

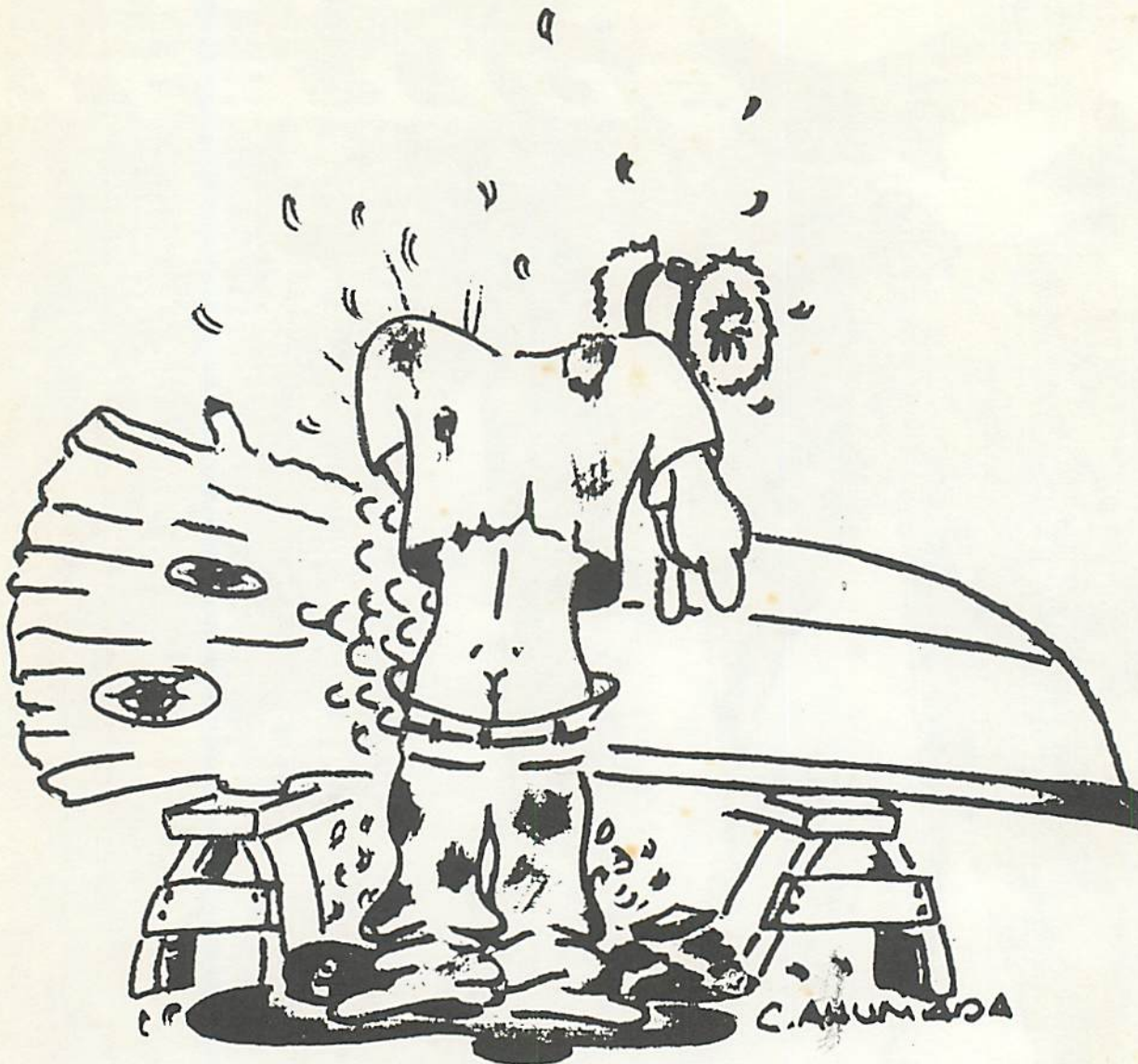
SNIPE

BULLETIN



OCTOBER 1974

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ON THE LIGHTER SIDE

An Interview with Super Sniper on the US Nationals.

This Reporter: What did you think of the Nationals

Super Sniper: (Unintelligible)

T.R.: Did you have good wind?

S.S.: We had (expletive deleted) wind.

T.R.: How would you compare it to Lake sailing?

S.S.: The (unintelligible) (expletive deleted) chop was like sailing on a (expletive deleted) wash board and the (unintelligible) current went BOTH ways!

T.R.: That is to say . . .

S.S.: You (expletive deleted) right. Those (expletive deleted) blue water sailors went through it like (unintelligible) (expletive deleted).

T.R.: How about the race schedule?

S.S.: It was mind boggling.

T.R.: I understand a couple of folks went down by motorcycle.

S.S.: That was mind boggling too!

T.R.: Did you think things were well organized?

S.S.: Yes, all of the operatives were very operative. Particularly the plumbers.

T.R.: The plumbers?

S.S.: Had a terrific water battle. The launching of Lou was a sight to behold, and if Pete, Jane, and Bruce Colyer hadn't climbed that (expletive deleted) tuna tower on Bruce's boat, they'd have got theirs too!

T.R.: How was the food?

S.S.: I wish I had owned the McDonald's franchise.

T.R.: Well, how did you do?

S.S.: (unintelligible expletive deleted) (Expletive deleted) (unintelligible)!

T.R.: Any other comments?

S.S. I think I'd better stonewall it. By the way . . . is this being taped?

by Dean Hearn (and Super Sniper)
Privateer Fleet No. 142

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

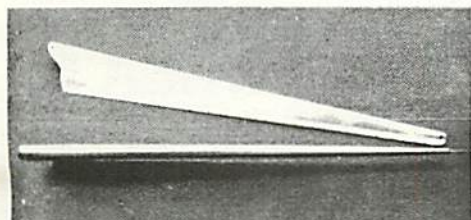
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

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\$255.00

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

OCTOBER 1974
Vol. XXIII No. 10

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PUBLICATION INFORMATION
Published monthly by Snipe Class
International Racing Association, In-
corporated, (not for profit).
Forms close on the 1st of the month
preceding publication. Material re-
ceived after that date will not appear
until later month.

Printed in the U.S.A. at Chattanooga,
Tennessee. Second-class postage paid
at Hixson, Tennessee and at addi-
tional mailing offices.

ADVERTISING
Contract rates furnished upon appli-
cation.

SUBSCRIPTION
\$3.00 per year. \$3.00 of the amount
of dues in SCIRA are paid for a year's
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THE COVER

Another excellent photograph by Dr. Richard Bunting from Omaha. The three boats actually racing caught Dr. Bunting's sharp eye. It would surely be difficult to pose one of these.

Junior Snipe Sailing Encouraged At Fleet, District Level

A Junior Sailing Committee has been formed to define more clearly the Snipe Junior Sailing Program and to make recommendations for its operation.

The future of the class lies with the development of a strong junior program — and to this end many fleets hold special junior races, offer training sessions, etc. A few sanctioned regattas hold junior races and one or two districts offer a Junior Championship. The U.S. Junior Nationals have been successful and now there is the Junior World Championship as the top goal.

Most of the pieces for a good junior program are in existence and perhaps only require a slight nudge here and a suggestion there to tie the program together.

Several suggestions were offered to the U.S. Board, received its endorsement, and are presented as a recommended U.S. Junior program. We would like Fleets and Districts to try this program for the next 12 months, report their experiences with the program to the Committee so that the following year Snipe can be well on the way to a fully organized sailing program for juniors.

The Snipe Junior Sailing Program:

First, get the Juniors out and involved — perhaps in crewing jobs. (Individual fleet ideas may prove most effective here.)

