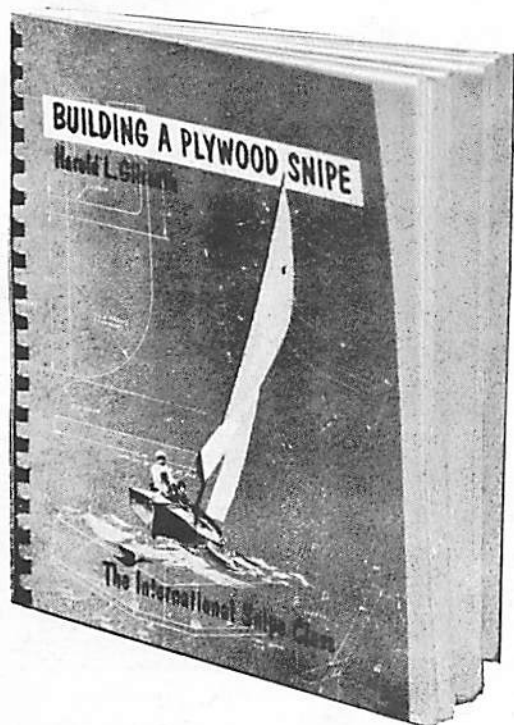
ORDER DIRECT FROM SCIRA — \$7.95

A set of blue prints included for \$10.00

SCIRA

856 Sunnyside Ave.

Akron, Ohio 44303



Besides the Snipe class wins...
Some of our other class winners are —



"International 14"

1st—Pacific Coast Championships
1st—Class National Championships

Sails by Schock

Sails by Schock
501 29th St., Newport Beach,
California 92660 Dept. S

Send me sail information

Name _____

Address _____

City _____

State _____

Zip _____



"Tempest"

1st—Pacific Coast Championships
two years in a row!
1st—United States Class Champion