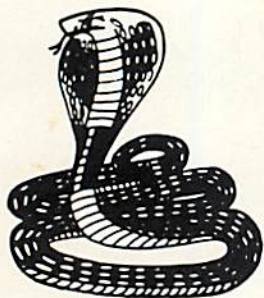


SNIPE
BULLETIN



Cobra Masts

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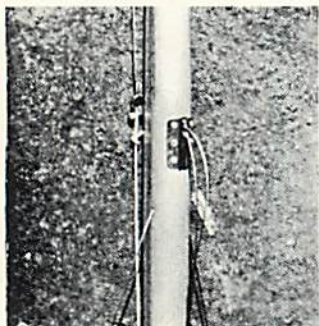
Finally there is a superb American mast — extruded, tapered and rigged for Snipes.

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

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

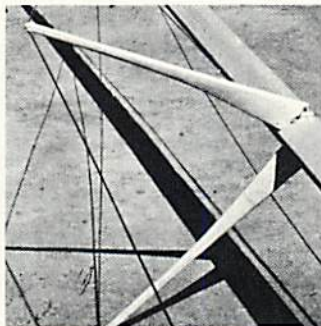
For Instance—



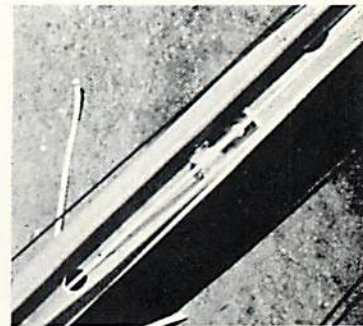
Special Hound fittings. No windage, everything on one, setting inside mast.



Super taper, considerably more than X models.



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



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

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

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

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

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As Others See It

Voice Of The People

Mr. P. G. Harris, who has been voted as life honorary member over here for the years and years of devoted SCIRA service, this weekend gave his daughter Elaine Carol to Mr. J. O'Connell at the Snipe wedding of the year. First bridesmaid was Elaine's sister Moira. Together they have raced their Snipe Thumper to many firsts. In May at the Stone Sailing Club they won the International open meeting outright. Snipe juniors Moira and Elaine came second. At the Nationals in 1966 when Elaine was 17 she with sister Moira finished 3rd overall under very heavy conditions. Then two years ago Elaine crewed the well known Yugoslavian Cok Zlatan at the International Open meeting at Stone S.C. They came in first.

Her husband Jerry is also well known for his Snipe racing. For years he has crewed for now father-in-law Peter to many and many victories. There will be no changes with the Harrises . . . Elaine and Moira are to continue to sail against Peter and Jerry.

The honeymoon in Europe is to be short—so that they will both be back in time to sail at the Nationals at the Broadstairs Sailing Club!

Trust this item of news which hit the headlines over here will be of interest to the Bulletin.

*John R. Broughton
Fleet 372—Stone Sailing Club*



The Bridal Party

Are you THE fastest sailor? If so please turn the page. If not then accept this invitation to air your complaints. Apparently, most Snipers are well satisfied or too busy sailing to write, or perhaps they wore out last year. In any case do not forget that this is the place to be heard. If you have a good word or a bad word (no porno, please) send a letter to the editor.....

STAY AHEAD



WINNING SAILS

by

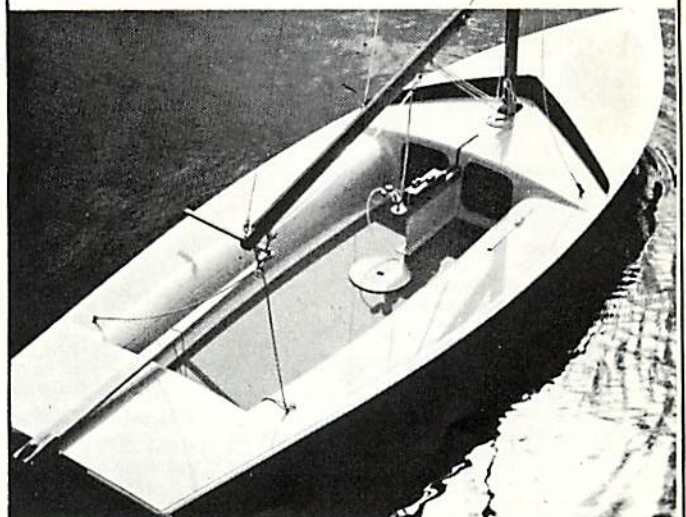
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SEPTEMBER 1971

VOL. XX No. 8

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CHANGE OF ADDRESS

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

THE COVER

To the uninitiated the cover picture could be entitled "Saturday Afternoon Confusion". The view is at the reaching mark (the wind has shifted!) of the 20th Annual Southern Championship Regatta on Lake Chickamauga. The picture presents a study in the effect of a boom vang (apologies to John and Bo). The fine picture was taken by Cecil Pearce who has furnished a number of cover photos in the past.

HIGH COSTS

I think the high cost of going to regattas should be considered by all fleets planning to hold such events. There has been an increasing tendency to make regattas self-supporting by making the entry fees large enough to cover trophies, free liquid refreshments and even possibly souvenirs and meals. When you add this to the expense of traveling and motel or camping expense, the cost of a weekend regatta becomes considerable. I have heard many adverse comments about this high regatta cost and believe it is time to discuss it thoroughly in the BULLETIN and possibly solve the problem.

As a starting point here are some ideas and recommendations.

(1) Make a maximum entry fee for \$2.00 per boat for every sanctioned regatta. This \$2.00 would be divided between the District and the National. District money could support Junior trophies and be accumulated to help defray the cost of holding the National Regatta when it is to be held in the particular district. The National office would use the fund for general Snipe promotion. This in effect, would mean the local fleet would receive no money.

(2) Make it mandatory to award a trophy to the highest placing Junior (with junior crew) at all sanctioned regattas.

(3) Make meal charges separate and voluntary and not included in any regatta package price. This could lead to more informal cookout type meals.

(4) Nearby camping facilities must be available at all sanctioned regattas and when ever possible, offer private housing on a first come, first served basis.

The above recommendations would definitely put considerable burden on host fleets but I'm sure it would open up regattas to many more competitors especially the younger ones.

Buzz Levinson
U. S. National Secretary



THOUGHTS WHILE SAILING . . .

Looking back on our vacation trip to the Bahamas, one episode that I thought might be of interest to Snipers was our stop at Man of War Cay in the Abacos. The economy of the relatively prosperous island is based almost entirely on the building of boats. In particular, they turn out sailing dinghies that have traditional and eye-appealing lines. Just looking at them occupied several hours. We were torn away only by the discovery that the only bread available on the island was home made.

Mr. Norman Albury has a small sail loft and makes most of the sails for that area. He is 75 and is one of the most talkative old salts I have ever met. By the time you have thought of a reply he has exhausted three other topics. It was all interesting so you soon settled down to just listening.

