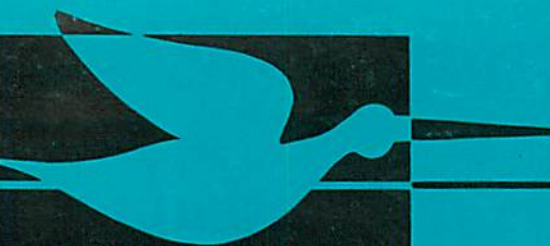


Snipe

BULLETIN



SEPTEMBER 1968

Vol. XVIII No. 3

To Gadget - or Not to Gadget
1968 U.S. National Championships
1967 Point Score Winners

Lofland Scores Another First

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Voice Of The People

MAIL HEAVY ON ONE SUBJECT

"I want to take this opportunity to comment on some of the proposed modifications and changes of the Snipe. These proposals are toward the goal of making the boat more acceptable to the powers-that-be in choosing boats for international competition, and to make a more "modern" and demanding boat.

Neither of these reasons are legitimate criteria for changing the design of a "PROVEN AND ACCEPTED SAILBOAT."

First, to draw an analogy, everyone who races automobiles does not want to race international Grand Prix cars. They just are not suitable for the weekend set.

So, if you want a high performance boat, sail a 5-0-5, for example. There is no law against switching classes — there are certainly enough to choose from. Dick Tillman realizes this, and so he changed to Finns for international competition, as did the Levinson brothers.

There appears to be a sustaining demand for Snipes where a physically strong and highly trained crew is not absolutely essential for good racing. If there is to be a decrease in demand for a boat of this design (and there is not evidence that this is happening), then let the class die naturally.

Self-bailing boats, and the requirement that they be used in international competition is fine; but don't change the basic boat EVER — and that means NO SPINNAKER! "

— John Eilers

Cowan Lake 433, Cincinnati, OH.

"I'm proud to become one of the two-Snipe families of which there are more each year. This is to me evidence enough that the Snipe should be left as it is — a boat the whole family can enjoy.

Let's not spoil it for the beginner or the old guy with back trouble. It's a great boat, as it's growth proves each and every year."

— Mel Nichols
Jackson, MI.

"I agree with Ed Haynes' letter published in the February BULLETIN.

The Olympic Committee is in the wrong in overlooking and continually passing up Snipe. We shouldn't change a thing just to please them."

— Dr. W. C. Culp
Oklahoma City, OK

To anyone reading the articles from various sources as published in the BULLETIN over the last few months concerning the above subject, it should be perfectly clear by now that drastic changes in SNIPE are most unlikely. Commodore Schaeffer's statement in the March BULLETIN details SCIRA policy very completely. It is really an extended (and reaffirmation) of the original one-design policy as explained so ably by Bill Crosby so many years ago in these words:

There are almost constant attempts to "improve" Snipe and, of course, many of them would definitely do just that — no doubt about it. If I had to design Snipe over again, I would make many improvements myself. There are constant attempts from amateur and professional builders to change this and that, which, if allowed to go unchecked, would spell the end of the class in a hurry. Chiseling owners want to make changes and professional builders and sail makers who want to produce a winner, by hook or crook, for the publicity value of it, will stop at nothing to reach their ends. The only reason they don't run away with it is because of the constant vigilance of the Rules Committee, individual members and officers of the Association. In many of these cases, the changes are made first, in the hope that they will be able to get by a slack measurer. Sensible builders write in ahead of time to find out whether or not their contemplated changes are within the rules. Professional builders tell me that as competition gets hotter, chiselling goes right along with it. And they also tell me that it is hardly worth living, the way some owners hound them to make changes. Explanations that such changes might put a boat out of the class, usually brings a cancellation of the order.

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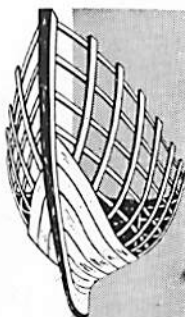
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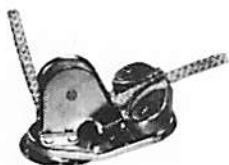
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The SNIPE BULLETIN is edited and produced monthly for the INTERNATIONAL SNIPE CLASS by Birney Mills, Executive Secretary.

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The Cover

Just an ordinary picture, you say? Well, take another look!

Note that there are exactly 10,000 Snipes between the sail numbers, and then read what Mel Nichols of Fleet 141, Wolf Lake, Michigan, has to say:

"I think this picture might be of interest to many BULLETIN readers, for I suppose you could call it a milestone in Sniping. Anyway, it is a picture of the Nichols family in our two Snipes.

Tim and his mother are sailing 17780 with little Laura as a passenger; Meloney is crewing for me in 7780.

The two boats have been in active competition all summer and finished 1 and 2 in our fleet. Tim sailing the new boat beat me by about 30 points in 22 races. It has been a lot of fun, and we sure enjoy the situation."

Just another illustration of the strong hold "the best little boat in the world" gets on many people, even unto the second and third generation. That is the backbone of the class!

THE SCORE

Numbered SNIPEs — 17947

Chartered Fleets — 659

About all we can say about issuing new numbers this last month was that we held our own, putting out 56 instead of the previous 57. But there is one outstanding feature which calls for comment - for the first time in many years, one country (United States) took all of them. But don't get alarmed - it just happened to work out that way. Chances are we'll be back to normal next month, the last of our fiscal year. The total now is 568, well above our annual average of 483.

Once again, 3 official SCIRA fleets were established during this period.

Things have been popping in Turkey all summer as they prepared for hosting their biggest sailing regatta to-date - the 1968 European Championship. New interest and excitement resulted in new boats, and thus on to new fleets. Two groups were organized and National Secretary Aydin Koral was proud to present Charter 657 to the Imit Fleet and Charter 658 to the Karsiyaka Fleet.

That makes 9 active fleets there now, and it seems like only yesterday that Turkey was "thinking" about Snipes. More power to 'em!

Most encouraging was a letter received from Jean Machy, National Secretary for France, describing recent activities and continued interest in Snipe, especially in the Southwest, Paris, and Mediterranean areas, and he had lined up 15 Snipes to form a new fleet Lac de la Foret d'Orient, now operating under Charter 659. This is the first time France has added a new fleet in 2 or 3 years. Vive l'Snipe!

To Gadget — or Not to Gadget

About a year ago, Sandy Douglass (who lived in Akron in the late thirties where he sailed International 14 U.S. #1 on Turkey-foot Lake before he left to design the Thistle), wrote a lead article for SCOTS n'WATER, the official publication of the Flying Scot Sailing Association. Sandy, as the designer of the Flying Scot and founder of the class, asks "Where Are We Heading?", and since it applies to all associations of small boats founded on the one-design principle, it is deemed especially appropriate to reprint it in this issue. Now for his comments:

The Flying Scot Sailing Association, founded on this basic assumption, has had a remarkable growth into a strong national class, a vigorous class with great potential. Aside from the Scot's other manifest virtues, her one-design quality, setting her apart from so many other "one-designs" which have turned into sophisticated development classes, has given her a great appeal for most of you who sail her. I am sure that most of you considered this to be of prime importance when you bought your Scot. Am I right?

Now the FSSA is faced with making a decision which will determine our future course. Is, or is not, the Flying Scot to remain a true one-design? I do not wish to be considered an alarmist, but I am very much concerned over the growing proliferation of gadgets on many of our boats. Paradoxically, many sailors will buy a boat because it is one-design, and then, for selfish reasons, will proceed to add this and that in the hope of gaining a slight advantage over their competitors, - little realizing that, if the device should prove to make the boat faster, all their competitors soon will have one too, - and now with everyone the loser by reason of having to buy and install an extra gadget.