Second, a 4-race series held three times a year, the crew to skipper and the skipper to crew in alternate races. A Junior crew could learn by example one race, then have the opportunity to try his hand in the next (with the skipper in the crew position in case of trouble.) This would offer a crew six races a year as skipper and would be called Crew/Skipper races.

Next, a structured development program of at least one 6-race Junior series would be held yearly by the fleet. Senior owners would offer to lend their boats and would OFFER to crew for

Juniors who could accept the offer or use their own crews. This Junior Fleet Series would warrant trophies.

Following this, one junior race should be held in conjunction with each Sanctioned Regatta. This could perhaps be an 11 a.m. Saturday race start with the help of an alternate volunteer race committee while the regatta race committee remains available to set courses, hold skippers' meeting etc. With a 1½ hour time limit, a 1:30 gun could be possible for the seniors.

Following the Sanctioned Regatta level, the Districts should schedule at least 2 Junior races in conjunction with all District Championships. Again — If we use an alternate race committee (even perhaps staffed by some juniors) these races could be worked into a normal time schedule. If lengthening a schedule would work a hardship, it is suggested economies of time be effected to accommodate the Juniors rather than lengthening the series.

The U.S. Junior Nationals and Worlds would follow with the suggestion that again, economies of time be effected so that Juniors and Seniors could be held at the same time and location.

To assist Juniors in participating in fleet races, fleets are encouraged to designate one boat as a "Junior Loaner". This may be a boat loaned by a fleet member, or may be an older boat purchased by the fleet for this purpose. In theory the Junior borrowing the loaner

THE SCORE

There were 44 numbers issued this month with Brazil and Spain getting 20 each followed by 3 for the U.S. and 1 for Yugoslavia. We also have two new fleets. Number 734 was issued to Aarhus in Denmark and 735 was issued to Flota Snipe Lago San Pablo. The latter is in Quito, Ecuador and represents a new Snipe country. Lorenzo Depascale moved to Quito from Cartagena, Colombia and is busily organizing Snipe sailing there. He was an active Snipe sailor in Cartagena and served as the Race Committee Chairman for the Western Hemispheres in 1972. Lorenzo is the National Secretary for Ecuador and his address is P.O. Box A-63, Quito, Ecuador. It is nice to welcome an old friend aboard.

Numbered SNIPES — 21595

Chartered Fleets — 735

would be responsible for repairs, however the fleet would have to assume the responsibility to the owner in the case of a borrowed boat.

To summarize, the program looks like this:

1. Get them on the water.
2. Hold at least 6 Crew/Skipper races per season.
3. Hold at least one 6-race Junior Fleet Series.
4. Schedule a Junior race at each Sanctioned Regatta.
5. See that Districts have at least a 2-race Junior Championship.
6. Secure and designate at least one "Junior Loaner" boat in each fleet.

Try the program and let us hear from you.

Snipe Junior Sailing Committee:

Leif Zars, Chairman

640 Terrell Rd.

San Antonio, TX 78209

Steve Taylor, Augie Diaz, Jeff Lenhart,

Jim Bookhout, Russ Cook

THOUGHTS WHILE SAILING

As far as my sailing is concerned, the US Nationals was a washout. As usual we enjoyed seeing old friends and this is one of the nicest things about a Nationals. However we did come up with some new experiences and feel we learned a few things.

The really new experience was being able to sail in good winds without being on our ear most of the time. We weigh all of 230 pounds which is about 70 pounds less than the generally accepted ideal for a Snipe. In prior years we used wet jackets to provide about 20 pounds but can no longer do this under present rules. In winds of 12-15 that prevailed in the Crosby series we were able to hold our own fairly well. In fact, we were only a couple of boats away from making the Heizerling.

I wish I really knew why, exactly. We were sailing a new boat with a cut board. The mast had more rake and more bend, and the sails were pretty flat. Which made the difference? Probably it was a combination of all this.

In analyzing all of these variables my first conclusion was that the mast on the

old boat was stiffer. Naturally, only a deflection test would verify this. After making these tests the conclusion was that there were no differences. This was natural since both masts were the same make. I did make one discovery that probably made some difference. The fitting on the mast to which the inboard ends of the spreaders are attached, was off center. As a consequence, the starboard spreader was blocked to an effective 22 inches between tips whereas the port spreader was blocked to 17 inches. 22 inches is way too much for a light crew so I have modified the starboard spreader and now have an actual spread of 17 inches between tips.

The lesson in this is that it does not pay to take anything for granted. You have to assume that most things are all right on your boat, but it surely would pay to cast a critical eye over your rig. In my case, I could have detected this just by looking.

Be proud to own and sail a Snipe! Wear an official Pocket Patch, pay your dues promptly, talk "Snipe" to sailors everywhere . . . do your part to see that the Snipe Class grows and prospers.



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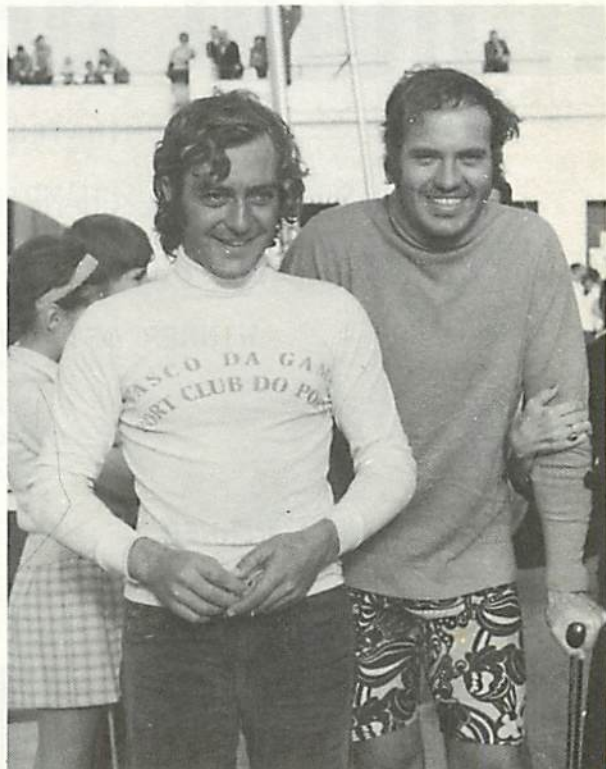
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SKIPPER SNIPE SALUTES



Felix Gancedo, Skipper

Rafael Parga, Crew

Minutes of the U.S. Board of Governors

The meeting was held August 13 at Florida Yacht Club, Jacksonville, Fl. Present were: Commodore Ralph Swanson, Vice-Commodore Stuart Griffing, Rules Committee Chairman Ted Wells, Members-at-large: Dan Williams, Chuck Loomis and Leif Zars, and District Governors Paul Festersen and Means Davis, and Executive Secretary Buzz Lamb.

MINUTES

The minutes of the previous meeting were approved as published in the November, 1973 Snipe BULLETIN.

FINANCES

Lamb distributed copies of the financial statement. SCIRA International has paid all debts to the US Fund. The amount of dues for the year is about the same and the general financial position is good although BULLETIN printing costs are up.

Numbers issued for the year will be

equal to or above the average for other years.

REGATTA SCHEDULE

Stu Griffing reported a successful 1974 North American Championship at Association Island. The race committee equipment and personnel there are excellent. The Pan-Am Eliminations will be at Lake Fort Gibson, OK, Oct. 10-13 with a limit of 8 participants per district except that the host District - District II - has been approved for 12 entries. The Western Hemisphere Championship will be in Buenos Aires, Argentina Nov. 1-9. The 1975 U.S. Nationals will be at Green Lake, WI with Andy Zeratsky as chairman. The site will be the Baptist Convention Center which has 2 miles of waterfront and has rooms with meals or cottages or camping available. The short schedule as outlined in the Rule Book was adopted. August 22 will be the last day of the regatta. Bids have been requested for the 1975 North American Championship. It can be held at Association Island if there is no other bid.