Mr. Albury is from the old school. He will make you a suit of sails using dacron, if you insist. He warns you that they will last you only about 5 years and then points to a suit of cotton sails in the loft for repair. "I made those sails in 1952." Could we be missing the boat somewhere?

According to Mr. Albury, hurricanes rarely visit his island. He did point out that the one in 1926 was a dilly. Many houses were blown away and a number of lives were lost. One entire family was saved when they found shelter in a blown-over outhouse. There were 9 people in that family. I guess that proves that modern day plumbing does have some drawbacks.

THE SCORE


Numbered SNIPES — 19484

Chartered Fleets — 701

In the past two months 71 numbers were issued, continuing the trend of growth. They were distributed as follows: U.S. 36, Brazil 20, Argentina 10, Norway 3, and one each for Colombia and Portugal.

A new charter was issued for Rota Naval Yacht Club in Spain. It received fleet number 701 and will be composed of U.S. and Spanish naval personnel. Fleet number 531, the Queen City Fleet, Springfield, Missouri was reactivated. Dave Horthrop is fleet captain and would welcome any Snipers in the vicinity.

fleet 515 hosts the fourth annual

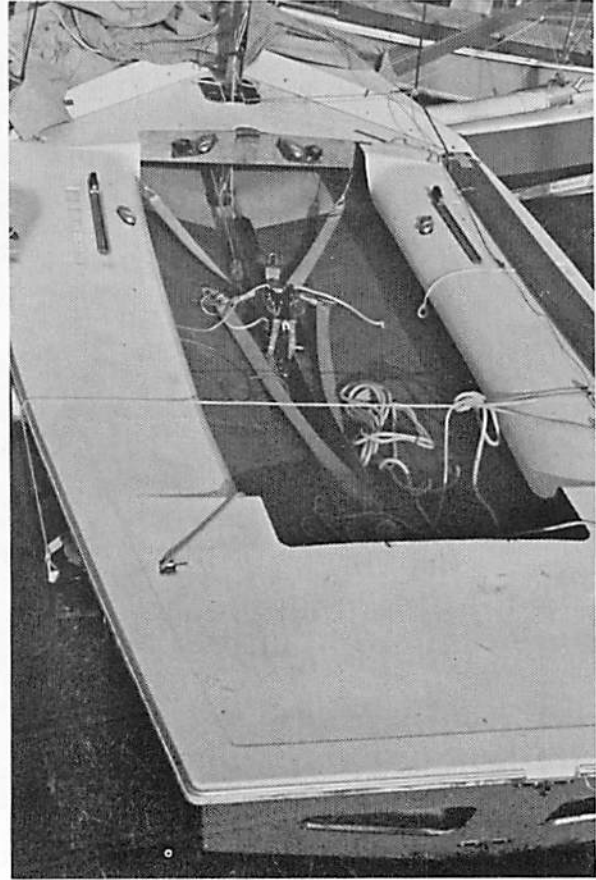
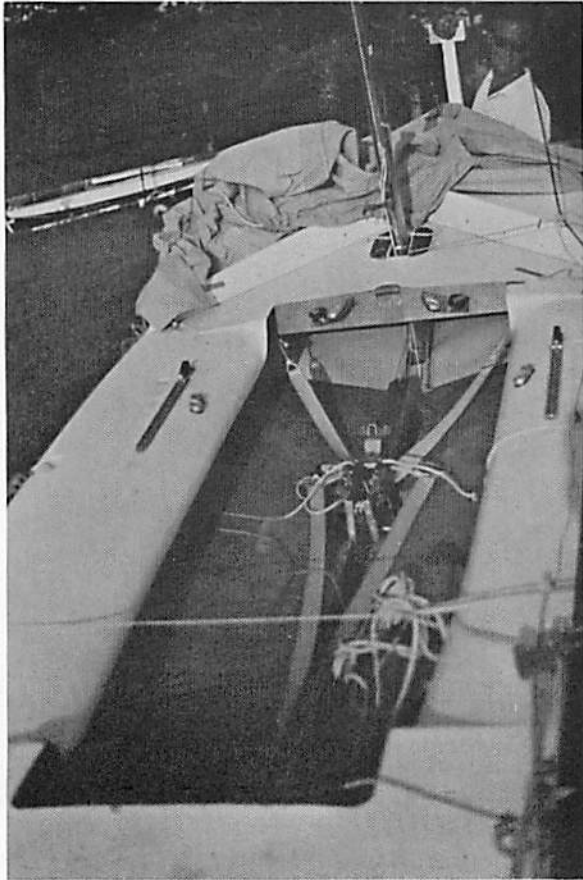


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REBUILDING A GLASS BOAT

Another Article In The Continuing Series Of Modernizing Old Boats



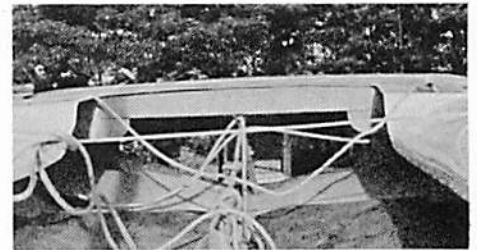
After much thought, I decided to rebuild my old boat to incorporate the changes permitted by the change in the rules in 1970.

The project was begun in November 1970 after the Memphis sailing season ended. I first separated the centerboard trunk from the deck of my 1966 Lofland No. 16153. Next I removed the deck. The fiberglass floatation was removed from under the deck, and the cockpit opened up to the maximum. The deck structure was now very flexible. To restore a rigid structure, a wooden brace was glassed into the deck fore and aft of the cockpit. Several halved fiberglass tubes were also glassed to the bottom of the deck structure for reinforcement. It may well have been just as easy as well as lighter in weight to have built a new wooden deck rather than remodel the existing one.

The hull was extensively power sanded inside so that smooth clean fiberglass layup was exposed inside. Wooden cross stringers were glassed to the bot-

tom of the hull. After a search for a styrofoam which could not pick up water weight by absorption, I ended up using the blue styrofoam commonly used in building insulation. This was cut and shaped to fit between the cross stringers, and glued in place using 2 package epoxy. (Epoxy & polyamid resin) Normal styrene polyester resins dissolve the foam. The bow area and few other voids and hard to fit places were foamed with two package foam-in-place urethane foaming resin. 1/16th inch polypropylene plastic was screwed to the stringer tops over the foam, and further covered by plywood in the cockpit area. This can be easily removed to inspect the foam for water pickup.