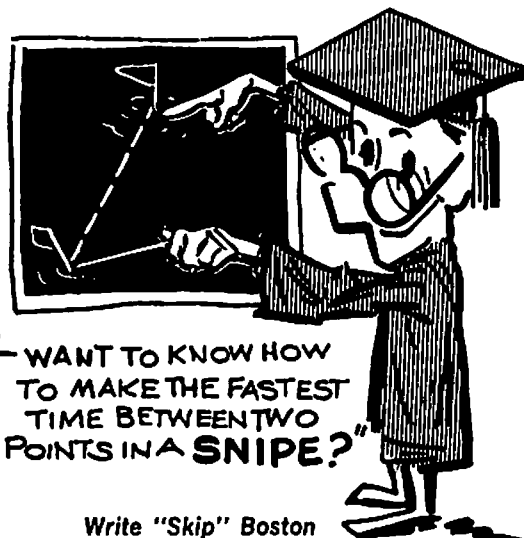
In its early stages, this "development" seems innocuous enough. What's the harm in an extra cam cleat or two? But experience shows that gadgeteering is self-generating and that, if unchecked, it soon develops into a rivalry between skippers to see who can "out-develop" the other, to the point where, in some well-known classes, it is standard practice to start out with some \$300 worth of extra gadgets and to go on from there. Is this what we want?

There is no substitute for skill, and gadgets do not win races. All too often the beginner develops bad habits, from which he never recovers, as a result of learning to depend on gadgets which he mistakenly thinks will help him. I am not against progress. We are constantly looking for better equipment which will make the Scot easier to sail, - and we have tried out just about everything which comes onto the market. Our present rigging is the result of a number of trials on the earliest boats until we found what worked best on the Flying Scot, and we have since made many improvements in the hardware. Handled properly, it is excellent. Why change it? Our equipment is so good that no one yet has been able to prove that any of the added gadgets makes the Scot easier to sail or faster. If and when we find something which is better, we will want to use it.

Without one single "extra" on my boat, I have won six championships. At Montreal, I won in light winds. On the other hand, I also do well in heavy weather, and won, by a big margin, the 5th race at Port Clinton, with Mary Douglass handling the jib, sailing in the heaviest wind in which we have sailed a national race. Skill? Yes! But did their gadgets help the other boats?

Whether or not you may happen to like certain features is beside the point. There certainly can be no remaining doubt that our rig has proved to be better - and safer - than the "improvements". Now please don't try to rationalize this by saying that I can do what you cannot do. I am far from being a super man, and I do not win in spite of poor equipment.

Wherein is the danger in adding gadgets? The great danger - which is in sharper focus for me than for the average Scot Sailor because of my position and background - lies in the



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fact that gadgeteering all too easily gets out of hand. The FSSA is based on the Flying Scot as a clean, uncluttered one-design boat, "in which racing shall be to determine the skill of skipper and crew." (CONSTITUTION, Art. IV.). We already have a sophisticated rig, one which is perhaps too sophisticated, in the true sense, for many sailors to appreciate it as such. It is a clean rig which has great appeal. It is one of the Scot's greatest assets, and we must not lose it. If we all go in different directions, we will not long have a going class.

The danger of "development", of too many gadgets, lies in two directions. As the hot-shots "develop" their boats, they create the impression that all of this is necessary in order to compete, and thereby discourage the owner who finds himself not yet up to that level.

The danger of "development" lies in changing the class image and purpose. Most Flying Scot owners have been attracted to the Scot because of what she is - a clean, uncluttered and one-design boat. People - most of you - buy the Scot in preference to some racing machine because of this. If we convert the Scot into a racing machine, we will lose both present and future members. We should not try to compete with the boats which are faster and more developed than the Scot. Let's keep our own character. The Flying Scot is unique. Let's not get lost in the pack.

What can we do to save it? Bearing in mind that a racing class such as ours is a form of democratic society in which, if it is to function, each of us must be willing to contribute his bit for the common good, each of us must be willing to abide by the CONSTITUTION which reads, under Specification, Article S-1, "The Association reserves the right to declare ineligible any boat which does not conform to the spirit as well as the letter of all rules and specifications."

Under our constitution, we operate on the principle that anything not specifically barred by the rules is permitted. Apparently we have put too much faith in human nature! I would like to see an amendment to the constitution providing that anything not specifically permitted by the rules will not be tolerated. Under such a rule, the Chief Measurer (subject to ratification by the Governing Board) would be empowered to rule on all proposed changes or additions. This might prove to be a little sticky at first, but I believe it would be best for all in the end.

Please give this some serious thought. It is worth it.

1968 Western Hemisphere Races

Invitations and entry blanks have been mailed out by the U.S. National Secretary to all nations eligible to compete in this big championship regatta, which ranks along with the European Championship as the most important events held in 1968. (See March BULLETIN for details).

At the same time, the Florida Yacht Club, site of the races, has forwarded a beautifully done 18-page brochure giving complete details and all information on schedule, courses with maps, weather data, club, housing (free to all contestants and National Secretaries), dress, publicity, transportation, national burgees, communication, social program, etc - most complete!

With 2 teams eligible from each country, preliminary reports indicate about 20 boats will be on the line. Should be the best regatta yet, as the location, midway between the two continents, is about perfect.

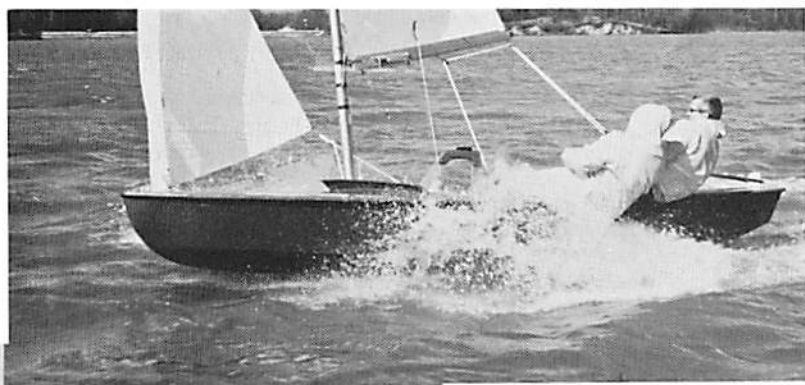
Of interest to all other Snipers is a series of 3 tune-up races on Saturday and Sunday Oct. 19-20 before the series races Monday Oct. 21 through Friday Oct. 20th. These are open to anyone who carries a SCIRA card and brings a Snipe to sail. Registration must be completed by noon Saturday; send notice of participation to Florida YC, 5210 Yacht Club Rd., Jacksonville, FL 32210. Besides being a nice gesture of friendship to turn out in numbers to welcome our guests, it should be a lot of fun to sail against the best in half the world. Better come and see what a big International Snipe Regatta is like!

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Well, the headlines above tell the story (not much to add except that predictions came true), as Earl cleaned up, but only after the closest and hardest fought contest in which he made a grand come-back - the mark of a true, fighting champion sailor. He was a slow starter, but when the chips were down, he wound up in a blaze of glory.

When the 1968 Nationals were scheduled at Alamitos Bay Yacht Club as part of the California Sea Festival at Long Beach, it was a foregone conclusion that the event would be heavily loaded with some tough local sailors eager for the kill. It promised to be a most interesting and rough competition. That is exactly what it was!

84 Snipers entered with 34 of them from 15 different states all over the country; the other 50 from the host state with the San Francisco, San Diego, and Alamitos Bay fleets predominating. The schedule called for 12 races in all - 5 for the qualifying Crosby series on Friday, Saturday, and Sunday Aug. 9-11 with 7 for the final Heinzerling and Wells series from Monday the 12th through Thursday the 15th. Courses planned were modified Olympic, but were changed to twice around a triangle plus a windward leg finish at will by the Race Committee according to existing conditions at the time of the race.