The US National Secretary will handle bids. The 1975 World Championship will be in Punta del Este, Uruguay sometime close to Dec. 1. The dates are not set. Officials at Association Island have indicated interest in scheduling the US Nationals immediately following the 1976 Olympic events at Kingston. They would want the event open to non-US entrants. There was general agreement that this would not be satisfactory to either the US Board or membership.

TRAVEL FUNDING

Travel funding to the Western Hemisphere Championship will be furnished for two teams by the US fund. No boat transportation is required for the event. \$500 per boat was allocated to pay for boat transportation to the World Championship in 1975. Coach fare for two teams will be furnished.

NAYRU - ASSOCIATION ISLAND - CLASS COMMITTEE

Stu Griffing reported that the Association Island racing facilities are good. The land conditions for both boats and people are crude and will be improved as soon as money is available.

Buzz Lamb is a member of the One

Ullman Sails

DOMINATES

1973 U.S. NATIONAL CHAMPIONSHIPS

1974 SOUTHERN CIRCUIT

WINNER OF: MIDWINTERS 7 OF TOP 9
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ZIMMERMAN TROPHY FOR OVERALL CIRCUIT

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Design Committee of NAYRU. The committee is to formulate policy and services helpful to one design racing. Two meetings have been held with almost 30 classes represented. The next meeting is in Chicago in October.

RULES AND MEASURING

Ted Wells reported on Circular Letter No. 3 (July 1974 BULLETIN). Discussion was centered around the problem of gaskets and it was suggested that the Rules Study Committee consider raising the 9 inch minimum trunk to 11" to 12".

Chuck Loomis reported that measuring in the U.S. was proceeding satisfactorily. Nothing of consequence had developed with measuring for this regatta and the test measuring of boats that already had class certificates developed no problems.

Dan Williams reported on the Rules Study Committee, reviewing progress to date. The committee has already agreed on most of the changes except the moment-of-inertia test method and the decision for a single dagger board. The major items on the initial draft were described to get reactions of those present. Everyone was in agreement that the Committee was headed in the right direction and did a good job. Dan stated that they were very close to their final recommendation which would be submitted within a couple of months. At that time all proposed changes would be published in the BULLETIN.

JUNIOR SAILING

Leif Zars on the Committee's recommendations. (These recommendations are reported as a separate article in this issue.)

BROCHURE

Paul Festersen, recently appointed chairman of this committee, stated he felt the need for some publicity material. We had a very effective brochure some ten years ago but it had become dated, particularly because of its emphasis on building plywood boats. A new brochure is in the process of being written with the goal of not being out-dated and being as inexpensive as possible. The Board approved an appropriation of \$1,000 maximum for the printing of 5,000 copies. The Board also approved a policy of providing each fleet with a supply with additional copies available for a nominal charge.

BUILDING PLANS

Stu Griffing reported that he has

reviewed the files on plans. He also has made arrangements for the drafting and expects to have the plans available shortly.

ORGANIZATION STUDY

Swanson reported the committee composed of the six Past Commodores was unable to meet last winter, as planned. However, work is being done by correspondence and a report should be forthcoming shortly.

PUBLICITY

The lack of publicity, particularly in national magazines, was discussed at length. Publicity committees generally have not worked out satisfactorily because of lack of expertise. It was decided that Lamb should contact John Weber for his advise with the possibility of securing his services on some basis.

Minutes of the U.S. Membership Meeting

The general meeting was held at Florida Yacht Club on August 17, 1974. Commodore Ralph Swanson and U.S. National Secretary Stu Griffing presided.

Minutes of the previous meeting were accepted as printed in the November 1973 BULLETIN. Treasurer Lamb presented financial statements for both SCIRA and the U.S. Fund.

REGATTA SCHEDULE

Griffing presented schedule of major regattas including the Pan Am Games Trials Oct. 10-13 and Western Hemisphere Nov. 1-10. He announced the U.S. Nationals for 1975 at Green Lake, Wisconsin with the Juniors August 16-17, Crosby Aug. 18-19, and Heinzerling/Wells Aug. 20-21. This is the short schedule and has been approved by the Board. He also announced that the U.S. Nationals for 1976 is planned for Association Island.

TRANSPORTATION FUNDS

Swanson announced that transportation for eligible skippers and crews to the Western Hemispheres and World Championships would be provided. In addition an allowance of \$500 (an increase of \$200) would be provided to ship boats to the World Championships.

N.A.Y.R.U.

Griffing commented on the Snipe Class relations with NAYRU pointing out that attempts are being made to help

(Continued on page 15)



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AUGIE DIAZ RULES U.S. NATIONALS

Jeff Lenhart A 'Bridesmaid' . . . Again

Augie Diaz with crew Barbara Chesney is the new U.S. National Champion, having won the Crosby Series with 3 points for four races, and the Heinzerling Series with a total of 14.7 for the five races that counted. He is human though, his throwout race was a 25th. As winner of both Crosby and Heinzerling Trophies, he also won the Griffith Trophy for high point skipper overall. Augie needs no introduction to either U.S. or international competitors. His list of victories includes the Western Hemisphere Championship, the World Youth Championship and most recently, the North American Championship. The one trophy that had eluded him up to now was the U.S. Championship where he has been in the top 5 since 1969, except for last year, when he did not compete.

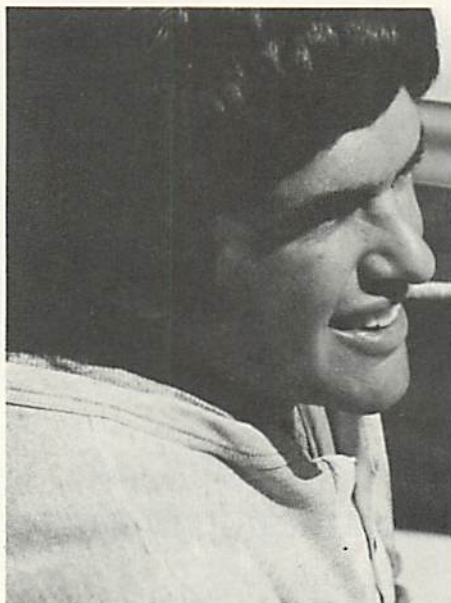
Augie is 20 years old and is enrolled in his second year at Tulane University. He lives in Miami with his intensely Snipe oriented family. As he accepted his trophies, he attributed victory to his "Old Man", Gonzalo, who "taught me all I know." Mega-times champion Earl Elms on being asked if anyone would dominate the class in the U.S. as he had, said "Augie will, if he ever wins it the first time."

Jeff Lenhart with Eric Krebs crewing was second, again. Jeff has been second at four of the last 5 U.S. Championships and was third at that one.

Augie and Jeff will represent the U.S. at the Western Hemisphere Championship to be held in Buenos Aires in November.

Harry Levinson, Indianapolis, was back this year, and took third place. Last year's champion, Dave Ullman was fourth and Terry Timm from Ann Arbor was 5th despite a dnf and a 30th finish.

Florida Yacht Club was host to this year's 72 boat turn-out and Means Davis, District IV Governor, was general chairman. Members of the St. John's River Fleet and District IV committee workers put together an enjoyable regatta whose shore activities included a fish fry and barbeque at the Yacht Club and a cook-out and catered dinner (kept hot and waiting for HUNGRY sailors) at the Rudder Club. Sailors also enjoyed the camping facilities offered at the Rudder Club.



New champ Augie Diaz (far left), Harry Levinson (above) and Jeff Lenhart.

Honorary Vice-Commodore Steve Taylor was on hand again, to do the honors as race committee for the Juniors, Crosby, and Heinzerling Series. George Webb, of the host Florida Yacht Club, was Chairman of the Wells Series committee. Members of the Florida Yacht Club furnished committee boats, stake boats and personnel to help run the regatta. Delkin Jones was SCIRA representative.