The boat was then taken to Lake Arkabutla and swamped to determine where it would float. It floated high, and the centerboard trunk was next cut off to 9 inches and reinforced to keep it stiff. I later found out that during heavy pounding chop water squirts through the trunk under pressure. A gasket at the

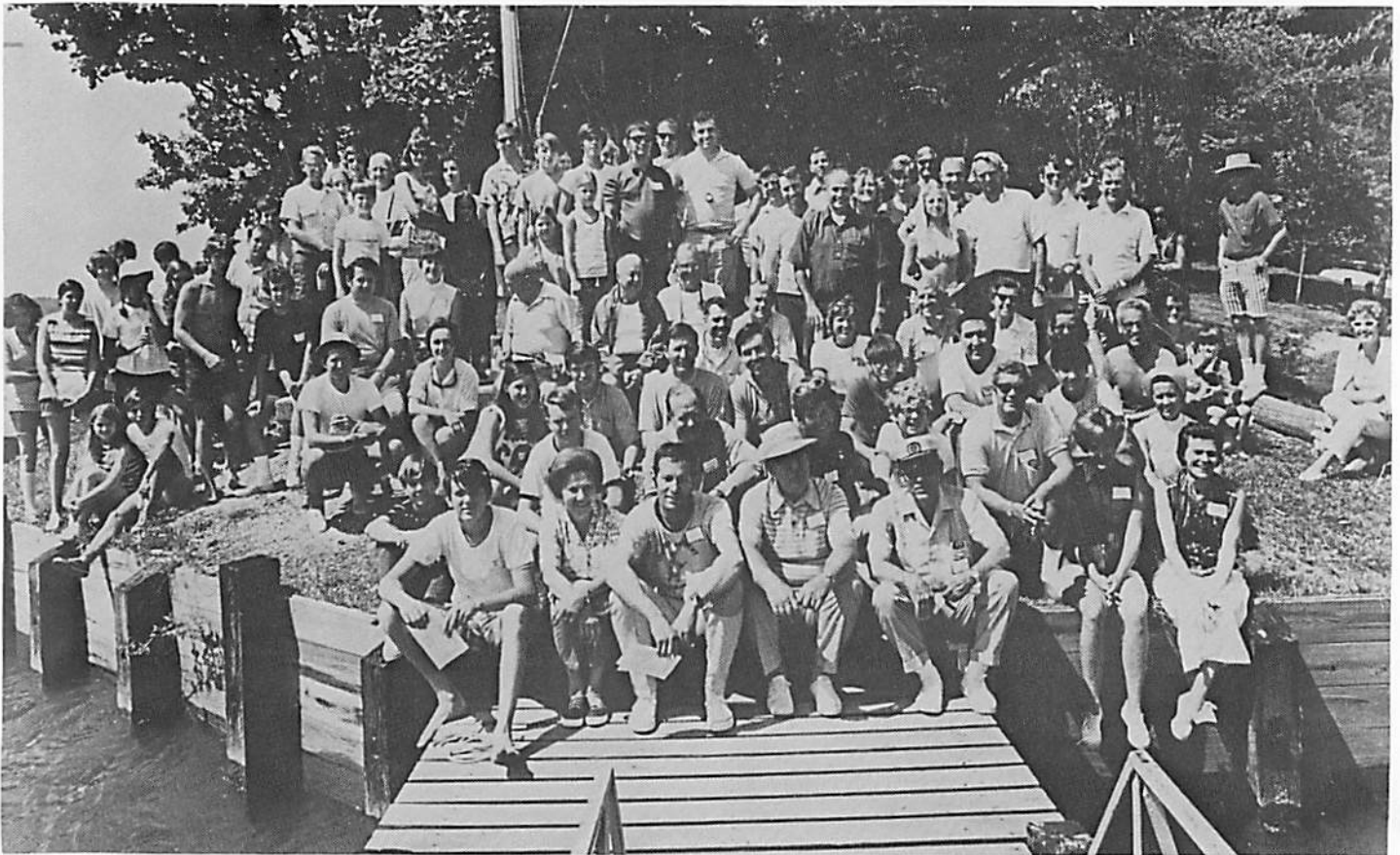


top of the trunk reduced this annoyance, but I feel 9 inches was too short. The transom was opened with Chubasco size-shape holes.

The boat has now been out in the heaviest of weather, and everything has held together. I have used both the conventional radiused centerboard as well as the cut-off board and do not have an opinion on which is best. It has not been sailed in any large fleet regattas since rebuilding, and as a consequence I can not report the effects on boat speed, but based on local fleet races, I feel it has been an improvement.

*George Lee
Fleet 407-Delta Sailing Club*

Pete Duvoisin Wins 20th Annual Southern Snipe Championship



Pictured left to right, front row: Van, Lib, Ed, Dixie, O. D., Race Committee Chairman's eye view. These are all the participants, skippers, crews, and all those great people who work diligently and likely as not get cussed out, except when you need a tow!
Photo by Cecil Pearce



The 20th Annual Snipe Southern Regatta was held on Lake Chickamauga, Chattanooga, Tennessee, on May 8 and 9. A record 45 participants attended the regatta which is one of the most hotly contested Snipe events in the South. The winner, by 0.3 point was Dr. Pete Duvoisin of Chattanooga, sailing a new Chubasco. In second place was previous winner Brad McFadden of Atlanta. Third place went to Bruce Colyer, Ft. Lauderdale. Fourth place went to Dan Williams, Chattanooga, last year's winner, while fifth place was won by Lloyd Cox.

The first race began in winds of 10 to 15 mph, around an Olympic triangle windward leeward course with the finish half-way to windward. At the end of the first triangle Don Hite was leading, followed closely by Brad McFadden and

Bruce Colyer. Hite, who showed good boat speed throughout the regatta, won the race followed by McFadden and Colyer.

At the start of the second race, the winds had picked up to 15 to 18 mph. Don Hite was among the leaders but fouled Duvoisin at the reaching mark and dropped out of the race. At the end of the second beat, McFadden was first followed closely by Duvoisin with Colyer third. On the run, Ed Griffith of Cincinnati stayed out in the lake away from the others and rounded the leeward marker first followed by McFadden and Duvoisin. The race finished in that order.

Sunday morning the third race was delayed for an hour because of no wind. It was finally begun in extremely light drifting conditions. The port end of the line was heavily favored and nearly 40 boats were clustered at the pin. Clif Hogg of West Point, Ga. got in front of the pack by the first mark and stretched

out a long lead. Several of the legs turned into reaches in the light conditions. The race was won by Clif Hogg with Don Hite in second place and Dan Williams third.

The Snipe Southern Regatta, celebrating its 20th year, was instituted by former SCIRA Commodore Owen Duffy, Jr. This year's race committee chairman, John Wesley, won the first race of the first Southern Regatta. Many of this year's contestants were previous winners. The out-of-town guests included skippers from as far away as Springfield, Detroit, Ft. Lauderdale, and Clearwater. A strong contingent was sent from the Atlanta Yacht Club, perennial competitors of the host Privateer Yacht Club.

The Junior Trophy went to Frank Levinson who finished sixth in the overall standings. The remaining silver went to Tom Rolfes, seventh; Buzz Lamb, eighth; Don Hite, ninth; and Ed Griffith, tenth.