It happened that a major storm out in the Pacific created considerable sloppy wave disturbances along the shore during the Junior and Crosby races which persisted in spite of wind velocity - the calm and peaceful Pacific did not exist. Winds came in every day about 11 AM as the haze dispersed, and usually climaxed about 4 that PM, then dying down around 6 PM. That pattern seemed to work out most of the time with 2 races sailed back-to-back starting before noon (with lunch boxes standard equipment) and most of the boats back on dock around 5 or 6 PM. In general, the winds were strong and most races were between 12-15 knots with rolling waves. Boats capsizing in this kind of weather seemed to turtle before the skipper could do anything about it.

The full number of races were sailed under the excellent guidance of Steve Taylor, RC Chr., for the Juniors, Crosby, and Heinzerling series; Lou Varalyay, Vice-Chr., was in charge of the Wells series - a tough job with so many boats and starts.

CROSBY SERIES

The 84 participants were divided into 6 fleets of 14 boats each with each fleet to sail against each other fleet once in a 5-race round-robin series. When this division was distributed, it was apparent that qualifying for the Heinzerling was going to be the toughest in memory. High winds up to 20 knots and sharp rollers experienced by the juniors earlier in the week persisted through Friday and Saturday, and the 2 daily races were slug-it-out affairs on the open ocean with quite a few breakdowns and capsize. One casualty was none other than Ted Wells who tipped his boat over and tried to repair a broken main halyard in the high winds and sloppy seas. He swamped before he could get righted. "We do it all the time on the lakes," he said, "but this is a bigger lake!"

Earl Elms (of course!), Norm Towle, and Dave Ullman seemed to enjoy the hardships and had nice leads at the end of 4 races. The last race Sunday saw a let-up by Mother Nature and Snipes actually hunted for wind. A dead calm at midday postponed the start; the wind finally came up late in the afternoon; the race was finished about 6:30. There were many protests and it was nearly 9 PM before the fortunate skippers for the Heinzerling were named. Of the 25 (24 plus the defending champion), all came from California except 4 - Francis Seavy from Clearwater (FL), Gonzalo Diaz of Miami (FL), Buzz Levinson of Indianapolis (IN), and Norm Towle of Winchester (MA).

And so Earl started out as expected, winning the first series with 2-1-1-1-1 for 3 points, although some said it looked like he was slipping, for last year he won with a perfect score of five 1sts and 0 pts. But, after all, what other way was there to go?

Norm Towle had a close contest for second place with Dave Ullman, finally beating him by only .7 of a point.

Final Results - William F. Crosby Qualifying Series

BOAT	SKIPPER	CREW	RACES	1	2	3	4	5	Pts.	Fin.	4/5
17471	Earl Elms	Mike Shear	2	1	1	1	1	1	3	1	0
17758	Norm Towle	Richard Towle	1	1	7	1	7	26	2	13	
16421	David Ullman	Mark Hughes	3	2	1	4	5	26.7	3	16.7	
13332	Jeff Lenhart	Bob Burns	4	4	1	1	3	33.4	4	21.7	
17740	Doug De Souza	Ken Karnes	1	6	11	4	1	36.7	5	19.7	
17518	Lew Bedford	Alan Johnson	5	2	8	2	5	37.7	6	26	
6995	Francis Seavy	Barry Cochran	5	4	8	3	2	38.4	7	26.7	
17917	Jerry Thompson	Alex Kimball	8	2	28	2	2	41	8	23	
17737	E.B. Campbell	Henry Schofield	12	6	2	3	4	46.4	9	28.4	
17460	Buzz Levinson	Tom Townsend	2	3	7	5	11	48.7	10	31.7	
17500	John Jenks	Laurie Jenks	2	6	8	9	3	50.4	11	35.4	
16228	Jon Nute	Jon Wegand	3	5	2	dnf	1	51.7	12	18.7	
16606	Dave Petersen	Dan Goodwin	6	3	21	3	2	53.1	13	26.1	
17390	Herb Shear	Bert Shear	8	8	2	6	8	56.7	14	42.7	
17092	Frank Gray	Phyllis Sanders	9	7	4	5	8	60	15	45	
16617	Jim Warfield	Art Wilmont	8	8	20	1	4	62	16	36	
17241	Rudy Hornung	Paul Donohue	5	10	3	9	10	62.7	17	46.7	
16961	Marty Gleich	Rich Heady	4	3	3	dnf	6	63.1	18	31.1	
17730	Mike Parker	Carol Parker	3	11	20	4	4	64.7	19	38.7	
17387	Chuck Weber	Ken Foreman	7	1	11	2	dnf	67	20	33	
13935	Jack Steele	Marilyn Steele	4	12	7	11	9	71	21	53	
10111	Gonzalo Diaz	Gonzalo Diaz, Jr.	18	7	9	10	7	81	22	57	
17016	Bix Bixby	Jim Matson	dnf	4	5	8	9	83	23	47	
16861	Pierre Havre	Jim Grubbs	12	8	3	dnf	7	83.7	24	50.7	
17512	Argyle Campbell	Gordo Johnson	7	7	9	dnf	6	85.7	25	52.7	

HEINZERLING SERIES

The first 2 races Monday followed conventional pattern with steadily increasing winds during the afternoon. Frank Gray of Redondo Beach, Gonzalo Diaz, and Lew Bedford of San Diego copped the first 3 places in the first race. Shorty Campbell of Alamitos, Francis Seavy, and Jim Warfield of San Francisco were tops in the 2nd.

Tuesday saw light winds in the first race with rolling seas, and a new bunch of leaders appeared as Herb Shear and Ullman, both from Mission Bay at San Diego, were 1st and 2nd with Rudy Hornung of San Francisco 3rd. Strong breezes from continually shifting directions made the 2nd race a lively event, and here Dave Petersen and Doug de Souza, both from San Francisco, were 1-2 with Seavy bobbing up for 3rd. Earl Elms garnered a 16 and 4, which added to his previous day's 12-5 led credence to the belief that he was slipping. At this point, 7 of the top 15 skippers were from Mission Bay - a decided tinge.

The 5th and crucial race started on time Wed. AM with quieter seas and winds at 5 knots. The fleet was widely strung out as port tackers went in to the breakwater, which later proved wrong. Consequently, Marty Gleich of San Diego, Buzz Levinson, and Warfield led the pack 1-2-3 with Petersen and Campbell 4-5. (Note how the top positions constantly changed). And now that Earl could do no better than 10, he really did look bad with 12-5-16-4-10 and it appeared a new champ might be in the making, for now 7 men had their hands on the trophy - Warfield, Gleich, Seavy, Nute, Levinson, Ullman, Elms - in order. And they were all excellent sailors and competitors.

But late in the afternoon, with winds up to 8-10 knots and after 2 recalls (everyone now realized how important a good start was in the tightening free-for-all and all were over-eager), the 6th race got started at 4:30. Elms made a supreme effort and it turned out to be his race all the way. Again, the fleet was well divided, but this time port-tacker Elms made the weather mark 1st, followed by Ullman, Towle, Seavy, and Levinson. The second time around Elms had increased his lead over Ullman, Seavy, Warfield, and Petersen. And he was 46 secs ahead of Ullman when he got the gun, with Seavy, Petersen, and Nute in the top 5. This was an important psychological victory for Earl, and suddenly everyone began talking Elms again.

At the start of the crucial decisive 7th and final race, the positions of the 7 "possibles" had changed to Seavy in the lead with 47.4, Warfield 48.7, and Elms 52. Winning was the goal of all 7 and if either Seavy or Warfield won first or second places, Elms would be out. Earl and Mike Shear, his crew,

knew what he to be done - and do it they did, to win the works!

