



SNIPE BULLETIN

OCTOBER 1973



Cobra Masts

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



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

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

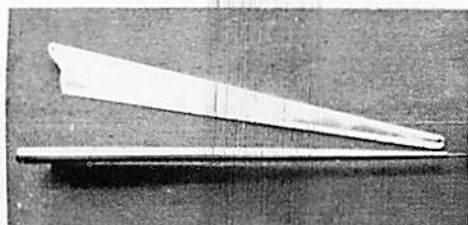
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

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

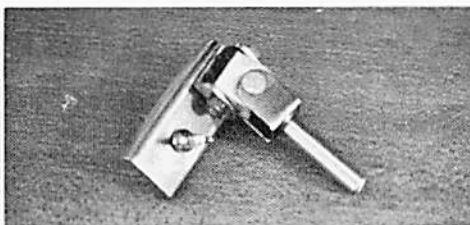
In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

The 1972 Cobras will also have some new equipment —



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

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The gooseneck is all stainless steel. It is much stronger than the old aluminum one. Also it will not freeze up when used in salt air.

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\$255.00

Boom with end plates\$32.00
Rigged Boom\$75.00

ELMS SAILS

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

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

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

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

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

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

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

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

We are calling them the 1972 No. 1.

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

Plus Royalty (U.S. only) — \$5.00 per sail, \$10.00 per suit

ELMS SAILS

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

LETTERS TO THE EDITOR

Dear Mr. Lamb:

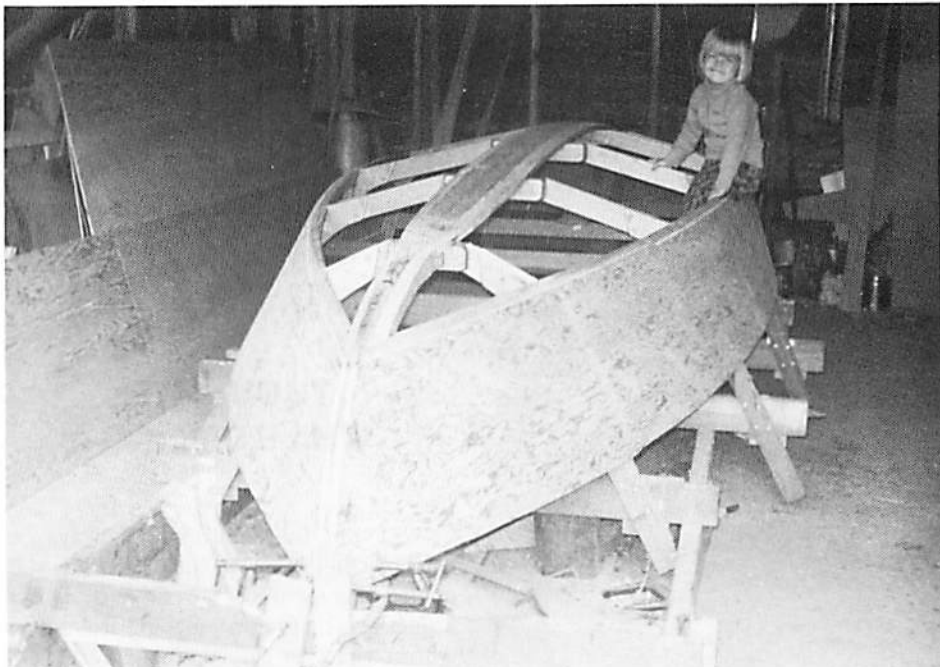
I still think one of the biggest plusses of Snipe beside being a good and popular all around sailer is the fact that the boat can be built by the amateur at home. Which one of the present or future olympic classes can claim this? Maybe only the Enterprise.

The Snipe Bulletins has hardly an article to find which concerns amateur builders. Why? The class has a good book on this subject.

The end of each sailing season may be a proper time to slip into the Bulletin a photo or short article which encourages building your own Snipe at home. It's a nice project for winter days, if one has proper facilities.

With this letter I include photos of my second home built Snipe boat under construction in my garage. Building your own Snipe can save as much as 60% of the cost, still using very good material.

Volodymyr Cupryck



Home built Snipe shown under construction.



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- * Quality Controlled Production
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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

OCTOBER 1973
Vol. XXII No. 10

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THE COVER

The cover photograph shows the crowded conditions at the Diamond Lake Open this year. The winds do not appear to be too much but it surely does look crowded.

THOUGHTS WHILE SAILING

Why are the Californians always on top of the heap, particularly when it comes time for the U.S. Nationals? This is a question that has been going around for a long time. In case your memory does not go back prior to Earl Elms, Californians have won 14 of the 27 times the Heinzerling Trophy has been contested. Not only that they have had finishers in the top three places 20 times. This year in San Diego they took 8 of the top ten places — quite a record!

I know the answer — it is plain and simple — they are just very good sailors. But why are they such good sailors? There are many reasons and it is difficult to assign priority. Among the many prerequisites are good boat, sails and equipment. Others are good competition and an intense determination to win. Is this confined to West Coast sailors? Surely not.

I can speak only from my observations in San Diego but I think the real answer is their sailing conditions. Namely: light winds, medium winds (mostly), heavy winds, shifts, current, motor boat wake, ground swells and chop. The only thing I found missing was sweltering heat.

The swells and chop seemed to mystify the non-Californians the most, particularly the lake sailors. I am told you just have to get experience in it to be able to sail in it. This is probably so since I asked three sailors their secret and got three different answers.

In any case, it is not just one of these, you have to learn to handle them all and in various combinations. Only those who really want to win stay at it long enough to become expert. And to top it all off, they have smooth water in the bay that provides lake-type conditions. In addition, you have to have good physical

stamina because races in the ocean are a long way from the dock. A couple of afternoon point scores would require being in the boat from 4 to 6 hours.

So, if you want to become an expert I recommend that you spend a year in California and sail every week-end. As for me, I'm glad to be in Tennessee where the roads may not be paved but our water is!!!

Augie Wins World Youth Championship

Augie Diaz, having been chosen at the first U.S. Youth Championship, sailed at Wilmette, IL, to represent the U.S. in Lasers at the World Youth Championship in Portugal in August, went on to win that event.

The 79 young skippers in the U.S. Youth Championship; 43 in Lasers and 36 in 470s, included several other Snipe Juniors. We are proud of their showing: Lasers: Augie Diaz, 2; Carl Levinson, 7; Craig Martin, 23; Tom Johnson, 37. 470s: Griff Hall, 8; Charlie Phelps, 11; Jeff Jones, 18; Mike Rettig, 34.

Among the experts invited to hold skull sessions for the young sailors at Wilmette were Dave Ullman and Dick Tillman.