The windward mark at the Southern. Cecil Pearce photo.
20th Annual Snipe Southern Championship

Skipper	Club	Races			Fin.
		1	2	3	
Pete Duvoisin	PYC	4	3	4	1
Brad McFadden	AYC	2	2	10	2
Bruce Colyer	Ft. Lauderdale	3	5	7	3
Dan Williams	PYC	5	8	3	4
Lloyd Cox	PYC	9	4	8	5
Frank Levinson	Indianapolis	6	12	6	6
Tom Rolfes	Cowan	11	7	12	7
Buzz Lamb	Clearwater	7	15	9	8
Don Hite	Detroit	1	F	2	9
Ed Griffith	Acton	10	1	29	10
Van Wesley	PYC	12	19	11	11
Bo Cline	PYC	17	16	14	12
Glenn Young	PYC	16	10	25	13
Bill Simons	PYC	13	21	20	14
Means Davis	AYC	22	11	24	15
Mark Schoenberger	Cowan	8	6	F	16
John D. McGowan	Jackson	26	30	5	17
Steve Cooper	PYC	23	20	19	18
Neil Brown	PYC	20	9	30	19
Cliff Hogg	Chattahoochee	29	F	1	20

Top 20 of 45

TEAM RACES

The annual competition between the Atlanta and Chattanooga Snipe fleets for the Owen Duffy Team trophy was held this year in Atlanta April 16th, with Atlanta defeating the strong Chattanooga team in two straight races. However, wind light and fluky to non-existent let the 7 Chattanooga boats have all the alibi they needed for losing.

We in Fleets 330 and 142 feel that a team race weekend offers unique advantages over a traditional regatta. The smaller number of people involved keeps the atmosphere close and friendly, while a covered-dish supper keeps the budget minimal. The co-operation between teammates is a welcome relief from the competitiveness of club races and regattas. We plan our race to alternate locations each year and have it on a weekend adjoining the spring regatta at each club so that boats need be trailed only once. The host fleet simply matches the number of visiting boats.

Not every fleet is lucky enough to have another fleet within reasonable distance that is even in skill and size. Still, fleets of differing strength could easily hold a training race weekend along similar lines. The rewards of such a weekend far outweigh the trouble to our fleet.

Peggy Davis
Fleet 330

ATLANTA TEAM		
Skipper	Races	
	1	2
Brad McFadden	2	1
Means Davis	4	3
Herb West	6	5
Randy Nord	3	13
John Muhlhausen	7	11
Henry Wade	NF	8
Bruce Mylrea	13	10
Total Pts.	80.4	81.7
CHATTANOOGA TEAM		
Skipper	Races	
	1	2
Pete Duvoisin	1	7
Dan Williams	5	4
Lloyd Cox	10	2
Glenn Young	12	6
Bryson Leslie	9	9
Ken Simons	8	14
Neil Brown	11	12
Total Pts	90	88.7

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On The Not So Light Side

The 19th Annual Hughes Handicap Regatta was held over the three-day Labor Day weekend on Lake Manawa. All members of Snipe Fleet 309 who were eligible for point score races (that is, whose boats have been measured and weighed, and whose dues were paid up) were invited to sail in this 5-race series, the scores of which would also count on point score fleet standings.

Back in 1952, Floyd Hughes, who was International Commodore in 1963, initiated the Handicap Regatta as a means of encouraging those fleet members who sail in the middle of the fleet. Handicaps are figured using the point score, without bonus, deducted from 1600. The resulting figure is added to the place score for each race, thus giving the sailors in the top of the fleet smaller handicaps, and those farther down the standings larger handicaps. For the five race series, everyone sails even.

An interesting historical point is that the first three Hughes Handicap Regattas were won by none other than Floyd Hughes, who then retired the trophy and supplied another. For the 19th Annual Regatta, Floyd served as chairman, and his gracious wife, Janie, handled the scoring.

The Saturday afternoon race started 26 Snipes in winds of 15 to 18 gusting to 30. Six boats capsized in the wicked gusts, some of them swamping. One boat of the self-rescuing type, went over, filled, but still sailed across the line, losing 14 boats and submarining for the bottom every time a little speed was picked up. After all the boats were in and pumped out, the fleet adjourned to the pavillion for a steak fry.

Sunday morning races started at 9:30 with more of the same winds, but gusting up from 20 to 25. Two races were sailed on the famous Lake Manawa X-Z course, which fortunately in this weather, eliminated the jibing mark. After a lunch break the third race was held, over the groans and objections of a few of the more vocal among the sore and weary skippers and crews. After the races the fleet moved to the lakeshore home of the Hughes for refreshments and verbal racing of the course just completed.

The fifth race on Monday morning began in a perfect early fall day, cool and with breezes of 8 to 10 as we left the dock for the starting line. Surprise — our September in the Midlands, true to form,

supplied rapidly increasing wind velocities with the usual wicked gusts, so that by the time we finished the long beat and began the run planing was not unusual, and the jibing mark was occasionally decorated with up-and-over Snipes.

Any slight familiarity with the sailing press will give information about various seminars designed to produce better sailors, and held in various locations about the country. They are no doubt worthwhile, but even if one were willing to invest the time and money to attend, it is possible they would not be most helpful to Snipe sailors, or appropriate for the location in which most of your own sailing is done.

The officers of Fleet 309 have just concluded what we in Iowa-Nebraska Sailing Association consider a very successful seminar. Three programs were offered on succeeding Sunday afternoons. Since most of us reserve that time of the week for sailing activities, it merely meant a slightly earlier beginning of the season.

Our nearest neighboring fleet was invited to attend, and some of their top talent appeared on the programs. The first session was attended by at least one person from nearly every boat in the fleet and a number of prospective sailors.

A panel consisting of two of our top sailors and one from our neighboring fleet presented a discussion on tuning the boat. It was interesting to find they did not necessarily agree on a number of details — and they are all winners.

The second session was presided over by a couple of 'attorneys at sea law' — one from each of the participating fleets. They reviewed basic rules and rule changes. The discussion lasted so long that it was terminated to keep the fleet from missing dinner.

The third session of the seminar was planned to be held on the lakeshore, but a cold wind which would make communication difficult, caused it to be moved indoors. This presentation was made by our senior fleet member — 'Mr. Snipe' of INSA, and included a demonstration of the care and use of all the equipment provided for a Race Committee to run a race. At the request of some newer sailors, we ran through the timed sequence from the ten minute gun to the start, with the commodore on the anchored pontoon boat demonstrating, and the presenter inside looking out and explaining the procedure. We gave them both a big round of applause when their timing coincided exactly.

Perhaps you don't realize quite what an array of talent your own fleet contains, for staffing such a seminar as this. Certainly it took a good deal of

pre-planning and organization on the part of the fleet officers, and some serious preparation on the part of the people who made the presentations. But the very high percentage of membership in attendance at the sessions does indicate that it was filling a need.