The weather was relatively quiet for this race Friday PM and several postponements were necessary, but shortly after 1 PM in 1-3 knot breezes, the gun was fired. The course was twice around the triangle with ww leg finish. The fleet split up evenly - 12 to port and 13 to starboard. Elms led the port tackers and immediately got into the lead. At the windward mark, he was a few seconds ahead of Towle, with Warfield, Gleich, and Levinson in pursuit. He gradually opened up on the fleet and on the 3rd leg, they were strung out in a line from mark to mark. End of first lap, he still led Towle, Gleich, Warfield, and Diaz. But this was the race; he was never headed or in trouble from any challengers all around the course. At the finish, he was 1 min. 15 secs. over the line ahead of Gleich - a very impressive showing and decisive victory. Towle was 3rd, Diaz 4th, and Levinson 5th.

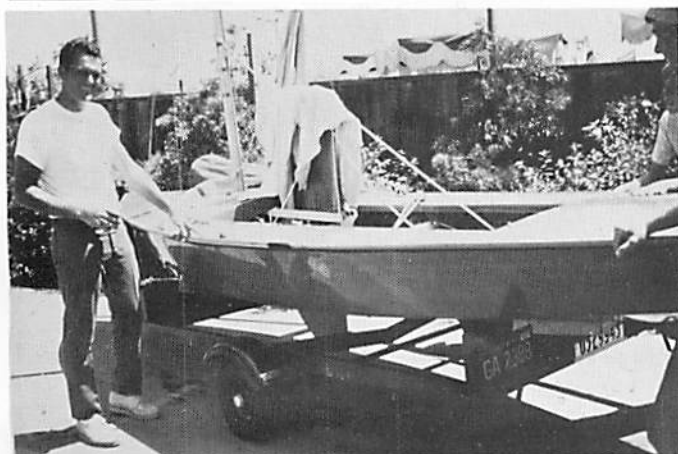
By keeping his score at 52 points, Earl was 9.8 ahead of second place Jim Warfield and crew Cort Willmott of San Francisco with 61.8. They never won a single race. Marty Gleich's 2nd in the final race was a life saver, as he replaced a DNF in the 4th race and thus obtained 3rd overall with 62, just .2 of a point out of 2nd. But really, Tom Nute seemed to deserve a higher standing. His series of 6-6-9-5-6-5 was a remarkable display of consistency and level-headed mastery of all racing conditions, but here the lack of 1sts and 2nds held him down to 5th place under the Olympic scoring. Under the SCIRA point score system, Earl would have 7667, Warfield 7583, and Nute 7291 for 3rd place. This points up the heavy emphasis on winning the top spots - chief difference between the 2 systems.

That is the story of the Heinzerling in a nut-shell!!

1968 SCIRA NATIONAL CHAMPIONSHIP

Commodore Charles E. Heinzerling Trophy

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	6	7	Pts.	4/5	Fin.
17471	Earl Elms	San Diego, CA	12	5	10	4	10	1	1	74	52	1	
16617	Jim Warfield	San Francisco, CA	10	3	8	7	3	6	6	77.8	61.8	2	
16961	Marty Gleich	San Diego, CA	5	15	5	dnf	1	12	2	93	62	3	
16421	Dave Ullman	Newport Beach, CA	28	9	2	8	11	2	11	96	69	4	
16228	Tom Nute	San Diego, CA	6	6	9	5	6	5	14	90.1	70.1	5	
6995	Francis Seavy	Clearwater, FL	14	2	10	3	7	3	17	94.4	70.4	6	
17460	Buzz Levinson	Indianapolis, IN	7	13	6	17	2	8	5	97.7	70.7	7	
16606	Dave Peterson	San Diego, CA	18	7	24	1	4	4	15	104	74	8	
17737	E.E. Campbell	Long Beach, CA	11	1	4	15	5	20	13	101	75	9	
10111	Gonzalo Diaz	Miami, FL	2	11	7	25	9	15	4	104	77	10	
17518	Lew Bedford	San Diego, CA	3	4	14	9	14	9	10	108.7	83.7	11	
17758	Norm Towle	Winchester, MA	9	20	17	11	13	7	3	118.7	92.7	12	
17387	Chuck Weber	Long Beach, CA	4	8	12	10	15	19	12	120	95	13	
17390	Herb Shear	San Diego, CA	10	17	1	12	16	18	9	127	102	14	
17092	Frank Gray	Redondo Beach, CA	1	dnf	11	20	19	14	10	135	104	15	
17740	Doug De Souza	San Diego, CA	20	16	21	2	8	10	20	134	107	16	
17917	Jerry Thompson	Long Beach, CA	28	10	3	6	12	11	22	150.7	119.7	17	
17241	Rudy Hornung	San Francisco, CA	22	22	3	19	20	23	8	155.7	125.7	18	
17730	Mike Parker	San Francisco, CA	15	18	10	14	23	15	24	159	129	19	
16861	Pierre Havre	Los Angeles, CA	3	23	19	18	24	16	16	166	136	20	
17512	Argyle Campbell	Newport Beach, CA	24	12	20	dnf	24	16	16	166	136	20	
13935	Jack Steele	San Pedro, CA	16	19	13	13	25	dnf	21	174	143	22	
17500	John Jenks	San Francisco, CA	23	14	15	16	22	dnf	23	180	149	23	
13332	Jeff Lerhart	San Diego, CA	13	21	20	22	21	21	18	180	152	24	
17016	Bix Bixby	Long Beach, CA	17	24	25	dnf	17	17	25	192	161	25	



BEING CHAMPION of the U.S. Snipe Class means something. To Earl Elms it meant to hang on to his honors and protect his reputation. After 18 years of sailing he has quite a record: Snipe Champ for 2 straight years; 2nd in 1967 World Championship; 1963 World Champ Penguin Class; former champ in Sabots; and 2nd place in the recent North American single-hand championship held on the West Coast.

WELLS SERIES

In the meantime, 50 Snipes (9 had dropped out) were sailing the same schedule over similar courses somewhat removed for the Wells Trophy. They were divided into 4 fleets by color and sailed against each other by a prearranged color chart.

Norm and Patty Alquist of San Francisco got off to a smash-start with two 1sts, but Bill Kilpatrick of Oklahoma City soon stopped that when he got two 1sts in races 2 and 3. By this time a real contest was developing between Alquist, Ron Fox, Kilpatrick, Don Blodgett, Bob Schaeffer, Jr., and Lee Thompson. Things were still tight at the end of the 5th race and it was a toss-up with a slight edge to Kilpatrick and Alquist, but when Alquist racked up two 2nds in the last two races, it enabled him to drop an 8th and he was victor over Ron Fox (who got 1-2-3-1 in the last 4 races) by only the small margin of 2.7 points. This was a good series of races, and again the first experience for many of the contestants in big time racing. They got a lot of experience, learned about Snipe racing, and had fun doing it.