THE SCORE

Only 16 numbers were issued in the past two months, reflecting the usual end of summer slump. Belgium and the U.S. both got 5, Turkey 3 and one each to England, Mocambique and South Africa. No new fleets were chartered.

Numbered SNIPES — 20896

Chartered Fleets — 730

Diaz, Bustemonte, 'Cuban Navy' Romp in District IV Series at Charleston

The D-4 Championship was held at Charleston Yacht Club June 8-9. And boy did it rain! Despite nearly 20" of rain recorded in Charleston Saturday through Monday the races themselves managed to be sailed in nice wind with only light rainfall.

Gonzolo Diaz, former Cuban National Champion, walked away from competition from the start of the first race. The "Old Man" had a couple hundred yard lead by the first mark and though Means Davis got close enough to give him a scare, he was never crossed that first race.

The second race Saturday belonged to the Cochran brothers of Clearwater, Fla. Bruce won it easily, with his younger brother Barry also enjoying a nice lead over Gonzolo Diaz in third.

Back on shore, late and wet, everyone's spirits were lifted by a fantastic boiled fresh shrimp dinner. Even lake sailors, disgruntled by tide and chop, had to admit there were benefits to this coastal sailing.

Sunday, everyone felt sure the front would pass (It was so small it didn't even show on a weather map) but it just sat over Charleston. Most of the torrential downpours skirted the harbor and the wind was still 10-18, but no one got the beach tan he expected. Evidently racing conditions were ok for the "Cuban Navy" for they wiped out 4 of the top 5 places that race. Diaz pulled a miraculous recovery on the last leg to win the race and thus the regatta by a large margin. Gabby Bustemante's 4th was enough to clinch the junior trophy.

Had anyone had a crystal ball-or even good ESP- he would have packed up rapidly following the trophy presentations and sought high ground outside Charleston. The rain began monsoon style Sunday afternoon and by Monday most of Charleston was under 2' to 3' of water and the yacht club parking lot was merely an extension of the harbor. One skipper was heard to suggest rigging the Snipe and hauling the car. Anyway, everyone did get away, the races were held, and we do have a new D-4 champion.

*Peggy Davis
Atlanta Fleet 330*

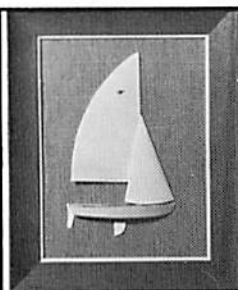
DISTRICT IV CHAMPIONSHIP (Top 20 of 41 boats)

Skipper	Hometown	Finishes	Points
Gonzolo Diaz	Miami	1-3-1	5.7
Bruce Cochran	Clearwater	6-1-3	17.4
Clemente Inclan	Miami	4-8-2	27.0
Francis Seavy	Clearwater	5-6-8	35.7
Pete Duvoisin	Chattanooga	7-4-10	37.0
Bill Simon	Chattanooga	3-11-9	37.7
Means Davis	Atlanta	2-14-12	41.0
Herb West	Atlanta	18-5-6	45.7
Barry Cochran	Clearwater	17-2-14	46.0
Gabby Bustemante	Miami	8-19-4	47.0
Glenn Young	Camden, S.C.	9-7-15	49.0
Henry Lengnick	Charleston	12-20-7	57.0
Ed Perez	Miami	13-28-5	63.0
Gonzo Diaz, Jr.	Miami	21-13-13	65.0
Chris Kibler	Chattanooga	11-21-16	66.0
Scotty Cline	Chattanooga	15-15-22	70.0
Dan Williams	Chattanooga	28-8-17	71.0
Andy Fox	Orange Park, Fla.	10-12-31	71.0
Larry White	Miami	19-23-18	78.0
Van Wesley	Chattanooga	20-16-24	78.0

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'73 SNIPE NATIONAL CHAMPIONSHIP

Dave Ullman Sails Splendid Series, Wins Snipe Nationals

A new name has been added to the list of U.S. National Champions. Dave Ullman of Balboa Yacht Club in Newport Beach, California took the honors at Mission Bay Yacht Club in San Diego. Dave and crew Peter Connally, were unquestionably the fastest team on the race course. Throughout the entire Crosby and Heinzerling series, a total of 12 races, they allowed only 11 boats to cross the finish line ahead of them. Their 5 firsts in the Crosby series and 1-1-1-2-8-2-3 in the Heinzerling took these trophies as well as the Harold Griffith Trophy for best combined scores of both series.

Dave is known by some as the "little man from the West" but is a real powerhouse in a sailboat. He is 27 years old and weighs all of 115 pounds. He started sailing at the age of 3 but did not become a serious skipper until a few years later. He has sailed in the Snipe Class for

10 years and this was his 8th U.S. Nationals. During this period Dave has sailed in a number of other classes and has garnered 14 national championships in 7 classes. The best known of these is the 470 in which he also won the North Americans, as well as CORK which he attended after leaving San Diego. Dave stated that winning the Heinzerling trophy was by far his proudest achievement. A sailmaker by trade, Dave and wife, Betty, have two children and live in Laguna Beach, a suburb of Los Angeles.

Second place was taken by Jeff Lenhart and crew Eric Krebs. Jeff is from San Diego and has been in the top group for the past few years. Both Jeff and Dave will be representing the U.S. in the World Championships in Malaga, along with Earl Elms, the defending World Champion.

Following close behind were three

more sailors from Mission Bay. Tom McLaughlin took third place with Earl Elms and Tom Nute fourth and fifth. Earl was sailing a plywood boat that he had built himself, finishing it just before the regatta. He had it moving extremely well during the Crosby/Pember series but could not quite achieve the fine edge needed in the Heinzerlings.

Mission Bay Yacht Club put on this year's regatta for the 83 entries and proved to be fine hosts. Their California style Southern hospitality was appreciated by everyone. Helen Bedford was general chairwoman and did a magnificent job as did the many club members who assisted in the work. Veteran Steve Taylor was again at his best as race committee chairman for the Crosby and Heinzerling series and was ably assisted by Carl Hultgren who ran the Wells series.

The sailing was in the Pacific Ocean and was characterized by mostly light airs, big shifts, chop, current and ground swells. Winds of 3-6 knots prevailed until the last two days when it got up to about 12-15 knots at times. The current was 1 to 2 knots but seemed to be a great deal more in the light air. Another jewel was the kelp that caught everyone at one time or another, and if it was a big enough piece it could stop you dead. All this proved a real challenge and required all of the talents that most of the Californians have. It took about an hour and a half to sail to the race course, and oddly enough the wind was usually higher in the bay. The lake sailors looked with envy at the good wind and smooth water as they sailed out. The distant starting line required contestants to be in their boats up to 10 hours per day. This required stamina that many did not have, as can be noted by the over one-third of the Wells contestants who quit.