We in INSA recommend a seminar of your own as a way to achieve at least two objectives. We feel it has built interest in sailing and educated (or reviewed) all our members.

At the trophy luncheon, chaired by Floyd Hughes, it was announced that the 17th boat in Fleet Standings had won the regatta, and the 26th boat had placed second. First season sailors in 30th place in the fleet standings did well enough to place in the top group, and a couple of our very able, top of the fleet sailors, continued placing well enough to overcome their handicaps and finish among the winners.

Chairman Hughes asked all those skippers and crews who had capsized, fallen overboard, or otherwise gone swimming during the 5 race series to stand, at which point most of the people in the room came to their feet.

Because of the wild weather picket boats were essential. Our fleet has a good safety record and we're intent on keeping it that way. Many of the capsized boats were righted and continued the race. If you'd like to build interest among your fleet members, here's a way to give everyone an even chance, in a handicap regatta. Besides we in Fleet 309 think it a most enjoyable way to end the summer with a three day weekend of, this year at least, wet and wild racing.

Ruth Bockelman
Iowa-Nebraska Fleet 309

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Standing L - R: Bill Buckles, Don Hite, Bob Hill, Bob Rowland, Paul Zent, Jerry Thompson, Terry Timm

B Fleet Winners

The 13th annual Riff Raff Regatta was sailed on Cowan Lake on June 12 and 13. Winds were light and generally steady for all three races and for the first time in several years, no squalls, thunderstorms, or fronts passed through

to make life interesting for the Race Committee and crash boats. Bill Buckles of Decatur put together two seconds and a fifth to win decisively in the 22 boat A fleet. Don Hite of Lake Angelus was second, followed closely by Bob

Hill of Acton. Bob Rowland with a fourth was the only member of the host fleet in the silver. The 17 boat B fleet was led by Mike Kinghorn of Indianapolis, followed by Dave Congdon of Decatur and in third was another Hill, Robby, Jr., who thereby also won the Junior Trophy.

Eric Graebert

Fleet 433-Cowan Lake

Riff Raff Regatta		A Fleet Races			Pts.	Fin.
Skipper	Club	1	2	3		
Bill Buckles	Decatur	2	5	2	16	1
Don Hite	Detroit	5	1	6	21.7	2
Bob Hill	Acton	11	3	1	22.7	3
Bob Rowland	Cowan	1	6	8	25.7	4
Paul Zent	Indianapolis	3	4	10	29.7	5
J. Thompson	Alamitos Bay	6	2	13	33.7	6
Terry Timm	Ann Arbor	4	11	5	35	7
Tom Townsend	Indianapolis	7	10	4	37	8
Stu Griffing	Cowan	9	13	3	39.7	9
Mark Schoenberger	Cowan	10	7	11	46	10
Jim Menzies	Cowan	16	8	7	49	11
John Stanley	Chicago	12	9	15	54	12
Henry Young	Portage	F	12	9	61	13
John Eilers	Cowan	14	18	12	62	14
Ed Griffith	Acton	8	Q	16	65	15
Arnold Lundmark	Cowan	17	17	14	66	16
Hy Finegold	Cowan	13	20	18	69	17
Charlie Wright	Acton	F	14	S	71	18
Rex Ely	Cowan	F	15	S	72	19
Tom Rolfes	Acton	F	16	S	73	20
Ed Yantes	Cowan	15	F	19	74	21
Ken Daniels	Cowan	Q	19	17	77	22

Riff Raff Regatta		B Fleet Races			Pts.	Fin.
Skipper	Club	1	2	3		
Mike Kinghorn	Indianapolis	1	1	7	13	1
Dave Congdon	Decatur	3	9	1	20	2
Bob Hill, Jr.	Acton	4	2	6	22	3
J. Stevenson	Cowan	6	3	4	25	4
G. Cook	Chippewa	5	10	3	31	5
Jack Kirkbride	Cowan	2	7	10	32	6
B. Stevenson	Cowan	13	6	2	33	7
Steve Barb	Muncie	7	5	8	37	8
Don Irvine	Cowan	9	4	9	38	9
Bill Bees	Chippewa	8	11	5	41	10
Skip Criddle	Cowan	10	12	12	52	11
Mike Curtin	Cowan	15	13	14	60	12
D. Hand	Portage	15	13	14	60	13
Dave Wright	Cowan	11	14	f	60	14
Tom O'Flaherty	Cowan	14	15	16	63	15
Steve Benner	Cowan	16	16	13	63	16
Brian Wasung	Cowan	17	q	11	64	17

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Don Hite Wins Middlefork Opener

Gary Guthrie Is Top In B Fleet



L - R Back Row: Bob Hill, Don Hite, Bud Leonard
Front Row: Jamey Hill, Gayle Nelson, Bud Leonard, Jr.

L - R: Earl Barb, Steve Barb, Gary Guthrie, Holland Hodges, Mike Kinghorn, John Gore

On the first and second of May the Whitewater Valley Snipe Fleet of Richmond, Indiana held it's fourth annual MiddleFork Opener on the 177 acre town reservoir. A vigorous spring low pressure system moved over during Saturday with gusty winds in the 20-30 knot bracket bouncing off the nearby shores. As a result many boats got into problems with gear failure. Capsizes also were common, and the water was unkindly cold.

The first aid kits given as favors were put to use for assorted blisters and scrapes. The near frostbite felt by those getting dunked had to be treated outside of the reservoir park but everyone was warmed up Saturday evening by musical entertainment by members of the local civic theater.

The 26 Regatta participants were evenly divided into 13 boats in A and B fleets with many top notch district three skippers turning out for A fleet. The B fleet; however, looked like a local race as 10 out of the 13 were from the rapidly growing local fleet.

The hard luck that accompanied the gusts of 25 knots are typified by Bob Rowland of Cowan Lake. At the starting line of the first race with a brand new boat and sails a main halyard swaging gave way. By the last two races he had climbed up to two firsts but was beaten in total points by Don Hite, Lake Angelus, Michigan, first; Bob Hill, Acton

Lake, Ohio, second, and our District Three Governor Bud Leonard, Diamond Lake, Michigan, third place

In the B fleet the local sailors padded the bottom of the list with 9 last

positions. Would you believe we need more practice? The winner of the B fleet was Gary Guthrie, a local junior sailor who took home best junior skipper award.