1968 SCIRA NATIONAL CHAMPIONSHIP

The Wells Qualifying Series

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	6	7	Pts.	4/5	Fin.
14600	Norm Alquist	San Francisco, CA	1	1	7	4	2	2	41	27	1		
17591	Ron Fox	Long Beach, CA	2	1	1	1	2	3	1	48.7	29.7	2	
17237	Bill Kilpatrick	Oklahoma City, OK	2	1	1	5	5	6	10	58.7	34.7	3	
17015	Don Blodgett	Redondo Beach, CA	1	8	2	8	4	5	3	54.7	40.7	4	
17235	Larry Gray	Redondo Beach, CA	3	dnf	5	12	2	3	3	79.1	48.1	5	
17517	John Johns	Ann Arbor, MI	6	3	12	2	13	6	1	69.1	50.1	6	
16112	Jorge Brown	San Francisco, CA	3	13	1	14	1	8	8	72.7	52.7	7	
16951	Tom Nibergall	San Francisco, CA	2	dnf	2	10	1	15	9	89	58	8	
15701	Bob Schaeffer, Jr.	Palos Verdes, CA	6	4	7	8	8	1	7	74.7	59.7	9	
17767	Lee Thompson	Dallas, TX	4	6	6	2	6	13	8	79.1	60.1	10	
17152	Jack Zink	Tulsa, OK	12	6	10	5	7	4	5	86.7	68.7	11	
14372	Paul Tooby	Newport Beach, CA	11	2	6	16	5	dnf	4	97.7	71.7	12	
16969	Dick Caspi	Wichita, KS	10	dnf	8	4	9	11	2	97	73	13	
17465	Geoffrey Andron	Chicago, IL	16	5	4	dnf	3	9	9	105.7	75.7	14	
17422	John Gail	Indianapolis, IN	20	dnf	3	3	14	9	4	111.4	80.4	15	
16315	Robin Martin	Redondo Beach, CA	4	16	11	15	dnf	2	7	112	84	16	
14545	Andy Towles	Oklahoma City, OK	9	8	17	dnf	14	5	11	115	85	17	
17233	Jimmy Zars	San Antonio, TX	8	18	3	3	dnf	7	dnf	113.4	87.4	18	
6946	Bruce Colyer	Miami, FL	23	2	dnf	9	12	1	dnf	120	90	19	
16616	Ralph Swanson	Winchester, MA	9	14	8	13	10	10	6	111.7	91.7	20	
17238	Frank Clements	Denver, CO	18	9	4	10	10	12	14	117	93	21	
17171	Augustin Diaz	Miami, FL	15	12	11	dnf	4	11	10	125	97	22	
16301	Scott Birnberg	Marina del Rey, CA	14	17	10	19	17	10	5	123	98	23	
17892	Bill Schwarz	San Francisco, CA	5	9	dnf	11	19	7	13	129	99	24	
17232	Benny Mitchell	Marina del Rey, CA	5	12	18	dnf	dnf	dnf	6	135.7	99.7	25	
17018	Terah Bugebe	Chautauque, N.Y.	11	dnf	15	1	12	4	dnf	136	100	26	
6726	Bob Walters	Los Angeles, CA	18	5	9	dnf	11	12	11	139	101	27	
3421	Bob Jones	San Pedro, CA	dnf	3	dnf	7	7	8	dnf	144.7	108.7	28	
13953	Louis Helms	Fort Worth, TX	13	dnf	5	8	6	13	dnf	145.7	109.7	29	
11958	Lee Stuve	Los Angeles, CA	7	11	10	17	11	18	13	137	113	30	
17600	Jon Andron	Chicago, IL	dnf	13	17	11	9	dnf	10	149	116	31	
13278	Bob Williams	Wichita, KS	8	16	9	16	17	14	dnf	152	116	32	
14871	Jim Boldt	Redondo Beach, CA	12	dnf	15	13	3	16	dnf	152.7	116.7	33	
17800	Dr. Bob Schaeffer	Redondo Beach, CA	17	15	13	6	16	20	16	144.7	118.7	34	
17999	John Swanson	Winchester, MA	10	dnf	16	6	20	17	14	154.7	118.7	35	
17517	Bob Stoddard	Fort Worth, TX	dnf	7	16	12	18	15	15	153	120	36	
14633	Greg Graunke	San Francisco, CA	14	11	19	dnf	15	14	12	146	121	37	
16948	Harold Horn	Lincoln, NB	17	dnf	12	7	15	15	dnf	168	132	38	
16312	Shaun Durnin	Long Beach, CA	22	10	14	dnf	21	17	12	168	132	39	
14956	Bob Nelson	San Francisco, CA	19	17	14	18	16	18	17	161	136	40	
14696	John Startik	San Francisco, CA	16	19	21	14	22	19	16	169	141	41	
14549	J.D. Featherstone	San Pedro, CA	dnf	14	22	15	18	23	15	172	143	42	
17109	Bud Hook	Indianapolis, IN	19	20	27	17	19	22	17	179	150	43	
13999	Russ Cook	Winchester, MA	15	7	20	dnf	21	dnf	dnf	195	159	44	
17555	Henry Davis	Council Bluffs, IA	21	dnf	19	20	20	dnf	dnf	202	166	45	
17624	Eddie Williams	Lake Lotawana, MO	21	dnf	dnf	dnf	13	21	dnf	207	171	46	
17727	Bob Stang	San Francisco, CA	dnf	15	20	dnf	dnf	dnf	dnf	212	176	47	
16665	Phil Yates	San Francisco, CA	13	10	dnf	dnf	dnf	dnf	dnf	213	177	48	
10947	John Skinner	San Francisco, CA	20	dnf	21	dnf	dnf	dnf	dnf	225	189	49	
16699	Fritz Gram	Olson, N.Y.	24	dnf	24	dnf	dnf	dnf	dnf	234	198	50	

Jerry Thompson, General Chr. of the Regatta, had his hands full all week overseeing his various efficient committees, but still participated in every race. He did a fine job.

Cocktail parties by Commodore Schaeffer and Bud Hook, club dinners, movies, and live music provided entertainment during the week. Trophy awards were made at a presentation dinner around an outside pool at the Long Beach YC. Elms, sensing intentions of many friends, dove into the pool fully clothed to swim to the other side to get his prizes.

All-in-all, it was a real successful regatta, for the purpose was to determine the best Snipe sailors in the country, and ABYC provided plenty of the main essentials, wind and water galore, at the right time and when needed.

Elms and Warfield and crews will represent the United States in the Western Hemisphere Regatta Championship at Jacksonville, FL in October. Let's hope they find the same conditions there which they conquered so ably in Alamitos. It has been 14 years since Terry Whittemore won this regatta for the United States in Havana, Cuba. Perhaps this is the year these two strong teams can come out on top. How about it, Brasil?

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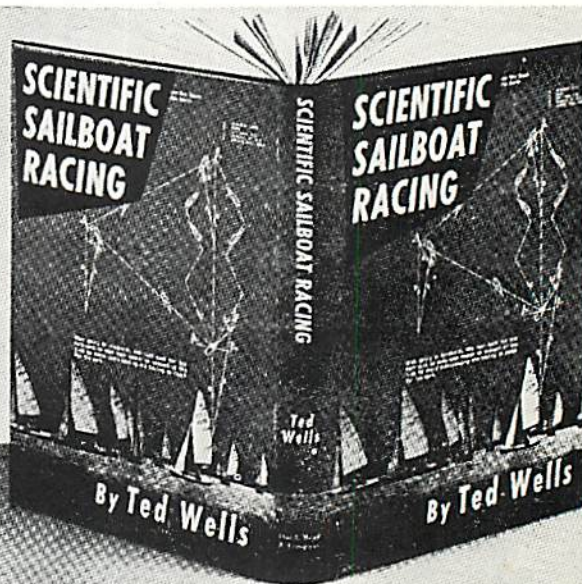
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Harry Merrick Photo

Californian Wins 1968 Junior Snipe Championship Title

An outstanding feature - and one of the more interesting developments - of the National Snipe Championship regatta is the series of races held immediately preceding the main event in which the Junior National Championship is decided.

Starting in 1953 from a small beginning, these races are now a major event of the week, and a most encouraging sight it is to the many Snipers who sponsored such a series to see such a group of youngsters as shown above competing for the honor.

27 skippers from 7 different states sought the national crown and, with 19 of them from local areas (as could be expected), it was numerical odds that a Californian would be victorious.