This year the regatta reverted to the longer series with 5 races for the Crosby and 7 races for the Heinzerling/Wells series. The seven district champions plus the defending champion sailed for the Pember trophy but since there were so

Heinzerling winners with beautiful assortment of awards. From right: Pete Connally, crew; Ralph Swanson, SCIRA Commodore; Paul Brady, Mission Bay Commodore; Dave Ullman, Skipper.



few it was decided to put them in with the Crosby contenders but score them separately. Since they were unequally divided they had to be scored as if they were sailing in the Crosbys. This score was used for the Griffith Trophy, but was eliminated from the finishes, on an individual race basis, for scoring the Crosby series. It turned out to be a nightmare for the scorers and there was general concensus that some change would have to be made for future regattas.

CROSBY SERIES

As usual the winds for the Crosby series were lighter than for the preceding two days when the Juniors were sailed. All races went on schedule with two each on Thursday and Friday and one on Saturday. The contestants were divided into 6 fleets and each fleet sailed against all others. Dave Ullman led with a perfect score of 5 firsts. Doug DeSouza from San Diego and Jerry Thompson, former Californian now from Ohio, tied for second, but Jerry's 4-6-1-1-1 beat Doug's 1-3-2-2-4. It is interesting to note that Jerry was using a full board and it did not slow him down. Tom Nute, Mission Bay, and Benny Mitchell, Los Angeles, rounded out the top five.

The hard luck prize of the series goes to Rudy Hornung from Lake Merced. Rudy finished 5th in the fourth race and was going through the usual equipment check for the first five finishers when he discovered his paddle had been stolen from his boat. His pleas that a whisker pole can be used as a paddle fell on deaf ears and he was disqualified, thereby eliminating him from qualifying for the Heinzerling series. Rudy pointed out that he was not trying to pull a fast one, for had that been the case, he would have dropped one boat and finished 6th and still qualified.

HEINZERLING

Light wind prevailed for the first two races which were held on schedule on Sunday. Ullman took both followed by Lenhart who was second in both. At the end of the day Elms was in third with a 5-4 and the rest were pretty far down the line. At the end of the race the wind shifted to the south and started to blow, going to above 25 knots (a chubasco). There was a number of capsizes going back to the harbor entrance. Norm Towle was the hard luck story here-he cut his leg on the board as he was trying to right his boat. The cut required 35 stitches but he sailed the rest of the series and finished a respectable 7th.

Monday the wind was just enough to start a race but shifted so drastically on

(Continued on Page 8)

Snipe National Championship

PEMBER SERIES

20701	Earl Elms/Don Bedford	Mission Bay	4-1-1-1-1	8	1
18327	Jeff Lenhart/Eric Krebs	Mission Bay	2-1-4-2-1	14	2
17758	Norm Towle/Sue Swanson	Winchester	3-3-1-4-1	19.4	3
16112	Jorge Brown/Nancy Brown	Lake Merritt	2-1-11-16-7	55	4
10111	Gonzalo Diaz/Mark Williams	Coconut Grove	1-18-15-13-2	67	5
20551	Frank Levinson/Steve Orr	Indianapolis	11-5-4-6-17	69.7	6
18850	Lief Zars/Pat Zars	Lake Canyon	6-23-16-15-9	98.7	7
16699	Fritz Gram/Cherie Baumgarner	Cuba Lake	11-10-14-15-ns	108	8

CROSBY SERIES

20370	Dave Ullman/Peter Connally	Balboa	1-1-1-1-1	0	1
17387	Jerry Thompson/Scott Merrill	Turkey Foot	4-6-1-1-1	19.7	2
18321	Doug DeSouza/Jenifer Blankenship	San Diego	1-3-2-2-4	19.7	3
20562	Tom Nute/Carolyn Nute	Mission Bay	1-11-4-2-2	31	4
19555	Benny Mitchell/Scott Birnberg	California	8-1-3-6-3	32.1	5
18923	Tom McLaughlin/Chuck Sinks	Mission Bay	10-2-5-1-3	34.7	6
19969	Roger Stewart/Tom Johnson	San Diego	11-1-2-3-6	37.4	7
20561	Lew Bedford/Ken Partain	Mission Bay	8-5-2-9-1	42	8
19387	Francis Seavy/Jan Lewis	Clearwater	12-7-4-3-2	47.7	9
20252	Mike McLaughlin/Steve Hauser	Mission Bay	3-20-3-3-5	53.1	10
20306	Dave Schibler/Lorraine Schibler	Mission Bay	5-5-9-7-3	53.7	11
19390	Mike Shear/Chris Prell	Mission Bay	2-15-6-7-4	56.7	12
12644	VanWolfswinkel/R. Beverage	Santa Barbara	7-5-15-2-8	61	13
19267	Don Hite/Vicki Cory	Lake Angelus	7-4-1-10-20	63	14
19440	Bob Williams/Robin Williams	Wichita	3-12-4-5-16	63.7	15
20231	Herb Shear/David Shear	Mission Bay	8-10-5-5-10	66	16
19392	Brownie Horner/Robert Mooers	Lake Canyon	4-4-8-12-12	66	17
18044	Griff Hall/John Holland	Annapolis	11-2-10-14-5	66	18
19020	Bill Simons/Ken Simons	Privateer	6-17-5-4-10	68.7	19
19177	Fred Thurston/David Coughlin	Sea Cliff	16-3-9-8-6	68.4	20
20261	Eric Conn/Barbara Conn	Alamitos Bay	9-9-6-8-9	70.7	21
20259	Robin Gales/Bob Jackman	Mission Bay	13-9-7-16-2	72	22
19388	George Drake/Michele Drake	Barton	11-7-12-6-7	72.7	23
17769	Ed Kimball/Timmie Kennedy	Alamitos Bay	9-6-14-7-9	74.7	24
11468	Van Wesley/David Cox	Privateer	6-2-17-178	74.7	25
19447	Dan Wesselhoft/Joanne Wesselhoft	Ivy Club	2-14-7-13-14	75	26
20953	Pete Duvoisin/Jane Duvoisin	Privateer	10-10-11-10-7	78	27
19386	Terry Timm/Leslie Clifton	Barton	14-16-3-6-13	78.4	28
20002	Bruce Colyer/Vicky Stebbins	Ft. Lauderdale	21-3-8-11-11	80.7	29
17591	Ron Fox/Cathy Black	Alamitos Bay	7-13-19-9-5	82	30