Middlefork Opener - A Fleet Races

Skipper	Club	1	2	3	4	5	Pts.
1 Don Hite	Detroit	3	7	1	2	2	24
2 Bob Hill	Acton	4	3	2	3	4	30
3 Bud Leonard	Diamond Lake	2	2	6	4	6	37
4 Bob Rowland	Cowan	s	4	8	1	1	41
5 Ed Griffith	Acton	5	1	5	7	5	43
6 Frank Pontius	Diamond	1	f	4	8	7	51
7 John Goldsworthy	Barton BC	6	8	3	9	3	52
8 John Stanley	Crystal Lake	7	6	7	6	8	63
9 Dick Glenn	Chippewa	s	f	s	5	11	80
10 Mike Zalzal	Acton	s	f	s	10	9	85
11 Ron Anderson	Acton	f	s	s	11	10	86
11 Steve Sherman	Muncie	s	5	s	s	s	86
13 John Gore	Diamond	s	s	s	s	s	95

Middlefork Opener - B Fleet Races

Skipper	Club	1	2	3	4	5	Pts.
1 Gary Guthrie	Whitewater	1	2	1	3	3	14
2 Mike Kinghorn	Indianapolis	s	1	2	5	1	32
3 Steve Barb	Muncie	4	3	5	1	5	33
4 Scott Maddox	Diamond Lake	2	s	s	4	2	52
5 George Howell	Whitewater	5	4	3	12	8	55
6 Kiffin Gilbert	Whitewater	6	5	4	7	9	57
7 Dave Burdett	Whitewater	3	q	f	6	7	59
8 Mike Hill	Whitewater	f	s	s	2	6	69
9 Erick Laine	Whitewater	f	6	6	8	11	71
10 James Guthrie	Whitewater	f	f	s	10	4	74
11 Donald Meredith	Whitewater	f	s	7	9	10	80
12 Jerry Makela	Whitewater	f	s	s	s	s	93
12 Marjorie Smith	Whitewater	s	s	s	11	s	93

Florida Sailors Sweep District Four

Gonzalo Diaz Leads, Frank Levinson Second And Bruce Cochran Third

District 4 held its championship June 12-13 at the Florida Yacht Club in Jacksonville. Those who remembered the '69 Nationals there were elated to see the weather much more cooperative than then. Saturday's races were sailed with weather not too hot and with good wind. Sunday brought shiftier winds but they were still sailable. The weather was so nice that the oft-scheduled BBQ by the pool was actually held there Saturday night, followed by dancing on the patio. The St. John's Open, sailed in conjunction with our Districts, was not too large and was on a separate race course, so that conditions were close to ideal.

Six pairs of fathers and sons were among the 35 Snipers racing, with both of the Diazes and the Cochrans making the top ten. Augie Diaz started off with a 1st to see if he could finally win the D-4 Championship that has eluded him so far. His father quickly put a stop to that by winning the next two races. Meanwhile Bruce Cochran was putting together a 4-2-6 for 3rd place (just under Frank Levinson's 2-5-2) to beat out his old man, who had to settle for 8th.

Another interesting facet to this race was in the age of boats competing. There was a 14,513 spread in boat numbers. (No. 4578 to No. 19091) The winning boat was No. 10111, the median boat was No. 12453, and 11 boats had 4 digit numbers! No. 6995 and No. 9112 were sailed with the raised floor and cut-down centerboard, so some of the very old are going "new look." Studying the results and comparing the ages of the boats, there certainly does not seem to be a pattern of either old or new dominating the field—seems the skipper still has something to do with the result!

Peggy Davis

Fleet 330—Atlanta Yacht Club



Think Snipe

District 4 Snipe Championship

Boat	Skipper	Club	Races			Pts.
			1	2	3	
1 10111	Gonzalo Diaz	Miami	9	1	1	15
2 19063	Frank Levinson	Clearwater	2	5	2	16
3 12453	Bruce Cochran	Clearwater	4	2	6	22
4 18111	Agustine Diaz	Miami	1	12	3	23
5 6995	Francis Seavy	Clearwater	5	8	5	34
6 9747	Dan Williams	Chattanooga	6	7	11	41
7 19091	Pete Duvoisin	Chattanooga	14	4	9	43
8 18917	Don Cochran	Clearwater	15	10	4	45
9 7428	Buzz Lamb	Clearwater	13	11	8	50
10 17471	Randy Nord	Atlanta	17	6	10	50.7
11 12884	Means Davis	Atlanta	7	13	14	52
12 16861	Bob Dean	Ft. Myers	3	15	23	55
13 6940	Bruce Colyer	Ft. Lauderdale	12	19	7	56
14 6156	Don Reeder	Clearwater	10	3	f	60
15 11662	Bill Simons	Chattanooga	8	14	21	61
16 9554	Charlie Fowler	Miami	18	9	17	62
17 16684	John O'Donnell	Atlanta	19	18	12	67
18 17766	Glenn Young	Chattanooga	22	16	16	72
19 8569	Bo Cline	Chattanooga	24	20	15	77
20 12883	Scotty Cline	Chattanooga	f	17	13	80
21 18651	Bert Verwey	Jacksonville	20	24	20	82
22 17345	Steve Suddath	Jacksonville	11	22	s	86
23 9026	Edwin Perez	Miami	16	q	18	86
24 17894	Glen Murphy	Jacksonville	27	25	19	89
25 4578	Dean Hearn	Chattanooga	25	26	27	96
26 11221	Jay Swan	Clearwater	23	23	f	97
27 11809	Bucky Barrett	Valdosta	31	27	22	98
28 7370	Ken Simons	Chattanooga	26	21	f	100
29 18244	John Verwey	Jacksonville	30	28	26	102
30 9112	Kerry Lamb	Clearwater	32	29	24	103
31 18424	David Stage	Jacksonville	21	q	f	106
32 19006	Bud Sipe	Chattanooga	28	f	25	106
33 11559	Phil Blair	Clearwater	f	f	28	111
34 16562	George Gibbs	Jacksonville	29	s	f	115
35 14242	Morton Felsenstein	Miami	f	s	f	118

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Commodore Kilpatrick Wins Oklahoma Boat Club Regatta

The Oklahoma City Boat Club held their regatta on June 19-20th on Lake Hefner. The two races Saturday afternoon were sailed in 16-18 knot southerly winds that knocked out six boats in the first race. The problems ranged from a broken jib halyard for Don Bynam to Jeff and Connie Smith's, turning turtle and loosing their boat. In the second race David Cheek broke his tiller returning from a recall: Fleet Captain Jim Bagley came out on the short end of a port/starboard situation with Larry Theriot although Larry's boat was "holed". Jim is to be complimented for his fine efforts in putting on this regatta.

The third race Sunday morning was sailed in 6-10 knot northerly winds with cloudy skies and no major incidents. The pulse-beat of the contestants was very good throughout the series. Ernie Brooks was Protest Chairman with nothing to do since there were no protests...