And so it was! Alex Kimball of Rossmoor and the home fleet of Alamitos Bay YC, combined his knowledge with superior sailing to win the first 3 races and finish low enough in the last 2 to cinch the title. 17-year old Alex was the favorite going in, for while this was his first try as a Snipe skipper in a big series of races, he was a former Sabot Champion with the additional advantage of having sailed and crewed this season with Jerry Thompson, himself the 1956 winner of the Duffy Trophy. Alex thus got inspiration from a top sailor and good teacher.

The series consisted of 3 races Wednesday and 2 on Thursday and were scheduled on the open sea outside the breakwater of Long Beach channel. But they met such strong wind and wave conditions in the first race that the remaining 4 were moved into the more sheltered Bay. Even then it was rugged sailing for the neophytes.

They had gusty going in the 1st race when winds whistled up to 18 knots, causing many to plane in gusts. Several capsized but were righted and continued on. Kimball won this one with Roger Stewart of Mission Bay (CA) a close 2nd; Augustin Diaz of Miami (FL) 3rd; and John Swanson of Winchester (MA) 4th.

As the winds remained steady at 12-14 knots, they moved inside to more practical conditions. Alex couldn't be stopped - it was his day, and he won those 2 going away. Swanson and Stewart were close contenders and gave notice that they were going to be considered, as they had better than fair chances to overtake him, for Stewart had 2-3-5 for 18.7 points and Swanson 4-2-4 for 19. There are no throwouts in this series.

But Kimball captured the title - the hard way! He got a bad start in the first of Thursday's races and had to bear away below the fleet to get free wind. Even then he got a 5th as Mac Kilpatrick of Oklahoma City (OK) got first. And in the second and concluding race, he started last, for 30 seconds before the gun, the gooseneck on the boom broke and by the time he made temporary repairs, he was 50 secs behind the fleet. With summerly westerly winds up to 20-24 knots, he threaded his way through the

fleet, salvaging his 2nd 5th for a total of 20 points, thus averting upset at the hands of Swanson, who had a fine record of 3-1 for these races and a grand total of 24.7 pts. Stewart had finished ahead of Kimball with 4-4 for 3rd overall place; Diaz tied with Tim Bernsen with 49.4, but since he beat him more often, Diaz got 4th and Bernsen 5th.

Misfortune also dogged Kilpatrick, who might have won 2nd or 3rd had the brisk winds not capsized him when rounding the weather mark in the finale. Young Mike Shear, 1967 Champion Crew for Earl Elms, got a very creditable 11th overall spot.

The winning crew was Jeff Brauch; Susan Swanson crewed for her brother, John; likewise, younger brothers crewed for Diaz and Stewart - Gonzalo and Jerry, respectively. Booe Kober crewed for 5th place Bernsen, while Steve Taylor's boy, Jim, served Bill Kilpatrick's boy, Mac. Nice connections!

Trophies were presented at a dinner and dance party Thursday night. A fine bunch of sailors - a fine performance!

U.S. JUNIOR CHAMPIONSHIP

Alamitos Bay YC., Long Beach, Calif., August 7-8, 1968

SKIPPER	FLEET	Races	1	2	3	4	5	Pts.	Fin
Alex Kimball	Alamitos, CA		1	1	1	5	5	20	1
John Swanson	Winchester, MA		4	2	4	3	1	24.7	2
Roger Stewart	Mission Bay, CA		2	3	5	4	4	34.7	3
Augustin Diaz	Miami, FL		3	10	6	2	7	49.4	4
Tim Bernsen	Alamitos, CA		5	4	3	6	8	49.4	5
Mac Kilpatrick	Oklahoma City, OK		6	5	2	1	F	56.7	6
Scott Birnberg	Cabrillo Beach, CA		13	6	8	13	3	69.4	7
Preston Brammer	Wichita, KS		8	F	12	7	2	81	8
John Skinner	Oakland, CA		7	9	13	8	F	93	9
Jim Grubbs	Mission Bay, CA		11	8	3	10	6	94.7	10
Mike Shear	San Diego, CA		14	15	18	15	9	101	11
Chris Marr	Alamitos, CA		12	13	F	16	10	108	12
Benny Mitchell	Marina del Rey, CA		10	7	7	F	S	111	13
Brad Ellerman	Alamitos, CA		9	14	17	F	14	111	14
Mike Bolisle	Alamitos, CA		19	16	14	14	18	111	15
Henry Davis	Council Bluffs, IA		18	11	20	21	13	113	16
Dale Cheek	Oklahoma City, OK		15	12	9	F	F	119	17
Bob Nelson	San Francisco, CA		23	17	15	18	17	120	18
Don Gray	Redondo Beach, CA		17	F	11	11	F	122	19
Mike Rettig	Redondo Beach, CA		20	18	16	22	19	125	20
Charles Myers	Miami, FL		22	F	10	12	F	127	21
Jack Klein	Alamitos, CA		24	F	21	19	11	129	22
Gary Calvin	Lake Lotawana, MO		21	19	19	20	F	135	23
T.K. Snyder	San Francisco, CA		F	S	S	9	15	141	24
Ed Feo	Alamitos, CA		16	F	S	F	12	142	25
Diane Cole	Redondo Beach, CA		F	S	S	17	16	147	26
Brad Saunders	San Diego, CA		F	S	S	23	20	160	27

International High-Point Trophy Goes Back to Brasil

Pernambuco Sailor Gets Reichner Trophy - Tom Legere is U.S. Winner

In 1957, Emilio Salvi of Pernambuco Fleet 211 in Brasil won the International High-Point Championship title. Now, 10 years later, the same fleet gets to see the Reichner Trophy again.

Gilberto Carvalho sailed 15 races from March 31, 1967 to April 1968 and won every one of them for a perfect score of 1750. You can't beat that no matter how you try. He had 6 to 8 competitors in each race.

Tom Legere of Winchester 77 is in second place with 1721.5 garnered from 22 races, of which he won 16 against an average of 12 entrants in a race. Two years ago, he was in 4th place with 1718 in 20 races, so he has increased the pace of his fine record. He gets the Minneford Trophy, emblematic of the highest U.S. point score for the season.

Only 3 others scored above 1700 points, and the trend started a few years ago toward lower total scores continues, dropping from 9 last year. This confirms the theory that perhaps competition is getting keener and sailing better, and in large fleets, it is almost impossible for one or two men now to walk away with the works over a given period of time. Of the 10 top scorers this year, only 1 survives from last year - Joe Cacoperdo of Sequoyah 68, who dropped from 2nd to 4th.

Holding of official point score races to determine local fleet standings remains the heart of the SCIRA racing program. Reporting of this fleet activity by each fleet is the only really required annual fleet report. It indicates and verifies fleet activity for the records, and also serves as an interesting comparison of the caliber and ability of individual racing members. The trophies awarded are SCIRA's oldest, dating back to the early thirties when the series were started.