The sailing in the St. John's River was either sea breeze or drift, except for the last day when three races were run. The sea breeze was the most dependable wind, but unfortunately it never came before 3:30 and was frequently later, making it necessary to sail into the sunset and beyond in order to get races in. Strategy was almost always determined by the current whether the wind was heavy or light. Sailing on the St. John's is also characterized by a short sharp chop when there is any wind at all and it is particularly so when the wind is against the current. Most storms that threatened never materialized and the only really severe weather was a thunderstorm which caused the cancellation of the last race for the Crosbys, scheduled for Friday.

Saturday there was a welcome lay day which gave the kids a chance to go to the beach and gave Means Davis, the only casualty of the storm, a chance to repair

his holed boat.

On Monday there was an absolute calm, and by afternoon the troops were restless. What better time for the Waterfight? Anyone dry was thrown into the pool or ignominiously doused with a bucketful of water. Brownie Horner was awarded the waterfight trophy for his valiant efforts, especially for the class with which he dumped non-swimmer Lou Simons into the pool. Sensing her fear, he lowered her carefully under the water, pulled her up, carried her back to her chair, lit her another cigarette, and brought her a beer. Truly a worthy recipient!

Diaz, Nute Lead In Crosby Series

The Race Committee's attempts at morning races were to no avail in the Crosby Series. The sea breeze came in about on schedule for the first race on Wednesday afternoon with that race ending after 5:30 and the second race, sailed immediately afterward, ending about 8:30. The two races scheduled for Thursday followed in the same pattern with the committee waiting for the sea breeze which did come again, but this time was even later than the day before.

The race scheduled for Friday was postponed by a threatening thunderstorm

after an attempted start at about 11:00 A.M. That storm and others stayed in the neighborhood all afternoon, causing the race to be abandoned finally, making a 4 race series with a throwout for qualifying purposes.

Augie Diaz, Miami, was first with 3 points, Tom Nute, San Diego, with Karen Butler crewing was second with 16 points, Gonzalo and Ana Diaz were 3rd with 21.7, Don Hite and Gail Nelson, Detroit were 4th, and Dave Ullman and Hugo Schmit, Newport Beach were 5th.

Wind Stalls Heinzerling Series

After two days with no races, 32 "hot shots" were ready for the Heinzerling Series. Winds were light but general for the 9:30 start Sunday. Everything went well for a leg and a half, when the wind died and went fluky. With the tide sweeping boats into and past the leeward mark, there was some of the finest tiller work ever witnessed. As Don Hite said later (what he said at the time wasn't printable) "I've never gone from first to thirtieth rounding a mark before." Jeff Lenhart eeked out a lead and finished the race 10 minutes ahead of Augie Diaz in second. Lunch was followed by a thunderstorm, so there was no more racing that day.

Monday morning wasn't even worth trying a race, but the sea breeze finally arrived, and at 5:55 we started in 15 knot winds. Jeff Lenhart was first again and again Augie was second.

Tuesday, Steve Taylor was determined to get in a race, and a 7:15 harbor gun was sounded. What morning breeze there was, was oscillating about 90°, so we returned to wait for the sea breeze. It did come and at 6:18 PM a start was made. Winds were 10-12 and relatively steady. The current was as it always is, so the many protests and mark bumpings must have been due to the tedium of sitting and waiting to race. Augie won with Jeff dropping to 5th.

At Wednesday's 7:15 harbor gun, there was very little wind. By the start of the first race, the wind was blowing, and not only were the sailors ready, they were over-eager. Despite the current setting them back, three general recalls were necessary to get off a good start. Van Wesley took off from the starting line and was never challenged. Augie's 2nd and Jeff's 6th foretold what was to be, but not before some surprises.

The second race Wednesday was started in winds whipping up into the 20's. Shortly after the start, rain started falling in a blinding sheet, so that you could see

1974 SNIPE NATIONALS - CROSBY SERIES

Boat	Skipper/Crew	Town	Places	Points	Finish
21544	Agustin Diaz/Barbara Chesney	Miami	2-1-1-1	3	1
20562	Tom Nute/Karen Butler	San Diego	1-7-2-1	16	2
10111	Gonzalo Diaz/Ana Diaz	Miami	4-3-1-4	21.7	3
19267	Don Hite/Gail Nelson	Detroit	2-2-8-4	28	4
20848	David Ullman/Hugo Schmit	Newport Beach	20-1-2-3	34.7	5
20002	Bruce Colyer/Robert Russell	Ft. Lauderdale	7-2-9-3	36.7	6
19177	Fred Thurston/Frank Gellston	Annapolis	5-6-3-9	42.4	7
19392	Brownie Horner/Matt Mauldin	San Antonio	7-4-7-5	44	8
19449	Keith Zars/Henry Stone	San Antonio	10-4-5-7	47	9
18850	Leif Zars/Pat Zars	San Antonio	6-8-4-8	47.7	10
19795	Don Cochran/Jim Moore	Clearwater	3-5-10-10	47.7	11
19387	Francis Seavy/David Mullins	Clearwater	3-3-13-12	48.4	12
20707	Terry Timm/Craig Wertz	Ann Arbor	1-6-6-21	50.4	13
19061	Jack Huthsing/Donald Krebbs	Santa Barbara	1 2-7-11-2	51	14
12192	Harry N. Levinson/H.A. Levinson	Indianapolis	14-9-3-9	55.7	15
20221	Bruce Cochran/Glen Sutter	Clearwater	11-5-15-5	58	16
20304	Bob Dean/Robbie Dean	Ft. Myers	20-17-4-2	60	17
20551	Frank Levinson/Paul Levinson	Indianapolis	9-10-9-8	60	18
19091	Pete Duvoisin/Marc Duvoisin	Chattanooga	8-9-12-10	63	19
16853	Charlie Fowler/	Miami	9-12-14-6	64.7	20
19020	Bill Simons/Steve Cooper	Chattanooga	13-15-7-13	72	21
21884	Means Davis/Peggy Davis	Atlanta	22-13-5-11	74	22
19491	Russ Cook/Suzie Cook	Rose	6-14-17-14	74.7	23
17233	Gary Zars/Nancy Zars	San Antonio	21-12-11-7	75	24
20560	Jeff Lenhart/Eric Krebs	Newport Beach	4-10-6-dnf	77.7	25
16104	Robert Cook/Dianne Cook	Clearwater	5-16-17-18	79	26
19896	John McGowan/Joe McGowan	Jackson	10-19-16-12	81	27
20313	Jay Butler/Mark Butler	San Diego	24-11-18-6	82.7	28
9126	Matt Gregory/W. Van Hutton	Atlanta	17-19-12-15	87	29
20881	Dick Crookston/Kathy Crookston	Kalamazoo	8-16-21-19	88	30
17500	Mike McLaughlin/Stuart Lamb	San Diego	11-13-26-17	90	31
8653	Harold Gilreath/Hal Gilreath	Marietta	14-8-dns-11	93	32