Steve Taylor

Fleet 14—Oklahoma City Boat Club

Oklahoma City Boat Club Regatta

Skipper	Club	Races			Pts.	Fin.
		1	2	3		
Bill Kilpatrick	Oklahoma C	1	3	4	13	1
Ted Wells	Wichita	3	6	3	23	2
Don Bynum	Austin	f	1	2	27	3
Dick Caspari	Wichita	2	7	7	29	4
Gary Boswell	Austin	6	5	6	33	5
Bob Williams	Wichita	9	13	1	34	6
Mike Choquette	Tulsa	7	4	8	35	7
Dale Cheek	Oklahoma C	5	8	11	41	8
Henry Towles	Oklahoma C	f	2	9	43	9
Andy Towles	Oklahoma C	8	9	13	48	10
David Cheek	Oklahoma C	4	f	14	50	11
Pete De Arman	Wichita	f	10	5	50	11
Jim Bagley	Oklahoma C	10	f	10	54	13
Larry Theriot	Tulsa	11	11	15	55	14
DeDe Reusch	Tulsa	12	s	s	66	15
Joe Cacoperdo	Tulsa	f	12	s	66	15
Jeff Smith	Oklahoma C	f	s	12	66	15
Sam Lisle	Oklahoma C	f	16	16	68	18

SECOND

April the Snipe "Colombianos" held their second National Championships on beautiful Cartagena Bay. This is the site of the forthcoming Pan American Sailing Events and the next Snipe Western Hemisphere Championship.

It was a tough regatta. All races but one were sailed in winds of 18 gusting to 22 knots and produced an extreme chop. The second race was the rough one; over half of the entries did not finish because of rigging failures or cap-sizes.

From the beginning the contest for the first three places was between Aristobulo Garrido, Dan Moreno and Manuel Isaza. The final tally showed Garrido an easy first place with 5 firsts and 1 second. Moreno held the second position until the last race when he touched a mark, dropping 3 boats while re-rounding. Isaza finished in the second spot, beating Moreno by 1.6 points.

Garrido will represent Columbia in the Pan American Games in August.

Daniel Moreno

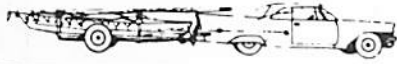
Colombian National Secretary

COLOMBIAN

NATIONALS

Boat	Skipper	Crew	Races						Pts.	Fin.
18642	Aristobulo Garrido	N.Parra	1- 1-	2- 1-	1- 1-	2- 1		3	1	
17719	Manuel Isaza	M. Isaza	3- 2-	1-12-	3- 3-	2		23.1	2	
17999	Daniel Moreno	E. Echanique	2- 3-	6- 2-	2- 1-	5		24.7	3	
18031	Luis Mogollon	G. Trucco	5- 4-	11- 7-	4- 4-	3		52.7	4	
18641	Jairo Gutierrez	A. Matallana	4- 5-	7- 3-	6-Dq-	4		56.4	5	
15035	Carlos Hoebrecker	O. Hoebrecker	8- 9-	3- 4-	7- 8-	6		66.4	6	
17720	Roberto Londono	P. Londono	nf-nf-	4- 6-	5-10-	7		87.7	7	
18032	Rafael Espinoza	D. Espinoza	9- 8-	13- 8-	9- 7-	13		90	8	
17503	Sergio Espinoza	M. Espinoza	11-nf-	14- 5-	8-11-	10		94	9	
17161	Jose Tobon	G. Tobon	12-nf-	9-10-	11-16-	8		102	10	
17722	Federico Meira	J. Bravo	10- 6-	8-dq-	13- 6-dq			103.4	11	
17902	Juan Valenzuela	G. Valenzuela	15-12-	6-16-	14- 9-	14		104	12	
17721	Fco. Camargo	I. Leon	13-nf-	10-11-	15-12-	12		109	13	
18080	Enrique Ortega	F. Arocha	14-10-	20-17-	12-15-	11		115	14	
18825	Gabriel Rueda	F. Rengifo	16- 7-	nf-14-	16-13-	17		119	15	
18846	Jaime Correa	d. De La Torre	ns-nf-	nf- 9-	dq- 5-	9		131	16	
18030	Jorge Abisambra	M. Abisambra	22-11-	17-18-	18-dq-	15		137	17	
18432	Jack Modiano	M. Faillace	20-nf-	18-19-	19-14-	16		142	18	
17509	Julio Gutierrez	J. Gutierrez	17-nf-	16-dq-	10-nf-	ns		148	19	
18846	Jairo Parra	O. Calvo	23-nf-	12-15-	20-nf-	nf		151	20	
19159	Jairo Tobon	C. Pineda	21-nf-	19-13-	21-dq-	19		152	21	
18061	Pedro Roman	A. Millan	24-nf-	15-nf-	23-17-	20		158	22	
18845	Pedro Sugranez	L. Depascali	6-nf-	nf-nf-	nf-nf-	nf		159.7	23	
19158	Gustavo Lemaitre	J. Schot	7-nf-	nf-nf-	ns-ns-	ns		161	24	
17901	Luis Pardo	H. Groot	18-nf-	21-nf-	17-nf-	ns		161	25	
15503	Gonzalo Reyes	J. Caicedo	19-nf-	dq-20-	22-nf-	18		162	26	

Wells Wanderings



by Ted Wells

The title is the acronym of an organization I am forming as a result of a race at a Fourth of July regatta. Details later. In Scientific Sailboat Racing I mentioned that the reason that sailboat racing is such an interesting sport is that something new is always popping up. Exasperating perhaps, but interesting. Supporting evidence follows.

There hasn't been much action for a long time concerning infractions of the Rules for Conducting Sanctioned Regattas, probably because the word got around when a number of races at sanctioned regattas were thrown out for non-compliance with the rules. Two out of three at one regatta. This fleet has been very law abiding ever since. (Commodores, R. C. Chairmen and fleet captains—read the not so fine print before you sign).

In the first race at the Fourth of July regatta the starting line was about half as long as the windward leg, and in just about the same direction. It reminded me of the time Charlie Morgan sailed by the committee boat and yelled "that isn't a starting line—it's a starting point." The starboard tack was just about laying the windward mark and a suggestion for change produced no results.

They averaged things out to a degree the second race by having a line much shorter than the 15 to 20 feet per boat specified in the rules, with a little less bias favoring the port end, which in this case contained the committee boat. This set up is conducive to traffic jams, and with forty some boats and a twenty mile an hour wind, this was no exception. I got clobbered by a couple of windward boats and had the distinct impression that quite a few people were over the line early. While floundering around waiting for the general recall which never came, I got tangled up with a boat to leeward of me and I dropped out.

That night, when I asked who the two competing skippers were who had approved those courses and starting lines, I learned that the committee didn't need or want any help from any competitors, and where did I get the idea they were supposed to? Getting the rule book from the car and pointing out the pertinent paragraphs settled that argument—but a little late to do much good. (Paragraphs 1(i), 2(c) and 2(e) of Sanctioned Regatta Rules.)

Now for the SPCLWS. Years ago, I used to love light winds—even drifters. However, in the first race of the 1953 Nationals, Art Lippitt and I were half a leg ahead of everyone else and a hundred yards from the finish line when the time limit ran out. I haven't had any good luck in drifters since, until this year in Shreveport with Mike Boswell, in Dallas with Jim Taylor, and at Quivera with Carol Lippitt—Art's younger daughter.