1967 SEASON HIGH-POINT SCORES

BOAT	SKIPPER	CLUB	No. of RACES	Points.
12110	Gilberto Carvalho	Brazil	15	1750
16528	T. Legere	Winchester, MA	22	1721.5
16613	John/Jamie Story	Shediac, Canada	11	1710
13844	Joe Cacoperdo	Sequoyah, OK	21	1702
10818	Phil Neiman	Chicago, IL	12	1700.2
7428	Lowry Lamb, Jr.	Privateer Y.C., TN	24	1695
9100	Norman Towle	Winchester, MA	27	1689.9
15117	Robt. O. Burns	St. Simons, GA	19	1685

12888	Joe Ramel	Lake Lotawana, GA	15	1682.9
4340	Bob Hill	Acton, OH	13	1681.7
11899	Richard H. Glenn	Chippewa, OH	30	1681.3
6995	Francis Seavy	Oleawater, FL	14	1679.5
17110	Gordon Yates	LaCrosse, WI	18	1676.6
12613	Robert Harding	Iowa-Nebraska	16	1674.6
16501	L.A. Zars	San Antonio, TX	11	1674.3
17164	Gunnar Stickler	LaCrosse, WI	17	1673.7
14676	Jerry Jenkins	Detroit, MI	9	1672.4
16955	Earl Troeger	Birch Lake, MI	15	1672.2
7588	Joe Remlin	Quassapaug, CT	17	1671.9
8570	Red Garfield	Chautauqua, N.Y.	19	1663.6
15940	Carl Zimmerman	Portage Lakes, OH	24	1663
11748	A.E. Grossman	Lake Lotawana, MO	22	1662.3
12636	Chris Stump	Decatur, IL	12	1661.9
16731	Andy Zeratsky	Green Lake, WI	10	1660.9
10170	Colton Weatherston	Green Lake, WI	8	1660.2
16298	Terry Timm	Memphis, TN	34	1647
14308	G. Syverson	Seattle, WA	15	1658.6
12978	Bob Williams	Michita, KS	25	1657.8
13859	Rita Bragg	Lake Worth, TX	17	1657
13205	Lambertus P. Verwey	St. Johns, FL	18	1655.1
11391	Cliff Hogg	Chattahoochie, GA	5	1650
15190	Charles Robertson	Loon Lake, N.Y.	20	1649.5
12119	Eduardo Freire	Aracaju, Brazil	7	1647.7
10849	G. Reiner	Lake Washington, WA	10	1646.7
10547	H.N. Richards	Oakville, Canada	9	1646.1
13204	Jack Cummings	Onandaga, N.Y.	17	1645.9
14002	George (Stovey) Brown	Annapolis, MD	24	1644.6
12819	Happy Fox	Grand Rapids, MI	15	1644
14378	Neal Fendig	St. Simons, GA	19	1644
12298	Hans Hagenbeck	Aracaju, Brazil	13	1640
15711	Dr. Thomas Ducker	Potomac River, WA, D.C.	14	1639.3
17566	John G. Hoyt	San Juan, P.R.	9	1638
12217	Gary Boswell	Dallas, TX	16	1636
14386	Robert Foster	Gull Lake, MI	12	1635.5
17015	Dan Blodgett	Redondo Beach, CA	5	1634.2
16697	Bob Wesselhoft	Peoria, IL	12	1634.2
6106	T. Hains	Oakville, Canada	8	1634
17102	Roger Turner	Gull Lake, MI	15	1631.8
16957	Joe Panlan	Green Lake, MI	11	1631.5
16732	Rod/Harry Goldstein	Peoria, IL	24	1631.1
16800	Eugene Lemke	Indianapolis, IN	16	1630.9
8459	Harold Lyness	Onondaga, N.Y.	20	1630.7
12453	Don Cochran, JR.	Oleawater, FL	12	1628.4

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14115 Dr. Charles Rose	Loon Lake, N.Y.	21 1626.3	13010 Joseph Zambella	Massachusetts Bay, MA	12 1598.9
9432 Jeff Troeger	Birch Lake, MI	7 1625.1	13837 Tom Wurster	Diamond Lake, MI	18 1597.5
15223 Hugh O. Donald	Annapolis, MD	23 1624.4	14905 Bill Kuehnling	Portage Lakes, OH	12 1597.4
11600 Paul Betlem	Newport, N.Y.	18 1622.8	16765 M.J. MacDonald	Potomac River, WA, D.C.	15 1597.2
17115 Frank A. Jones, Jr.	Memphis, TN	27 1622	17017 J. Albertson	Seattle, WA	11 1597.1
12208 Thomas Rose	Loon Lake, N.Y.	21 1620.9	13008 Jim Richter	Indianapolis, IN	20 1597
11660 Lloyd Cox	Privateer, TN	25 1620.8	15155 Will Ivie	Lake Worth, TX	14 1596.8
16789 Don Hite	Lake Angelus, MI	9 1620.7	16969 Dick Caspari	Wichita, KS	14 1596.3
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17121 Francis N. Dawson, Jr.	Ponca City, OK	6 1620	16851 Dr. John Filkins	Iowa-Nebraska	19 1595
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16799 Bud Leonard	Diamond Lake, MI	13 1619.3	13646 Wm. & Dorothy Demurry	Chicago, Corinthian, IL	9 1594.1
15154 Pete Cacerperdo	Sequoyah, OK	20 1619	16730 Lou Leber	Peoria, IL	21 1594
16025 Ted Wells	Wichita, KS	14 1618.6	11983 P. Gottshalk	Pine Beach, N.J.	15 1593.9
8385 John Storey	Shediac Bay, Canada	5 1618.4	14394 Bill Webb	Dallas, TX	19 1593
12968 Worth F. Ross	Sierra, Nevada	5 1618.4	14107 Eldon L. Howell	Magnolia, MS	8 1592.8
14290 Bob Cummings	Dallas, TX	22 1617	14550 Wayne/Mark Ernst	Keuka, N.Y.	14 1592.2
6258 Frank Johnson	Atlanta, GA	21 1616.6	11221 Bruce Cochran	Clearwater, FL	5 1592.1
12390 Bill Howie	Royal Hamilton, Canada	12 1616.3	12741 Edgard F. Hasselmann	Brasilia, Brazil	20 1591.9
14636 E.F. Booth	Onandaga, N.Y.	21 1615	16562 George H. Baldwin	St. Johns River, FL	14 1591.6
8653 Brad McFadden, Jr.	Atlanta, GA	26 1611.8	11601 Austin Young	Dallas, TX	16 1590
11000 Ron Grossman	Lake Lotawana, MO	8 1611.6	17325 Antonio Carlos Vieira	Pernambuco, Brazil	15 1589.8
12640 Steve Pikuet	Newport, N.Y.	15 1611.4	17102 Roger Turner	Gull Lake, MI	17 1588.2
15011 E.L. Marting, Jr.	Portage Lakes, OH	18 1611.3	17135 Jerry Cookson	Ponca City, OK	5 1587.2
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16332 Frank Castelli	Decatur, IL	23 1610	16520 Alan (Buzz) Levinson	Indianapolis, IN	11 1586.1
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11939 Richard Wadlow	Lincoln, NB	19 1609.7	16065 Rudolf Oehling	Pernambuco, Brazil	11 1582.5
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12900 Larry Wheeler	Portage Lakes, OH	19 1608.4	13456 Leonard Lewis	Portage Lakes, OH	19 1560.5
10111 Gonzalo Diaz	Miami, FL	10 1608.4	13437 Al Blodgett	Onandaga, N.Y.	15 1582.3
14711 Guilherme Raulino	Brasilia, Brazil	14 1607.5	14603 Dick Grandall	Detroit River, MI	8 1582.1
14973 Don Waggoner	Willamette, OR	12 1605	12223 Robert Wightman	Keuka, N.Y.	14 1581.6
14241 Ernest O. Moore	Wall Lake, MI	5 1605	16234 Bill Ridge	Lake Mohawk, N.J.	12 1581.3
13023 Ed Probeck	Chicago, IL	11 1605	14547 H.R. Morgan/Jane Morgan	Royal Hamilton, Canada	7 1581.1
14608 John Cameron	Wichita, KS	16 1604.9	16600 Bernie Rowe	Diamond Lake, MI	20 1580.2
13887 Ian R. Smith	Annapolis, MD	15 1604.7	16616 Ralph W. Swanson	Winchester, MA	25 1580
15353 Gib & Katy Zeratsky	Green Lake, WI	12 1603.1	11006 John P. Chapman	Valdosta, GA	20 1579.5
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11951 J.E. Buhlert	Lake Washington, CA	12 1602.8	16601 William A. Schell	St. Johns River, FL	13 1577
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Wells Wanderings



by Ted Wells

SEPTEMBER 1968

LUMPY ROAD

Long Beach was anything but a lake sailor's cup of tea during the Crosby Series, except for one race where I got a good start, went all the right places, and lead Buzzy Levinson all the way. There was another light wind race where I got a bad start and went all the wrong places. The winds were never very high, but by afternoon, the water was awfully bumpy. The Heinzerling Series became the California State Championship, with only three outsiders and only two of these were lake sailors.