1974 SNIPE NATIONALS - HEINZERLING SERIES

Boat	Skipper/Crew	Town	Places	Points	Finish
21544	Agustin Diaz/Barbara Chesney	Miami	2-2-1-2-25-3	14.7	1
20560	Jeff Lenhart/Eric Krebs	Newport Beach	1-1-5-6-4-5	28	2
12192	H.N. Levinson/H.A. Levinson	Indianapolis	21-3-3-17-1-7	47.4	3
20848	David Ullman/Hugo Schmit	Newport Beach	7-5-dnf-5-11-1	50	4
20707	Terry Timm/Craig Wertz	Ann Arbor	dnf-9-2-4-30-2	65	5
19267	Don Hite/Gail Nelson	Detroit	3-10-21-13-6-9	66.4	6
21021	Van Wesley/Karen Gregory	Chattanooga	4-19-26-1-12-16	73	7
20002	Bruce Colyer/Robert Russell	Ft. Lauderdale	6-17-6-14-17-4	74.4	8
19177	Fred Thurston/Frank Gellston	Annapolis	18-20-8-3-9-11	75.7	9
20551	Frank Levinson/Paul Levinson	Indianapolis	22-11-4-11-18-8	80	10
10111	Gonzalo Diaz/Ana Diaz	Miami	25-6-17-24-2-10	83.7	11
19491	Russ Cook/Suzie Cook	Rose	5-21-dsq-12-5-13	84	12
20562	Tom Nute/Karen Butler	San Diego	15-16-7-8-23-14	90	13
19091	Pete Duvoisin/Marc Duvoisin	Chattanooga	8-12-11-19-20-15	95	14
19449	Keith Zars/Henry Stone	San Antonio	16-4-18-15-14-27	95	15
16104	Robert Cook/Dianne Cook	Clearwater	12-31-24-16-10-6	97.7	16
19795	Don Cochran/Jim Moore	Clearwater	17-18-19-18-8-20	110	17
21884	Means Davis/Peggy Davis	Atlanta	13-25-20-9-19-19	110	18
20221	Bruce Cochran/Glen Sutter	Clearwater	9-26-12-10-28-24	111	19
18850	Leif Zars/Pat Zars	San Antonio	14-13-25-21-22-12	112	20
19387	Francis Seavy/David Mullins	Clearwater	11-14-13-30-16-30	114	21
19896	John McGowan/Joe McGowan	Jackson	19-22-22-22-7-17	117	22
8653	Harold Gilreath/Hal Gilreath	Marietta	28-7-10-23-21-28	119	23
16853	Charlie Fowler/	Miami	24-8-27-7-24-29	120	24
20304	Bob Dean/Robbie Dean	Ft. Myers	26-32-16-28-3-23	122.7	25
17233	Gary Zars/Nancy Zars	San Antonio	27-14-9-31-27-21	129	26
19392	Brownie Horner/Matt Mauldin	San Antonio	dnf-30-14-27-13-18	132	27
20313	Jay Butler/Mark Butler	San Diego	10-29-29-26-15-26	136	28
19061	Jack Huthsing/Donald Krebbs	Santa Barbara	20-27-15-25-ns-ns	149	29
20881	Dick Crookston/Kathy Crookston	Kalamazoo	23-28-28-20-29-22	151	30
19020	Bill Simons/Steve Cooper	Chattanooga	dsq-24-23-29-26-25	157	31
17500	Mike McLaughlin/Stuart Lamb	San Diego	nf-23-30-ns-ns-ns	179	32

1974 SNIPE NATIONALS - WELLS SERIES

Boat	Skipper/Crew	Town	Places	Points	Finish
21555	Bill Buckles/Ed Coulter	Cleveland	7-2-1-3	21.7	1
20004	Lee Griffith/Sara Griffith	Cincinnati	2-6-7-2	30.7	2
19056	Brad McFadden/Carl Owen	Atlanta	3-15-4-5	44.7	3
19844	Bryson Lesley/Amy Hearn	Chattanooga	6-4-6-11	48.4	4
21357	John D. McGowan/Jimmy Martin	Jackson	8-12-13-1	51.0	5
19747	Dan Williams/Brainard Cooper	Chattanooga	5-24-2-9	58.0	6
20262	Al Lamar/Mart Lamar	Jackson	14-10-3-12	59.7	7
20999	Ralph Swanson/Marta Swanson	Winchester	4-1-24-19	63.0	8
19969	Jack Gannon/Doug Colyer	Winchester	13-5-5-20	65.0	9
12817	John Marx/Gail Marx	Sparta	11-9-11-13	68.0	10

no mark, no other boats, no sails, no nothing. Those who held a long starboard tack till the storm let up, Augie Diaz among them, looked up to a most dismal sight. There, several hundred yards above them, and laying the mark, were those who had dared to tack earlier. Augie worked himself into 25th place, and Jeff's 4th made him look golden unless another race was held which would allow a throwout. Harry Levinson won that race, causing someone to say that a Sniper must be young or Hair-y to win.

Despite its being after lunch (so who had breakfast?) the RC figured everyone but Jeff wanted another race. Dave Ullman, defending champion won with Terry Timm next. Augie's 3rd was enough to give him victory, and Jeff's 5th meant one more year a bridesmaid.

Peggy Davis



A typical scene on the St. Johns River during the Snipe Nationals – a light-air drifter. Here, boats struggle to round a mark against an unfavorable tide. (Jan Lewis photo)

Buckles Paces Wells Series

No matter what else, those who participated in this Wells series will remember that going out on the race course late in the afternoon of Tuesday August 20, less than 24 hours before the regatta was to be completed, we were all "still tied for first." The first race which had been a drifter and the second which had been LONG and varied, had both been found to be flawed in execution and were protested and disallowed. (see Wells Wanderings).

The weather on Tuesday afternoon was the regular sea breeze which came in rather late, shifted here and there and then settled in for a pretty good blow. On Wednesday there was enough wind for morning races for the first time since the end of the Junior series. (It is such a cliché that the Juniors Always have wind

that it shouldn't be repeated – but they DO.)

The Commodore's moment of glory was in the second race. He held a long starboard tack from the pin end of the line, tacked, and crossed the fleet so far ahead NOBODY could read his numbers. He lead to the finish and was in first place, having a 4th in the first race. A storm, a pin end start (early) and a recall from halfway to the windward mark, spoiled his chances though, and he had to settle for 8th in the series.

Bill Buckles with Ed Coulter was the impressive winner of the series with Lee Griffith, Cincinnati, and his sister Sara a close second. Brad McFadden, Atlanta with Carl Owens as crew was 3rd, Bryson Lesley and Amy Hearn of Chattanooga

were 4th and John David McGowan from Jackson, was 5th. Dan Williams and Brainard Cooper were 6th, Albert and Mart Lamar were 7th, Commodore Swanson and Marta were 8th, Jack Gannon and Doug Colyer were 9th and John and Gail Marx were 10th.

Joe Petrucci Takes Junior Title

Joe Petrucci, Boston, Mass. in District I, won the U.S. Junior Championship. His crew was his sister Linda. Lee Griffith, with sister Sara, from Wyoming, Ohio, placed second. California's Eric Krebs (who was second last year) finished this year in third. His crew was Karen Butler also from California.

There were 20 boats this year and we had nice wind for all of them. We got in 5 races with only 2 boats turning over the whole time.

We had one girl skipper this year, Marta Swanson and crew Anna Diaz. If you noticed, all of the top three boats had girl crews. Good going girls!

Joe Petrucci, along with Eric Krebs, Jay Butler, and Harry Levinson, Jr., all of whom placed in the top 5, will still be eligible to sail next year in the juniors.

Out of juniors who sailed in the Seniors, Jay Butler qualified for the Heinzerling. Lee Griffith finished second in the Wells and John David McGowan was 5th.