HEINZERLING SERIES

20370	David Ullman/Peter Connally	Balboa	1-1-1-2-8-2-3	11.7	1
18327	Jeff Lenhart/Eric Krebs	San Diego	2-2-3-8-9-3-5	41.4	2
18923	Tom McLaughlin/Chuck Sinks	Mission Bay	21-8-24-1-3-1-1	46.7	3
20701	Earl Elms/Don Bedford	Mission Bay	5-4-13-4-5-7-2	52	4
20562	Tom Nute/Carolyn Nute	Mission Bay	8-3-6-3-1-11-16	54.1	5
19555	Benny Mitchell/Scott Birnberg	California	9-23-9-15-2-5-7	77	6
17758	Norm Towle/Sue Swanson	Winchester	12-20-8-7-11-4-4	78	7
20561	Lew Bedford/Ken Partain	Mission Bay	7-17-2-17-10-6-6	78.4	8
10111	Gonzalo Diaz/Mark Williams	Coconut Grove	4-22-5-18-4-8-10	80	9
18321	Doug DeSouza/Jenifer Blakenship	San Diego	13-5-16-5-23-15-9	97	10
19969	Roger Stewart/Tom Johnson	San Diego	6-10-17-6-13-12-17	99.4	11
20551	Frank Levinson/Steve Orr	Indianapolis	10-7-14-10-16-13-21	106	12
18044	Griff Hall/John Holland	Annapolis	26-9-15-12-dns-9-15	122	13
19387	Francis Seavy/Jan Lewis	Clearwater	17-16-7-23-12-23-11	122	13
19390	Mike Shear/Chris Prell	Mission Bay	18-12-22-11-20-17-12	126	15
12644	M. Wolfswinkel/R. Beverage	Santa Barbara	22-25-dsq-13-6-10-18	129.7	16
18850	Lief Zars/Pat Zars	Lake Canyon	3-21-12-28-18-21-23	130.7	17
17387	Jerry Thompson/Scott Merrill	Turkey Foot	20-6-4-19-22-27-dnf	131.7	18
20306	Dave Schibler/Lorraine Schibler	Mission Bay	14-24-19-14-14-14-22	133	19
19267	Don Hite/Vicki Cory	Lake Angelus	15-31-11-9-26-22-19	138	20
20259	Robin Gales/Bob Jackman	Mission Bay	16-18-27-20-17-18-13	138	20
19177	Fred Thurston/David Coughlin	Sea Cliff	29-28-20-22-7-20-8	141	22
16112	Jorge Brown/Nancy Brown	Lake Merritt	23-14-10-30-21-19-20	143	23
20252	Mike McLaughlin/Steve Hauser	Mission Bay	11-13-21-23-15-25-dnf	144	24
19020	Bill Simons/Ken Simons	Privateer	27-11-28-27-31-16-24	169	25
20231	Herb Shear/David Shear	Mission Bay	19-15-31-25-28-24-25	172	26
17769	Ed Kimball/Timmie Kennedy	Alamitos Bay	25-27-18-16-19-31-dnf	172	26
19392	Brownie Horner/Robert Mooers	Lake Canyon	28-30-dsq-29-24-26-14	187	28
19388	George Drake/Michell Drake	Barton	33-19-23-31-29-28-dnf	197	29
20002	Bruce Colyer/Vicky Stebbing	Ft. Lauderdale	24-dnf-30-21-25-30-dns	199	30
11468	Van Wesley/David Cox	Privateer	32-26-26-26-30-29-dnf	204	31
19440	Bob Williams/Robin Williams	Wichita	31-dnf-25-33-27-32-26	210	32
16699	Fritz Gram/Cherie Baumeartner	Cuba Lake	30-29-29-32-dnf-dns-dns	221	33

'73 SNIPE NATIONAL CHAMPIONSHIP

(Continued from Page 7)

the first leg that it was cancelled. All boats were towed back in. Tuesday the wind increased to 12 or better. This was to everyone's liking since it gave them a chance to hike out and rest the much abused portions of their anatomy. Since the previous day's races had been cancelled, three races were held. Dave Ullman took a 1-2-8, pretty well locking up his hold on the prize. Lenhart was still in second with Tom Nute barely edging out Elms for 3rd place standing.

The last day's racing continued in the better wind conditions. Ullman's 2-3 cinched the championship as did Lenhart's 3-5 for second. Tom McLaughlin's two firsts were enough to push him into third. Elms finished 7-2 for fourth and Nute's 11-16 dropped him to fifth.

WELLS SERIES

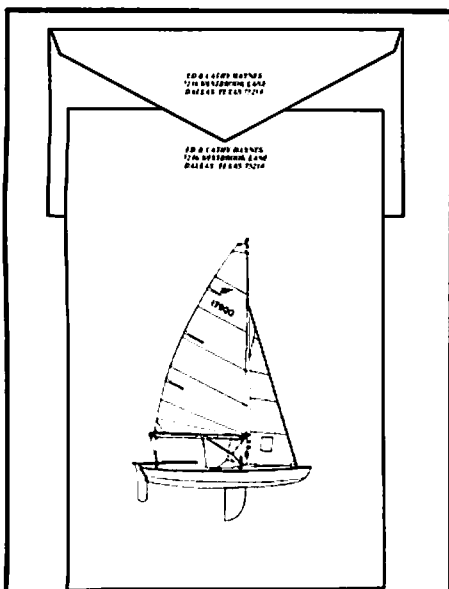
The outstanding event of this series was the protest of the second race, its abandonment by the protest committee and its subsequent reinstatement. During the second windward leg, the wind started shifting with the advent of the

chubasco, and ended up with a 100 degree shift. The shift was so great that the last leg was not to windward in spite of the fact that the race committee reset the windward mark. The protest

committee threw the race out. Upon further study it was decided that SCIRA rules only require that the first leg be to windward. Suspense was added by the fact that the reinstatement was not