I didn't do too badly to windward, but on the reaches, I looked like I had a sea anchor out. They say it pays to take up surfing to improve reaching technique. Unfortunately, there is very little opportunity for surfing on Santa Fe Lake.

FLOTATION

Before the start of the second race, the Nico fitting on the jib halyard gave out. Rather than delay the start of 85 other boats by tying up to the committee boat, we capsized the boat to tie up the halyard. Unfortunately, the boat swamped before the operation was completed, and I became more con-

vinced than before about the desirability of more flotation than currently required. We tried fast towing to get some water out so we could bail with a bucket, but the waves kept filling us up.

The term "Self-Rescuing" has been used, (or rather mis-used) in connection with the proposed requirement for increased flotation. The goal of this proposed requirement is to provide a hull which can be capsized, filled as full of water as it will fill, then can be righted and continue racing. Like most things in life, there are some disadvantages! The increased buoyancy may increase the tendency to turn turtle, and make righting of the boat after turning turtle more difficult. In any case, the term "Self-Rescuing" should not be used, because it can be misleading. There was to be some discussion of these problems at the Board of Governors meeting after I had to leave Long Beach because of an emergency at home.

MASTS

A number of years ago, it became apparent that good spruce was going to become increasingly difficult to get and that spars were going to have to be made from something else. Fiberglass is frequently spoken of, but none have actually shown up yet. Several aluminum sections have been submitted, tested and approved, but their availability is not all that might be desired. Anyone having any ideas of how to handle the approving and specifying of new sections is invited to submit detailed suggestions. Ideas have varied from allowing anything that meets a certain specified minimum weight, up to very detailed drawings, tolerances, specified moments of inertia, and deflections.

The problem is that people in general, and Snipe skippers in particular, tend to jump to conclusions. Just let a good skipper be lucky with something new and a lot of people immediately assume that the new gimmick is essential to success.



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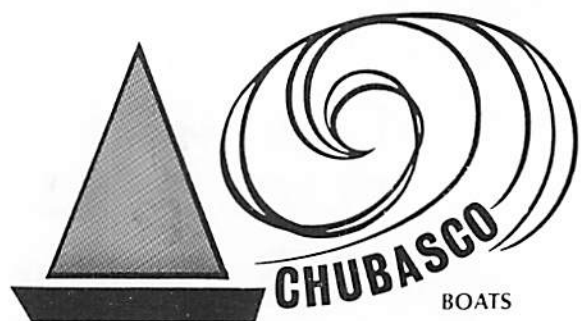


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NOTICE TO DAY SAILORS! We have a few new and used masts, structurally sound, but not perfect. Will sell at 50% off. Deck-stepped spruce masts \$100.00 each. 2" deflection; average weight 15½ lbs.; Holt-Allen shive cages; adjustable stay tangs. Post Woodworking Shop, 2020 E. 1st St., Tempe, Arizona 82251.

FOR SALE: DUNPHY SNIPE 5640. Wood hull; medium cut dacron sails; dry-sailed 6 years; will include hydraulic boat lift. Hull just coated with polyoxy. Excellent condition and ready to sail. Please contact R. E. Faulman, Route #2, Maple City, Michigan 49664.

FOR SALE: LEMKE SNIPE 16607. White fiberglass and self-bailing hull; mahogany deck; teak floorboards. Good racing record. Dry sailed. Excellent condition. Boat, trailer, sails, (Levinson), cover - all for \$1500.00. Contact: Susan Bertermann, 8801 Springmill Rd., Indianapolis, IN 46260

FOR SALE: LOFLAND SNIPE 16417 - All fiberglass white hull; medium blue deck; Levinson sails; Lofland trailer; Proctor keel mast; bailer; and deck cover. All in beautiful condition and only \$1145.00. W. G. Clayton, 7203 N. Lesley Ave., Indianapolis, IN 46250. Phone: 317-849-0879.

FOR SALE: LOFLAND SNIPE 15127. Dry-sailed; garaged; excellent. Levinsons, trailer, boat for \$995.00. Hugh Charles, Box 392, Parsons, Kansas 67357 or call 316-421-6075. Want out now!

FOR SALE: MIDWEST SNIPE HEADQUARTERS: Lofland - Schock - Others. Used Lemke - 1 year old. Proctor spars in stock; Lofland booms; Racelite - Seaboard - RWO - FICO fittings - all sailmakers - custom swaging and micopress - Lofland & Pamco trailers - custom covers. Let us customize your Snipe! Sailboat Sales, 4609 Kellogg Ave., Cincinnati, OH 45226. Phone: 513-871-5656.

FOR SALE: SNIPE 9738. Top condition. Dry-sailed, planked cedar hull; mahogany deck; trailer; new full over-the-boom cover; Ulmer sails; Race-Lite fittings; lifting sling. Ready to race - \$700.00. Albert Closser, 156 Floradale Ave., Tonawanda, (Buffalo area), NY 14150. Phone: 832-4390

FOR SALE: 1968 LOFLAND SELF-RESCUING SNIPE 17627. Keel stepped E section; adjustable jib down-haul; adjustable lever outhaul. White deck and blue hull. Elms sails; cover; Always dry-sailed. \$1300.00. Robert Jarasek, 385 Parkway Dr., Pittsburgh, PA 15228. Phone: 412-343-5366.

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OCTOBER 20-27 **WESTERN HEMISPHERE Snipe Championship**, Jacksonville YC, St. John's River, Jacksonville, Florida. An Open Regatta for all Snipers will be held Saturday and Sunday, Oct. 19-20, consisting of 3 tune-up Races. All are invited to bring their Snipe and join in. William R. McQuaid, Jr., Florida YC, 5210 Yacht Club Rd., Jacksonville, FL 32210

OCTOBER 26-27 **HOSPITALITY Regatta**, Jackson YC, Barnett Reservoir, Jackson, Mississippi. Charles Fletcher, 127 Pimlico Pl., Jackson, MS 39207.

NOVEMBER 2-3 **HALLOWEEN Regatta**, Atlanta YC, Allatoona Lake, Atlanta, Georgia. R. Means Davis, 6620 Wright Circle NE, Atlanta, GA 30327.

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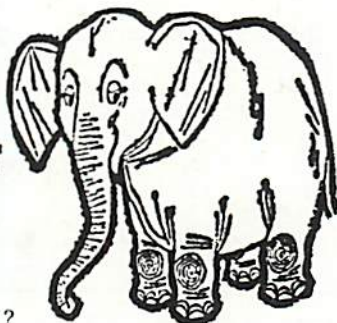
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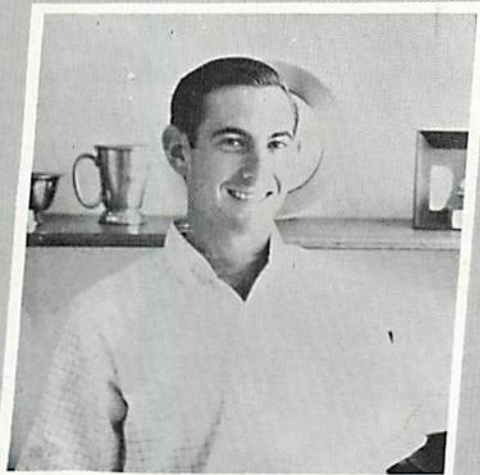
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