Amy Hearn

1974 U. S. JUNIOR NATIONALS

Boat	Skipper/Crew	Town	Places	Points	Finish
19725	Joe Petrucci/Linda Petrucci	Winthrop	1-2-2-1-6	17.7	1
20004	Lee Griffith/Sara Griffith	Cincinnati	2-3-5-3-3	30.1	2
20560	Eric Krebs/Karen Butler	San Diego	5-1-9-6-2	39.7	3
20313	Jay Butler/Mark Butler	San Diego	13-4-3-5-1	42.7	4
12192	Harry Levinson/Paul Levinson	Indianapolis	4-13-10-2-13	65	5
20629	Andy Fox/Stevie Fox	Jacksonville	11-8-12-4-7	70	6
17232	Eddie Craig/Tom Craig	Chattanooga	7-7-13-13-4	72	7
21357	John D. McGowan/Jimmy Martin	Jackson	10-15-1-11-14	74	8
19392	Matt Mauldin/	San Antonio	9-17-8-10-5	78	9
21142	Harry Aguero/Peter Melvin	Miami	17-14-4-8-8	79	10
19795	Tim Moore/David Mullins	Clearwater	6-5-16-15-9	79.7	11
20685	Fred Ables/Danny Coughlin	Sea Cliff	12-11-7-12-10	82	12
18424	Danny Miles/	Jacksonville	3-6-18-14-16	83.4	13
9126	Matt Gregory/W. Van Hutton	Atlanta	18-10-6-9-12	84.7	14
19199	Marta Swanson/Ana Diaz	Winchester	14-9-14-7-11	85	15
17395	Steve Orr/Camp Stevens	Farmington	8-12-15-ns-15	100	16
20657	Ed Fendig III/Gordon Strather	St. Simons	19-16-11-16-20	112	17
9747	Chris Williams/Amy Hearn	Chattanooga	15-18-17-17-17	114	18
20251	Bill Humphreys/Andy Rehring	Chattanooga	16-20-19-ns-19	124	19
11122	Carl Owens/Mary Stevens	Atlanta	20-19-nf-ns-18	127	20

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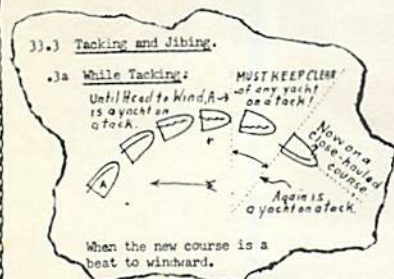
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Twenty-three Snipes from ten fleets participated in the 1974 Wolverine Regatta, Barton Boat Club, Ann Arbor, Michigan. While Barton Pond is not known for its large size, the visiting skippers and crews as well as the local experts met some of the most challenging conditions during this five race series. Winds during each of the races shifted as much as 90 degrees and varied in strength from drifting conditions to gusts of 20 or more.

First place for the regatta was won by John Johns of Barton with Dick Schmidt of Barton second and Don Hite of Lake Angelus third. This year a first place junior trophy was awarded and was taken by Steve Orr of Crescent, who placed seventh overall.

In the first race the lead at the windward mark was established by Joe Pearson with Lemke and Schmidt following. During the leeward work Schmidt took over the lead with Lemke, Pearson and Johns following. Right near the finish line a shifting gust caused a capsize for Lemke from which he could not recover.

The second race saw a new leader

emerge with Chuck Vreeland first around the mark followed by Smith and Lemke. But again the wind did strange things rearranging the order by the second lap with Vreeland's sizable lead narrowed by Johns. Johns capitalized on the right leg of the final beat to be lifted into the finish line just ahead of Vreeland. Steve Orr followed in third place. The third race required two postponements to establish a good starting line and after it finally got under way was essentially a match race between Johns and Schmidt. Don Hite followed behind the leaders and the order remained to the finish line.

Sunday brought a new wind and a starboard around course. Johns again led followed closely by Timm and Showers. But again the wind shifted on the last beat, giving Timm the advantage. Hite nipped out Showers at the finish. Johns and Schmidt followed in a tie for fourth.

In the final race Don Hite was unchallenged for the lead. Johns covered Schmidt throughout the race, giving up second place to Steve Holdeman.

The Wolverine Regatta was highlighted by the traditional cocktail party after Saturday's racing hosted by the Grabbs. I'm told it went on until the early morning hours and provided just the needed relief for the frustrations experienced during the day on the race course.

Bob Borer

Barton Boat Club Fleet No. 520

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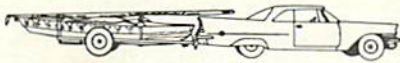
WOLVERINE REGATTA (Top 15 of 23 Entries)

Boat	Skipper	Club	Places	Points	Finish
20006	John Johns	Barton	3-1-1-T4-3	20.4	1
19386	Dick Schmidt	Barton	1-4-2-T4-4	28	2
19267	Don Hite	Lake Angelus	5-11-3-2-1	35.7	3
21114	Steve Holdeman	Muncie	4-13-6-6-2	53.4	4
20707	Terry Timm	Barton	10-12-9-1-5	59	5
17147	Don Showers	Lansing	7-9-8-3-9	62.7	6
17395	Steve Orr	Crescent	16-3-5-10-6	65.4	7
18048	Joe Pearson	Barton	2-7-18-9-7	68	8
19740	Steve Smith	Lansing	8-8-4-14-13	75	9
12099	Chuck Vreeland	Wall Lake	11-2-10-15-12	75	10
17203	Doug Behrendt	Barton	6-6-13-8-16	78.4	11
19947	Kurt Eshelman	Barton	15-5-12-7-11	79	12
18046	Mark Spicknall	Lansing	13-10-14-12-10	89	13
19900	Gene Lemke	Indianapolis	dnf-15-7-5-18	97	14
20989	Bill Reid	Ivy	18-14-17-13-8	100	15

Basic Snipe Sailing Manual

Intended for beginning Snipe, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. 75c @ copy — 10 for \$6.00. From SCIRA only.

Wells Wanderings



by Ted Wells

OCTOBER 1974

SAILORS HAVE MORE FUN

That's what it says on the bumper sticker — and on the tail light bracket on my trailer.

In general — correct. At the Snipe Nationals — no.

Maybe you aren't supposed to enjoy yourself at a Nationals. For quite a few years it has decided which sail maker would sell the most sails the next year, along with deciding who went to the ensuing World or Hemisphere regatta, but it hasn't been easy.

Buzz Levinson started years ago to try to get the Nationals more suited to a family vacation event. He proposed, and finally got adopted, a shorter Nationals schedule — instead of spending all your vacation, you would have to spend half of it doing what seems to come naturally at Nationals — sit, swelter, and wait. My recollection is that we have only used the shorter schedule once, at Fort Gibson, OK. Buzz has solved the problem personally — he doesn't come. I might as well not have. Two weeks — twenty five hundred miles — five races.

They did have four Wells Trophy races — three on Wednesday when I had to leave. As a result of a lack of communication with my wife — she scheduled a bridal shower for one of my best former crews, Carol Lippitt, for Saturday, August 24. My idea was to get to Wichita late Friday, Aug. 23. Marge's was to get there Friday noon — meaning leave Wednesday morning (no Wednesday races since morning races had been consistently unsuccessful). The possible marital clash and crisis over whether I sailed or not became academic — you had to get up before 6 AM to sail — we always use a coffee percolator and timer instead of an alarm clock — and a very noisy air conditioner masked the percolator noise and we woke up at 8:15. That settled the racing question and eliminated any domestic problem on when we left. Buzz Lamb tells me they were so tired after the first lap of the second race on Wednesday that they just quit.

The first night of the Crosby series, I got in about 9:00 PM to a rather cool welcome (6:45 AM was a long time earlier). The

second night of the Crosby series, we got in at 9:30, got out of the parking lot at 9:45 (it wasn't easy) and Marge said — "the next time you do this don't expect to find me here." Since she doesn't like to walk, I wouldn't expect to find the car either. All the lights were off in the Yacht Club and all the restaurants were closed except Pancake Houses. (Ralph Swanson never wants to see another.)

As Carol Lippitt (who is being married tomorrow) said in the middle of a Dallas drifter — this is RIDDICKERLUSS. In this particular case, we were drifting in about 65th place in a 76 boat fleet but things got even more riddickerluss and we won the race. It didn't work that way at Jax.