WELLS SERIES

20311	Hank Schofield/Don Krebs	Alamitos Bay	1-11-2-1-5-7-2	29	1
19386	Terry Timm/Leslie Clifton	Barton	3-1-7-3-7-13-5	47.4	2
20574	John Jenks/Laurie Jenks	Lake Merritt	5-24-4-5-2-3-6	48.4	3
20953	Pete Duvoisin/Jane Duvoisin	Privateer	7-2-1-7-15-17-4	58	4
19389	Clemente Inclan/Carlos Inclan	Coconut Grove	2-5-9-15-21-2-16	74	5
16421	Alex Kimball/Jeff Merrill	Alamitos Bay	8-7-12-8-28-11-1	76	6
20261	Eric Conn/Barbara Conn	Alamitos Bay	13-4-24-12-4-5-12	81	7
17591	Ron Fox/Cathy Black	Alamitos Bay	6-10-3-18-8-14-11	84.4	8
19055	Larry Johnson/Susan Jackson	Severn	24-17-6-2-6-8-18	87.4	9
20197	Dennis Allison/Carol Allison	Mission Bay	9-28-8-4-25-4-9	91	10
20313	Jay Butler/Mark Butler	Mission Bay	18-8-14-29-3-9-8	92.7	11
19740	Jack Hutsing/Gordon Tudor	Santa Barbara	11-6-25-10-12-12-10	96.7	12
20800	Barry Cochran/Ron Moore	Clearwater	22-dns-16-dsq-1-1-3	104.7	13
16497	Peter Fenner/Lovett Tragus	White Rock	14-15-19-14-9-6-15	108.7	14
19600	Henry Davis/Tom Connors	Lake Shore	12-20-5-17-dnf-15-13	117	15
19915	Eric Purdon/June Lewis	Severn	17-3-23-20-18-24-14	127.7	16
11900	Larry White/Tim White	Coral Gables	19-19-29-21-13-16-7	131	17
19442	Bob Schaeffer/Mark Townsend	King Harbor	21-18-13-11-17-20-28	136	18
17730	Michael Parker/Paul Cayard	Lake Merritt	16-16-dsq-13-10-10-dsq	136	18
20304	Bob Dean/Roby Dean	Ft. Myers	10-22-18-24-11-23-19	139	20
19447	D. Wesselhoft/J. Wesselhoft	Ivy CC	4-12-15-9-22-dns-dns	140	21
20220	Scott Cline/Danny Cox	Privateer	28-13-22-30-27-19-21	166	22
20204	Richard Jacobsen/Rosetta Jacobsen	Lake Merced	36-27-37-16-16-22-20f	173	23
19449	Keith Zars/Barbara Zars	Lake Canyon	dns-dns-21-6-20-25-26	177.7	24
20387	Sue Mitchell/Karen Butler	Clearwater	32-21-28-26-23-18-30	182	25
20999	Ralph Swanson/Marta Swanson	Winchester	15-9-27-27-dns-27-dns	185	26
19793	Lucius Bugbee/Chris Dunbar	Chautauqua	25-14-20-22-24-dns-dns	185	26
20875	Paul Festersen/S. Festersen	Iowa-Neb.	35-35-26-23-19-30-25	194	28
19179	D. Wesselhoft/N. Wesselhoft	Ivy CC	20-34-30-19-14-dns-dns	197	29
15400	Dick Crookston/Kathy Crookston	Gull Lake	29-36-33-25-dns-28-24	211	30
19697	Chuck Fox/Helen Fox	Newport, N.Y.	33-dns-34-28-26-32-23	212	31
19924	Gene Tragus/Ted Tragus	White Rock	38-30-38-33-dnf-21-22	213	32
20001	Stu Griffing/Lane Griffing	Cowan Lake	31-33-35-31-30-26-27	214	33
16422	Jerry Zanzinger/Tom Baffico	Lake Merced	39-25-32-34-29-29-29	214	33
20222	Leo Murphy/Hal Brown II	Cuba Lake	dns-26-40-dnf-dns-31-17	232	35
19062	Mike Zalzal/Carolyn Williams	Houston	37-23-17-32-dns-dns-dns	233	36
7428	Buzz Lamb/Marge Lamb	Privateer	30-32-10-dnf-dns-dns-dns	234	37
20878	John Brannan/Carl Hultgren	Indianapolis	34-37-11-37-dns-dns-dns	243	38
12345	Lloyd Cox/Marc Duvoisin	Privateer	26-29-31-dns-dns-dns-dns	254	39
17018	Alvin Bugbee/Tooter Bugbee	Chautauqua	23-31-dns-dns-dns-dns-dns	266	40
18011	Bob Loomis/Susan Loomis	Lake Washington	42-dns-dns-35-31-dns-dns	276	41
9112	Kerry Lamb/Stuart Lamb	Privateer	41-38-36-dnf-dns-dns-dns	277	42
19383	Roger Link/Pam Purdon	Severn	dns-dns-dns-dns-dns-33-dnf	277	42
16103	Dick Schmidt/Owen Gordon	Barton	27-dns-dns-dns-dns-dns-dns	283	44
17170	Bob Langefels/C. Merriman	Houston	43-dns-39-36-dns-dns-dns	286	45
15224	Michael Hays/Joe Murphy	Cuba Lake	40-dns-dns-dns-dns-dns-dns	296	46



SNIPE

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NOTES & NAMES 1915 DEWITT ST. IRVING, TEXAS 75062

15279	Craig Martin/Dave Belanich
18327	Eric Krebs/Scott Harris
19725	Joe Petrucci/Dan Coughlin
18923	Chuck Sinks/Jeff Blaney
20197	Don Krebs, Jr./Gordon Tudor
19798	Hal Brown II/John Marsh
20252	Steve Hauser/Susan Hauser
17472	Charlie Phelps/Peter Metzler
19179	D. Wesselhoft/N. Wesselhoft
20686	Paul Levinson/Harry Levinson
19389	Rosi Inclan/Carlos Inclan
20387	Sue Mitchell/Jeff Butler
20313	Jay Butler/Mark Butler
10111	Mark Williams/Mike McCuedi
19897	Steve Orr/Jennie Fox
15313	Tryg Stratte/Mark Woodward
18038	Joy Boldt/Wiley Evans
19891	Tom Castle/Heidi Bender
19439	Mike Belanich/Steve Stewart
20999	Marta Swanson/Ana Diaz
17091	Alan Jewett/Rick Kern
16808	Jim Lowrie/Chris Castle
9112	Kerry Lamb/Stuart Lamb

JUNIORS

Mission Bay	1-7-3-4-2	29.7	1
Mission Bay	3-1-7-2-4	29.7	2
Cottage Park	5-4-2-1-10	37	3
Mission Bay	2-5-6-5-5	44.7	4
Mission Bay	6-1-5-6-1	50.4	5
Mission Bay	13-6-1-7-6	55.4	6
Mission Bay	7-18-9-3-3	63.4	7
Severn	4-2-4-12-dns	66	8
Ivy CC	12-3-11-9-7	68.7	9
Indianapolis	8-13-16-14-11	92	10
Coconut Grove	10-8-15-17-12	92	11
Clearwater	15-19-13-10-9	96	12
Mission Bay	11-20-8-15-13	97	13
Coconut Grove	17-9-14-13-18	101	14
Crescent	19-15-10-dsq-8	108	15
Whiskey Town	14-21-17-11-15	108	16
King Harbor	21-12-23-8-17	111	17
Bow Mar	16-10-21-19-19	115	18
Mission Bay	20-16-19-16-16	117	19
Winchester	9-17-20-20-dns	119	20
WYC	18-14-12-dsq-dnf	121	21
Bow Mar	22-22-18-18-14	124	22
Privateer	23-23-22-21-dnf	140	23

decided until three more races had been sailed.