There was conversation about the "Rules for Conducting Championship Regattas", with some remarks about sea lawyers. In the first race of the Wells series, the only thing that complied with the rules was that it was held in Jacksonville, Florida. The starting line was as long as the average windward leg here at Wichita so that there were spots where you could cross it on the starboard tack. Some boats did not tack at all on the first beat — some did and wished they hadn't. Protest by Dick Goppert (Others were ready to do it but he got in the act first.) It would have had to be thrown out at any sanctioned regatta.

The second attempt was also thrown out. After several hours of shuffling around we finally got started on the longest course I have ever sailed — the Bermuda Race Week courses are supposed to be 10 nautical miles and I'm sure this was longer. The hassle came at the end of the second lap of the Olympic course — the mark was about 50 yards beyond the stake boat, instead of 50 yards ahead of it. Somebody was standing on the bow of the stake boat (which was also about 50 yards to starboard of the mark) yelling "I am the mark — round me." No code flag M as required by IYRU — any joker could do this and anybody rounding this mark could get a DSQ on protest by anybody rounding the proper mark. Lots of people who rounded the proper mark protested those who didn't. The Protest Committee decided they could never sort out who rounded what mark and who didn't. No race.

In this race — especially for those back in the fleet — the last leg — which was supposed to be a beat of course — turned out to be one of the most spectacular reaches I have ever sailed. It was almost dark — we were surrounded by black clouds and lightning — and the last mile of what had to be at least a one and a half nautical mile leg had about twenty knot beam wind which was perfectly steady and we absolutely flew on the planing reach — scared to death by the lightning and the anticipation of that sixty knot gust that would announce the arrival of the thunderstorm, which fortunately did not arrive. If code flag C had been used (it never was) we would have had a beat to the entrance of the Yacht Club Harbor, and saved half of an hour.

The protests after this race caused the remarks about sea lawyers. We just have to decide what we want: well run races or no? At sanctioned regattas — you can stay home if you don't like the way they run them. At Nationals if they want to let anything go, I guess you can too. Also if you don't want to spend your two week family vacation sweltering and waiting, you can stay home. Quite a few did. Next year, we will sail the shorter one week schedule at Green Lake, Wisc. If I had any intelligence I wouldn't predict the weather there, but I don't have so I will — the winds will be light but present, the temperature will be pleasant, and it will be pure shifty tricky lake sailing.

But — I will add- if you must wait and swelter — the Florida Yacht Club is probably the most pleasant place with the nicest people, and the best facilities, to do your waiting. They tried.



Sanctioned Snipe Regattas

OCTOBER 5-6, CALL-OF-FALL, Lake Mohawk Fleet No. 10, Ray Tallau, Rt No. 1, Box 405, Stanhope, NJ 07874.

OCTOBER 5-6, OXFORD INCIDENT/ACCIDENT, Acton Fleet No. 515, Michel T. Zalzal, 4001 Sharon Park Lane, A-19, Cincinnati, OH 45241.

OCTOBER 5-6, CRACKER BARREL REGATTA (District IV Team Championship), Chattahoochee Fleet No. 452, Mickey Richardson, 5225 St. Francis Ave., Columbus, GA 31904.

OCTOBER 10-13, U.S. PAN-AM TRIALS, Western Hills Lodge, Lake Ft. Gibson, OK. Entries close August 25. Write: U.S. National Secretary Stu Griffing, 1087 Meredith Dr., Cincinnati, OH 45231 or your District Governor.

OCTOBER 12-13, HOSPITALITY REGATTA, Magnolia Fleet No. 604, Albert Lamar, 2672 Lake Circle Dr., Jackson, MS 39211.

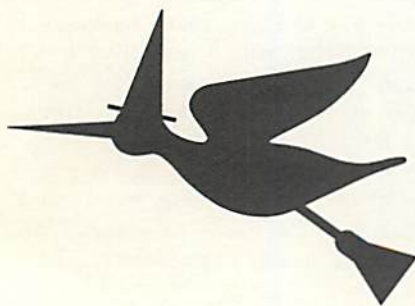
October 19-29, FRIGID DIGIT REGATTA, Annapolis Fleet No. 532, Eric Perdon, 910 Primrose No. 302, Annapolis, MD 21403.

NOVEMBER 1-10, WESTERN HEMISPHERE CHAMPIONSHIP, Club Nautico San Isidro Fleet No. 274, Rio Platte, Buenos Aires, Argentina.

November 2-3, HALLOWE'EN REGATTA, Atlanta Fleet 330, Bob Dean; 1317 Brooklawn Rd., NE, Atlanta, GA 30319.

**Atlanta Yacht Club
21st Annual Snipe
Halloween Regatta
November 2,3 1974**

Contact:
Bob Dean
1317 Brooklawn Road NE
Atlanta, Georgia 30319



Rudeys Triumph in Argentine Nationals

The thirty-seventh Argentine National Championship was held at Santa Fe, Fleet 731, June 30th through July 9th. The winners were Hector and Luis Rudey, of Club de Velas de Rosario in "Trampa." Pedro Sisti and Julio Lavandeira of the San Isidro Club were second, Wilson Pereyra and Martin Costa of Y.C. Olives were one point back in third and Jorge Fernandez Vina and Euilie Ardissene of San Nicolas were 4th. Raurie Chezaz and Daniel Slullitell also of Yacht Club Rosario rounded out the top 5 of the 42 boat fleet.

The Regatta Chairman was Francisco Haas and his committee consisted of Carlos Carrer, Ricardo Chazas, Carlos Copes and Oscar Thiel.

The 5th Argentine Junior Championship was held in conjunction with the National Championship at Santa Fe Fleet No. 731, June 30 through July 9. The same committee conducted both regattas.

The winner were Ramiro Chozaz and

Daniel Slullitell of Yacht Club Rosario, with a sizable lead over second place Jose Cuerdo and Enrique Bo of the same club. Carlos Rodriguez and Julio Groenewoeld of Rosario were third, Mario Dillon and Jose Assad of San Isidro were a close 4th and Eduardo Fumagallo with Carlos Galante and Carlos Garcia with Elli Rinke were 5th and 6th.

From: Fredrick T. Ashby
National Secretary, Argentina

XXXVII ARGENTINE CHAMPIONSHIP

Skipper/Crew	Club	Points
Rudy/Rudy	Club Rosario	20.4
Sisti/Lavandeira	San Isidro	31.7
Pereyra/Costa	Olives	32.7
Vina/Ardissene	San Nicolas	38.7
Chezaz/Slullitell	Rosario	42.7
Brauer/MacCall	Argentine	43
Gianelli/Roel	YCO	61.7
Alens/Beveris	CRSN	62.7
Rawson/Benveniste	CNSI	65.7
Rebecchini/Anaya	CRSN	76
Mejic/Rice	Santa Fe	83
Sedano/Nago	YRC	92
Camet/Costa	YCO	94.7
Salvat/Rivarala	CNSI	95
Bergatte/Oxeby	YCSF	103
Cuarao/Bo	YCR	103.7
Zanella/Austria	CVR	111
Hria/Sagripanti	CVR	114
Rodriguez/Greenewoeld	CVR	116
Rossi/Spina	YCSF	120

Florida Junior Title to Bustamante

Gaby Bustamante and his brother Andy are the new Snipe Florida State Junior Champions.

The Coconut Grove Sailing Club hosted the 18th Florida State Junior Snipe Championship. Commodore Don Hesse and Race Committee Chairman Pedro Morillas presented trophies to the three first places, skippers and crews.

Previous winners are: Kenneth Lippincot (starting in 1957) Dan Brown, Bruce Cochran, Fred Bremen Jr., Tom Bremen, Dave Albury, Augie Diaz, and Eric Stibitz.

Winds were variable, south and southeast 5 to 10 miles. Course was Olympic, triangle windward, leeward, windward. 5 races, all counted. Under NAYRU and SCIRA rules.

FLORIDA STATE JUNIOR CHAMPIONSHIP

Skipper	Club	Places	Finish
Gaby Bustamante	CGSC	3-5-1-1-1	1
Mark Williams	CGSC	1-2-3-4-2	2
Charlie Bustamante	CGSC	7-3-2-2-5	3
Mike Brown	MYC	2-4-4-5-4	4
Carlos Inclan	CGSC	6-1-5-7-3	5
Harry Aguero	CGSC	4-6-6-6-6	6
Sue Mitchell	Cl'wtr	5-8-7-3-7	7
Henry Evering	CGSC	8-7-nf-ns-ns	8

Statement of Ownership, Management and Circulation required by Act of August 12, 1970: Section 3685, Title 39. United States Code.

Snipe Bulletin, published monthly at Chattanooga, Tennessee and this statement is for October 1, 1974. The publication and general business office is Privateer Road, Hixson, Tennessee 37343. The publisher and owner is The Snipe Class International Racing Association, (a non-profit corporation), Privateer Road, Hixson, Tennessee 37343. The editor is Lowry Lamb, same address. There are no known bondholders or mortgages. The average number of copies of each issue of this publication sold or distributed through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown was 2609 and the average free distribution was 87.

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

Minutes of the U.S. Membership Meeting

(Continued from page 7)

small boat sailors. This includes the facility at Association Island and instituting the One-Design Class Committee. Also more help will be given to classes other than the Olympic classes. The Snipe class will receive financial assistance for the U.S. competitors traveling to the World Championships. A strong appeal was made to all Snipe sailors to become members of NAYRU. An informal poll of those present indicated a good majority were already members.

RULES

Chairman of the Rules Committee reported that only one circular letter had been issued (gaskets, chine radius and surface flatness), pointing out no rules changes could be made until January 1, 1976.

Dan Williams, a member of the Rules Study Committee reported on developments to date. The committee has not yet completed its study but has endeavored to eliminate a number of options that are not being used at the present, such as deck-stepped masts. A moment-of-inertia test, using Ted Wells' basic design has tentatively proved successful although the parameters have not been established. He pointed out that the vast majority of Snipe sailors desired that we have only one daggerboard but that choosing one would certainly not please everyone. One option would be to use a straight-cut board but with a greater width at the bottom. This would not only be sound from an engineering standpoint but would represent a compromise between the two basic boards now being used. (It has now been decided that a cut board with a tentative bottom width of 9"-11" would be tested by representative U.S. sailors.) The final draft of this study should be submitted shortly (and published in the BULLETIN), with final approval by the Rules Committee and Board of Governors to be made in time for the effective date of January 1, 1976.

MEASURING

U.S. Chief Measurer Chuck Loomis reported on our system of measuring. This year a number of boats already having class certificates were remeasured and no defects were found. This combined with the fact that 80% of the boats attending this year had class certificates, certainly indicates the success of the system.

JUNIOR SAILING

Leif Zars, chairman of this committee announced that members of this committee are: Jim Bookout, Russ Cook, Augie Diaz, Jeff Lenhart and Steve Taylor. He stated that they had come up with some ideas which will be printed in the BULLETIN and that if anyone had programs that were successful to please send them to him.

BROCHURE

Swanson announced that a new brochure would be forthcoming. Each fleet captain would receive one per member and that quantities could be had for a nominal fee.

ELECTIONS

A motion was made, seconded and passed that the Executive Secretary notify the District Governor before June 1 when it became their turn to submit names to the nominating committee and that they should do so prior to September 1.

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.

ACRILLIC SNIPE DRYSAIL COVERS Bainbridge Yachtacrillic will not rot, mildew, shrink, or become brittle. Best cover material available. Outstanding workmanship. 1. Full deck/6" skirt, mast up, boom off - \$79 ppd. 1a. Full deck/6" skirt, mast up, boom in centerline boom crutch - \$89 ppd. Above prices are for white, add \$4.50 for Blue, Gold, or Pearl Gray. It's your move, contact: Chris Rooke, ROOKE SAILS, 328 E. Erwin Dr., Memphis, Tenn. 38117 ph 901-398-3140 or 683-3962.

FOR DAY SAILORS ONLY - Stiff fiberglass covered, plywood center, keel-stepped spruce masts and vee-shaped spruce boom. Prepaid to nearest terminal - both for \$80.00 Only a few left. Fred Post, Jr., 7026 E. Latham St., Scottsdale, Arizona, 85251.

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 \$1925.00 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.

FOR SALE - Chubasco Snipe SCIRA No. 17555, Yellow-orange hull, Proctor EX mast with sails and trailer all in good condition complete for \$1195.00. Contact Floyd Hughes, Jr. No. 8 Westlake Village, Council Bluffs, Iowa, 51501 Telephone 712 366-0760.

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 twill only . . . \$1.50

Send Payment with Order to

SCIRA

Privateer Road, Hixson, TN. 37343

FOR SALE - Several suits of good North and Elms sails \$80.00 per suit. Extra jibs \$35.00. Daniel E. Wesselhoft, 7232 Miramar, Peoria, IL 61614, Ph 309-691-4490.

VARALYAY SNIPE No. 15704 - Fiberglass grey hull with white deck. Completely re-rigged in 1973 with Cobra mast and boom. Full 1973 North sails. Lofland trailer, cover. \$1050. Bob Lane, 197 W Paddock Circle, Arnold, MD 21012 (301) 647-5243.

FOR SALE - Chubasco No. 18048, white glass hull and deck. Minimum weight. Cobra mast. Light and medium Elms sails. Trailer. \$1500. M.J. Pearson, 2205 Lafayette, Ann Arbor, MI 48104. (313) 663-2256.

BARGAIN OF THE YEAR! Chubasco, all wood No. 18923. A proven winner, 3rd in '73 Nationals. Proctor "E" mast, good North sails, ready to race \$900.00 or best offer, cover included, trailer optional. Call Tom McLaughlin at North Sails (714) 224-2424.

FOR SALE - Chubasco Snipe No. 19056. Full cockpit, cut down dagger board trunk, choice of cut or full board, beautifully rigged, medium blue with blue deck stripe, complete with trailer and sails. \$2000. Winner of 6 regattas in 2 1/2 years including Hallowe'en. Brad McFadden (404) 448-1011 day or (404) 255-8351 night.

FOR SALE - Lofland 18444, fiberglass hull, Proctor mast & spar, very good Elms Sails, new trailer. Yellow hull with blue deck very good condition. Asking \$1200. Mitch Cegielski, M.D., 2602 "J" Street, Omaha, Neb. 68107; (402) 733-8777.

FOR SALE - Chubasco No. 19055 - extensively customized. Includes 3 suits of sails in excellent condition. \$2,000. Call for details. Larry Johnson (312) 728-2518.

FOR SALE - Snipe No. 13285. Good condition, dark blue fiberglass hull with light blue deck. Includes trailer, 2 suits sails, Proctor mast and wood boom, \$900. Joe Vaughn, 1222 Manati Ave., Coral Gables, FL 33146. Ph (305) 667-7021.

Skippers, do you want a happy crew?

GO NORTH!

DEAR NORTH —

Thanks ever so much for our new Snipe mainsail 16204.
It's truly a winner!
We were racing in our Mid-Winters and placing 11, 15, 21,
and 23 out of 25 boats for the first four races in January and
February. Then we got the new main and on the same body of
water, same competitors and same wind conditions we placed
3, 6, 4, and 5! We weren't sailing the Snipe any different,
but now realize our old sail needed to be thrown out. I only
wish we had done it sooner!

THANK YOU

Nancy
Crew

P.S. This is going to be our year to get some silver, I hope!
Happy sailing!



NORTH WANTS TO HELP!
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