Even so, the eventual winners established themselves early in the series. Hank Schofield had not been able to get his boat moving during the Crosbys but he had a lead through most to the Wells series although Terry Timm still had a shot at the trophy going into the last day. But Hank was not to be denied and his second in the last race took the Wells trophy home. Terry Timm took second and John Jenks, Lake Merritt was third.

Trophies were awarded at the traditional final banquet. It should be noted that the handsome trophies were all made by Mission Bay Fleet members. The Mission Bay Yacht Club surely put on a fine regatta that everyone enjoyed.

JUNIORS
Craig Martin and Eric Krebs, both of the host Mission Bay Yacht Club tied on points for the Junior Snipe National Championship. Craig won the event, having beaten Eric 3 of the 5 races. Scores were so close that after the fourth race only tenth of points separated the top boats with Joe Petrucci of Cottage Park, Massachusetts then in the lead. Joe finished third. Twenty-three skippers from all over the country participated in the 5 race series sailed on the Pacific

Pember winners Earl Elms (with trophy) and crew Donnie Bedford, with SCIRA Commodore Ralph Swanson at left.



Ocean August 14th and 15th.

Craig was 1972 runner-up and has several years experience both as Skipper and crew, being the Current World Champion Snipe Crew. This was Eric's first try at the championship. Craig who is 16 and Eric 14 will both be eligible for the Championship in 1974 as will Joe Petrucci 15.

Chuck Sinks 4th and Don Krebs 5th,

both of Mission Bay rounded out the top 5.

Craig and his crew David Belanich as 1973 champions won the right to represent the U.S. at the Snipe Junior World Championship at San Remo, Italy, along with last year's champion, Jerry Stewart and his crew Tom Johnson also from Mission Bay.

(Continued on Page 10)

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Jeff Lenhart, left, and crew Eric Krebs sailed to second overall in the Heinzerling. At center is Commodore Paul Brady.



At upper right, Junior winners Craig Martin, right and crew Dave Belanich.



The Eleanor Williams Trophy (highest woman, skipper or crew) went to Carolyn Nute, crew for Tom Nute. At right is Paul Brady, Commodore of Mission Bay Yacht Club.



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Hank Schofield (left) skippered to Wells Trophy honors. Also shown are SCIRA Commodore Ralph Swanson (second from left), Mission Bay Commodore Paul Brady, and crew Don Krebs.

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a tack.

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Zephyrs, Wild Winds Stymie Champagne Regatta Fleet

The first race of the Champagne Regatta on Diamond Lake, May 26-27, got under way after one postponement when the race committee noticed a zephyr someplace on the lake. Only Bud Leonard was able to locate it however, and really must have eaten the whole thing, since the rest of the fleet strung themselves out over the whole course. Paul Dovey and Terry Timm drifted over the finish line behind Bud.

The second race scheduled for Saturday was mercifully cancelled for the above mentioned reason.

Sunday was quite a different matter with high winds and driving rain testing boats and crews to the maximum. After a taxing beat and a wild planing ride to the leeward mark, confusion reigned supreme. It seems the mark had left for parts unknown. Several of the skippers located the mark, but were unable to

round it, since it was on shore. The race was scrubbed.

After a suitable delay for repair of equipment and crews, 23 of the 44 boat fleet ventured out on the lake for the final race. Winds were not very different from earlier in the day, although the rain let up to a downpour. Jerry Thompson found the strength to complete the short but wild course, followed by Gwen Gordon and Bud Leonard. Bud's 3rd, coupled with his win the day before gave him the trophy with Terry Timm holding on with a 5th for second place. Jerry Thompson's win moved him into third.

Fortunately, all participants had the following holiday to refit themselves and their boats.

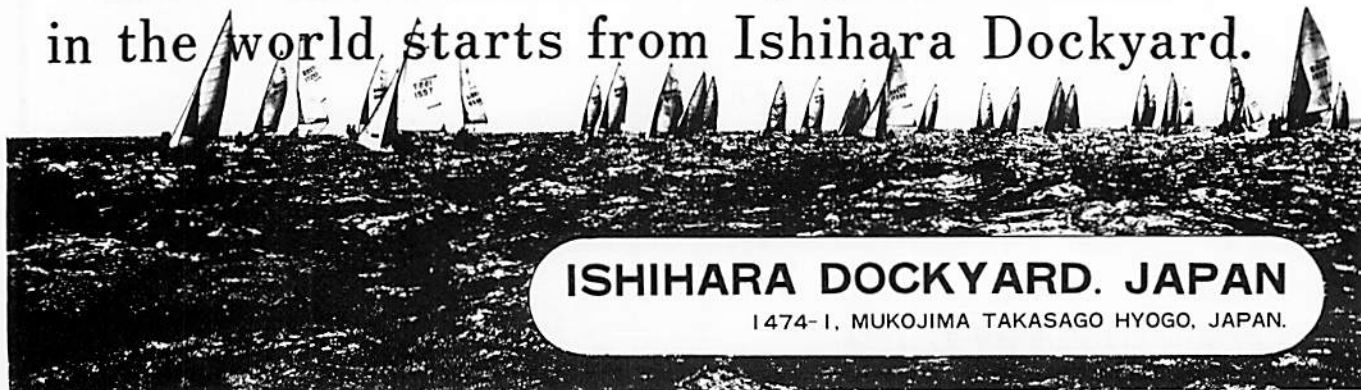
Tom Athanas
Fleet Captain

Diamond Lake Fleet 158

DIAMOND LAKE CHAMPAGNE REGATTA

Boat	Skipper	Club	Finishes	Pts.	Finish
19299	Bud Leonard	DLYC	1-3	5.7	1
19386	Terry Timm	Barton	3-5	15.7	2
17387	Jerry Thompson	Portage	11-1	17.0	3
19800	Tom Rolfes	Acton	4-8	22.0	4
13020	Paul Dovey	Island Bay	2-14	23.0	5
16103	Gwen Gordon	Barton	15-2	24.0	6
17163	Frank Pontius	Diamond	5-12	28.0	7
19267	Don Hite	Lake Angelus	12-6	29.7	8
17396	Steve Orr	Detroit	9-9	30.0	9
12400	Tom Wurster	Diamond	6-15	32.7	10
15182	Judy Corliss	Lansing	14-10	36.0	11
19447	Dan Wesselhoft	Ivy	22-4	36.0	12
18887	Tom Sly	Crystal	19-7	38.0	13
19388	George Drake	Barton	7-dnf	42.0	14
15400	John Crookston	Birch	8-dnf	43.0	15
19794	Marvin Lee	Muncie	10-dnf	45.0	16
19062	Mike ZalZal	Acton	25-11	48.0	17
20004	Lee Griffith	Acton	28-13	53.0	18
14690	Skip Armstrong	Diamond	20-dnf	55.0	19
19797	Sterling Beinfuhr	Burnham	24-dnf	59.0	20

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Wells Wanderings



by Ted Wells

OCTOBER 1973

MISGUIDED INGENUITY

Every once in a while, some clever fellow thinks up a brand new way (he thinks) to go faster than anyone has ever gone before in a Snipe. This type has never read the italicized part of Paragraph 8 which reads: "The purpose of the restrictions under which Snipe hulls and sails are approved is to insure that, to as great a degree as possible, all hulls and sails have identical racing capability. It is impossible to list every single variation that might turn up in the future, and it is impossible to make any set of restrictions in which, at some future date, someone cannot find what appears to be a legal means of obtaining some racing advantage. Any boat or sail having features which are not consistent with this purpose will not be approved and cannot race even though there is no specific restriction preventing the item in question."

Yesterday I received a letter from which I quote in part: "Some boats have been adjusting their main sails in the following manner: They are tying the tack of the mainsail to the mast at the proper band marking with no pin through the tack grommet. They are able to lower the boom approximately 6-8" because of the lack of bolt rope track on the forward part of the boom. This permits them to alter the shape and size of the mainsail. Persons doing this believe they are meeting the rule because the tack is tied at the band. Rule 42 mentions the edge of the sail is limited but nothing is mentioned of the placement of the boom."

People who cook up these schemes seldom have read the rules as carefully as they should have. In this case — the last sentence of sub paragraph 10 under Paragraph 8 says: "The tack of the sail shall be so located that the bolt ropes do not deviate appreciably from a straight line."

Ingenious inventions show up in droves at World

Championships. Since the Championship at Malaga, Spain will probably be twice as large as any previous ones, there should be some interesting developments. I'm glad Chuck Loomis, SCIRA-US Chief Measurer will be going over also. We will be busy.

RACING RULE REVIEW

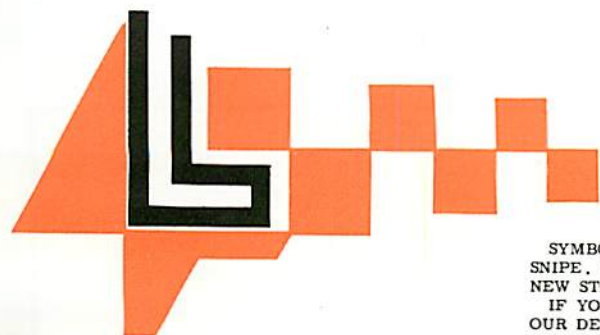
There was a protest at the U.S. Nationals which has been referred to me for possible appeal to the NAYRU Appeals Committee. It has some interesting ramifications which I will discuss next month after consultation with Gregg Bemis — Chairman of the NAYRU Racing Rules Committee. I'm a member of that Committee and I think something sneaked up and bit us.

Appeals Decision No. 157 indicates to me that the new rule 34 has sneaked up and bitten us also. I suggest reading rule 34 carefully right now. The "Principal Sailing Rules" by Fearon D. Moore (available from SCIRA headquarters for 60 cents) covers the situation to some extent, but the appeal decision really pins things down.

The decision refers to the situation where two boats are going to windward, and a windshift alters the ability of a port tacker to clear a starboard tacker. The decision says that the starboard tack boat cannot head up to take advantage of a windshift within two boat lengths of the port tacker, if this heading up would prevent the port boat from keeping clear, or obstruct her while so doing. Speaking of inventions — a small transistorized battery powered radar which would flash red or green lights at two boat lengths is rapidly becoming a necessity of the bow of all boats.

I have been on both sides of this situation this summer. Once in a very light wind where I had tacked to port and was clearing an on coming starboard tack boat until a shift let him head up. This type of situation can be resolved fairly easily if all those concerned have read the rule and understand it and the appeal decision.

In the other case, the weather bureau was giving 20 knots with gusts to 30 and conditions were approaching a battle for survival. I was on the starboard tack, alternately hiking out as far as possible in the 30 knot gusts and diving for the far side in the 10 knot lulls. The cycle time between these two limits was about thirty seconds maximum for the full cycle and I was frankly more concerned with survival than possible infringement of rights of a port tacker who thought he could clear me, and whom I didn't see until I was about to land in his cockpit. Resolving who was actually right in a situation like this could lead to acrimonious debate in an important regatta. I think the old rule 34 was better.



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ACCIDENT, Action Lake Fleet No. 515, Bob
Hill, 11422 Pippin Rd., Cincinnati, OH
45231.

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

OCTOBER 20-21, FRIGID DIGIT, October
20-21, Annapolis Fleet 532, Eric Purdon, 71
Shipwright St, Annapolis, MD 21401.

OCTOBER 20-21, HOSPITALITY
REGATTA, Magnolia Fleet No. 604, John L.
Whitfield, Jr. Box No. 4382, Jackson, MS
39216.

OCTOBER 27-28, TEXAS GULF COAST
SNIPE CHAMPIONSHIP, Houston-Galveston
Fleet No. 120, Don Geil, 16211 Brinkwood,
Houston, TX 77090.

NOVEMBER 3-4, HALLOWEEN REGATTA,
Atlanta Yacht Club Fleet No. 330, R. Means
Davis, Jr. 5115 Northside Dr., NW, Atlanta,
GA 30327.

Twelve Fleets Represented in District II Championship

There were twenty-nine boats on the
line at Lake Fort Gibson, Oklahoma,
representing twelve Snipe fleets from
Omaha, Nebraska to Shreveport,
Louisiana and on to San Antonio, Texas.
Leif and Pat Zars put together a
consistent set of finishes, in four races
during which the wind varied from 3-4 to
14-16 MPH, to capture first place
hardware. Second place went to Gary and
Margaret Boswell, followed by Henry
Davis.

The first race on Saturday was sailed
in 6-10 mph winds and then the airs of
the 1972 Nationals returned for the
afternoon. The second race was delayed
due to light air, but was completed with a

thunderstorm moving down the lake as
the sun was setting. On Sunday anxious
racers, several re-starts, and the tender
care on the part of Steve Taylor, Race
Committee, provided two very good
races. Re-starts saved several late sleepers
on Sunday morning.

A notable item at this regatta was the
fact that so many drove so far for a week
end of Snipe racing. Officers present were
Jack Zink, District Governor thru 1973
of Tulsa, OK; Paul Festersen, District
Governor for 1974-75, Omaha, NB; and
Leif Zars, Vice Governor for 1974-75,
San Antonio, TX.

*Jerry Whitt
TsaLaGi Fleet No. 720*



*District II Championship, from left, front: Jack Zink, Pat Zars, Margaret Boswell,
Tom Conners, Barbara Reynolds, Ingta Bebb, Paul Festersen; back row: Leif Zars, Gary
Boswell, Henry Davis, Mike Choquette, Martin Bebb.*

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CALL RICK - 813-443-2585

880 N. Osceola, Clearwater, Florida 33515

DISTRICT II CHAMPIONSHIP

Boat	Skipper	Club	Finishes *	Fin.
18850	Leif Zars	San Antonio	2-4-1-2	1
19799	Gary Boswell	Austin	4-9-4-1	2
19600	Henry Davis	Omaha	3-2-8-7	3
17240	Mike Choquette	Tulsa	6-1-5-18	4
15951	Martin Bebb	Muskogee	9-7-10-3	5
19440	Bob Williams	Wichita	8-3-9-10	6
20205	Gene Soltero	Dallas	12-13-3-4	7
16025	Ted Wells	Wichita	13-22-2-5	8
19449	Keith Zars	San Antonio	1-8-7-dsq	9
14731	Doug Day	Kansas City	5-11-12-17	10
20550	Dick Caspari	Wichita	7-24-6-11	11
17152	Jack Zink	Tulsa	24-6-13-6	12
17159	John Wideman	Ft. Smith	18-15-11-9	13
19266	Dale Cheek	Oklahoma City	10-16-24-8	14
18037	John Boyd	Kansas City	23-12-14-14	15
12875	Paul Festersen	Omaha	16-18-18-13	16
19436	Jack Tillman	San Antonio	28-5-23-12	17
16327	Bruce Hurst	Tulsa	14-26-15-15	18
19283	Steve Snider	Tulsa	15-10-21-26	19
19585	Ken Rix	Wichita	25-19-16-16	20
19176	Larry Theriot	Tulsa	17-14-26-21	21
14767	Scott DeArman	Tulsa	11-27-19-22	22
19330	Bob Peugh	Wichita	19-25-17-19	23
19058	John McCarthy	Dallas	dns-17-20-20	24
20623	Preston Brammer	Wichita	26-21-22-24	25
16826	Mike Andersen	Long View	20-28-25-25	26
19264	Bob Ruby	Dallas	27-20-28-23	27
17151	Ron Reynolds	Tulsa	22-23-27-dnf	28
19906	Fred McMichael	Shreveport	21-dnf-dns-dns	29

* Five races scheduled - one dropped due to light air.



Ya'll Come!

November 3 & 4 Atlanta Yacht Club

Contact:
Mrs. R. Means Davis
5115 Northside Drive, N.W.
Atlanta, Georgia 30327
(404) 252-1415

CLASSIFIED

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.

FOR SALE - Lemke 18899, Fiberglass, Fleet Winner, \$795.00 or trade for Butterfly, M. Even, RR No. 1, Box 218, Barrington, IL 60010.

WANTED - Full length conventional aluminum centerboard. Joe Luckey, 1564 Eton Way, Crofton, Md. 21113, 301-721-0292.

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

Lofland 16947. White deck and hull, trailer, cover, running lights, Cameron sails, dry sailed, excellent condition. \$950. Dick Tumlinson, 316-682-3854. 7014 Magill, Wichita, Kansas.

NEW DUPLIN SNIPE: Proven hull design. Available with Cobra or Seahorse mast. Minimum weight with maximum lead. Glassed sitka spruce rudder. Well equipped with best hardware. Complete \$1795.00 F.O.B. Winthrop, MA. Hulls available. Rapid delivery time. For information contact Joseph R. Duplin Marine Inc., 8 Argyle St., Winthrop, MA 02152. Tel 617-846-2170. Evenings 617-846-9340.

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

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

LEMKE 19365 - Dark blue hull, light blue deck. Trailer, Cobra mast, full Harkens, compass and absolutely all goodies. Boat also goes with good North and Elms sails, top and rudder covers. Free delivery within 200 miles and will dicker on price versus travel cost at greater distance. Asking \$1,350. George Hock, 24 Arden Crest Road, Liverpool, NY 13088. Ph 652-3964.

18945 - 71 LOFLAND Fiberglass - Min. wgt., Dry sailed - Excellent Cond. Proctor Boom and EX keel stepped mast. Levinson sails. Ivory hull with deep yellow deck, edged with black stripe. It's a beauty! \$1,395. Harry Trescher, 1021 Cedar St., Niles, Mich. 49120. (616) 684-4664.

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

FOR SALE - 18668, Chattanooga hull, glass, cut-down trunk, 2 suits of sails - 71 Elms and Levinsons, Proctor EX mast, aluminum boom. Minimum weight, all go-fasts, priced to sell: \$750. Van Wesley, 2207 Ashmore Ave., Chattanooga, TN 37415, (615) 755-1234 days. (615) 877-8357 nights.

FOR SALE - Lippincott 13011 modified to current specification and minimum weight, enlarged cockpit, cut down trunk, cut-off board, Proctor mast and boom, Harken blocks, North sails. \$900. Scott Overton, 24 White Deer Plaza, Sparta, N.J. daytime phone 201-729-6111.

NEW BOAT - Nor'easter! Fast and beautiful. Hand-crafted to your order as a decked hull, a finished Snipe, or as a "full-house" racing machine. Molded with an enclosed hull and a fully rolled deck that cannot swamp. A removable forward bulkhead allows good access for internal rigging. Large watertight lockers store miscellaneous equipment. Frank Suesz, Millington Boat Works, Box 234, Millington, N.J. 07946



1111 anchorage lane, san diego, california 92106 (714) 224-2424

cable address
"NORTHSAILS"

September 1, 1973

Dear Snipe Sailors:

The 1973 racing season is near its end, and most of you will soon be packing your Snipe away for the Winter. Here are some tips on "Winter Sail Handling".

Before your last day of racing, simply hose the main and jib down with fresh water to remove any salt or surface dirt. Then go sailing until the sails are dry. Or, you can just hose them off on the grass and let them dry thoroughly before folding. Having the main dry on the boat is best, for it prevents the bolt rope from shrinking.

Should your sail get really dirty, use a mild detergent and wipe with a sponge, then rinse and dry. Never use harsh chemicals or dry clean sails - - and don't put them in a washing machine or dryer.

When your sails are completely dry, fold them like they were when you received them. All sharp folds should be parallel with the foot of the sail. Avoid storing your Snipe sails in a very dry place (hot or cold). A closet in the house is best! Very dry conditions can cause the smooth vinyl numbers to peel off.

Be sure to check both main and jib for necessary repairs or recutting. Most minor repairs can be fixed most economically by your local sail loft. Recutting and warrenty work should be done in our San Diego or German loft.

In September through November, we can give you speedy service, so avoid the Spring rush. Should you like further information on adjustments to your present sails or on new designs, drop us a line.

For those of you still racing,

Good luck!