The regatta in question was a three day affair, and the second day produced what Carol and I were looking for—light, shifty winds. In the first race, we got a good start, went in all the right places at the right times, and finished twenty two minutes under the two hour and a half time limit, almost twenty minutes ahead of the second boat. Life was looking much rosier, and the prospects were for the

same conditions for the second race, scheduled for after lunch.

The course for the second race was wisely set up as a rather small triangle, scheduled for several times around, with a very long starting line, the port, or committee boat end being much closer to the windward mark. I had sailed to the committee end to suggest changing the line, and got caught there when the five minute gun pulled the plug on the wind as so often happens. The ensuing start was one of the most interesting ones I've ever seen. It took us about four of the five minutes to get back to the middle of the line, reaching on a port tack. The starboard tackers were of two minds—some decided to go to port tack to try to get as close as possible to the bouy end which now seemed favored, while others held their close hauled courses, drooling and hoping for a puff so they could nail the port tackers who just barely remained out of reach. With 45 boats, this is anything but dull.

The wind remained very light and variable for about ten minutes. We sailed more or less directly for the mark, beating on both tacks, and occasionally reaching, while Hal Horn finally squirted out of the crowd at the bouy end of the line, and held a constant port beat, not quite laying the mark, steadily gaining on us, as we had been on all those in our part of the lake. When we were about a hundred yards from the windward mark, the breeze picked up nicely from where it was supposed to be, and relatively at least, we were boiling along when we heard two guns. We thought it was a little early to shorten the course or reverse it, and were too far away to see any flag. (Since they were using a white flag for the general recall signal and no flag at all for postponement, I don't know why we should have expected an S or R flag.) Hal and I were about a hundred feet from the windward mark, about fifteen minutes from the start when a messenger boat came dashing up, announced that the race was abandoned, and picked up the mark. At this point, the fact that abandonment requires three guns, not two becomes academic. You can't continue to race and argue later when there aren't any marks.

When we asked how come, we were informed by the R. C. Chairman "the committee did not feel that the conditions were suitable for racing." Period. The beer party started at four. Two races tomorrow starting at 9:00 A.M.

I suppose it was justice of a sort the next day that the wind was still light. They set out a course on which one lap was about two and one half times as long as the one they had for the race they abandoned the previous day. (With two races to go before noon!) Again the wind died with the five minute gun. There was a one and one half hour time limit on the first lap. We were in a nice solid second place when the time ran out with 3½ of the 4 legs completed. The decision to form the SPCLWS—Society for the Prevention of Cruelty to Light Wind Skippers—was made then and there. In thirty-two years of racing Snipes, I've never seen a race abandoned after starting solely because of light winds, although it is a prerogative of the RC to do so. I suppose it depends on what is "insufficient wind". Here in the plains, it seldom disappears completely. Long Island sound is different. Someone wrote that sailing consists of rapid shifts between anticipation and agony, and between ecstasy and exasperation. Quite true.

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Circular Letter

Pertaining to MDS Sheet B Dated January 1970 and Rules Changes Effective January 1, 1971

COCKPIT LENGTH

The aft end of the fore deck may be as far forward as 24½" ahead of the aft end of the daggerboard slot, also, it was not the intent to limit this revision to boats complying with paragraph 56, as there is no question of seaworthiness involved.

DAGGERBOARD TRUNK

The 9" minimum height for the centerboard trunk is intended to apply only to self bailing cockpits where all water will drain out of the trunk when boat is righted after capsizing.

JIB LUFFS

There shall be a maximum of 10 jib luff attachments to the forestay. If glove type fasteners are used a maximum of 10" of the forestay may be covered. All jibs must be capable of being attached without disconnecting the forestay.

BALLAST INSTALLATION

Measurers must enforce ballast installation requirement which states "all ballast must be installed where it may be seen and it shall be attached with peened over bolts or glass cloth," except for 10 lbs. which may be easily removable as provided in the Jan. 1, 1971 addenda to the MDS.

CENTERBOARD TRUNK HEIGHT

New limits provided in the Jan. 1, 1971 addenda apply to trunks for either dagger or pivot boards. Older boats may cut trunks down if they comply with paragraph 56. This modification must be checked by a measurer and noted on the Measurement Certificate.


DISCREPANCIES

Attention of all measurers should be called to the last sentence of paragraph one (page 61 of Rule Book): "No discrepancies permitted on professionally built boats".

Ted A. Wells
Chairman of The Rules Committee

Ed Note: Section 29 of the Constitution reads in part:

Whenever "A Circular Letter" from the Rules Committee over the signature of the Chairman of the Rules Committee appears in the SNIPE BULLETIN, the corrections, interpretations, or simplifications appearing therein will become a part of the current Rule Book as of the dated by-line.



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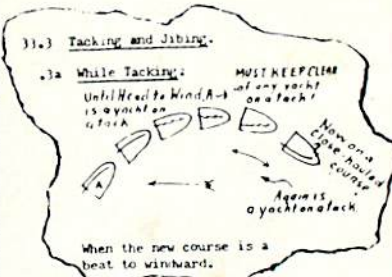
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9 COVER FOR ENTIRE DECK	\$50.00
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10 TRAILING COVER	\$60.00
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10-A WINTER COVER	\$60.00
Covers deck and sides but with no openings.	
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11 TRAILING COVER	\$95.00
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11-B ENVELOPE COVER	\$85.00
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WANTED: One set of Snipe sails, 3 yr old or less fitted for 5.8" track or I will convert. \$75 or less C. Johannesen, 99 N 12th St, Clintonville, WI 54929

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FOR SALE - #17930. Lofland fiberglass Snipe, yellow with white deck, keel-stepped Proctor E, Proctor boom, 1970 Levinsons, Elvstrom bailer, compass, covers (deck, hull, rudder), trailer, always dry sailed, everything beautiful. Jeff Coppes, 402 Morningside, Mappanee, IN 46550. (219) 773-4326.

FOR SALE - #14606: Wood Eichenlaub, Proctor E, 2 boards, 381 with lead. Sails, new dacron cover, trailer, race condition. \$700. Wayne Kight, 1654 Locust St., San Diego, CA 92106. 222-6105.

CHUBASCO #17470. Insignia yellow fiberglass hull, mahogany deck, drysailed. Two suits sails, trailer covers, cut-off board, built-in compass. 410 lbs with 25 lbs lead. 1968 & 1969 National Champion boat was #17471. Bob Foster, 2253 Idlewild, Richland, MI 49083. Tel 616-629-4120.

FOR SALE - LOFLAND SNIPE #15351. Fiberglass, deck-stepped wood mast & boom, North sails, well equipped, trailer, good condition. \$895. T. Griffith 1136 Gunnison Ct, Clarkston, GA. Ph (404) 934-3305.

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SEPTEMBER 11-12 INDIANA OPEN SNIPE REGATTA, Indianapolis Snipe Fleet, Robert T. Allen, 7815 Lantern Rd., Indianapolis, IN 46256.

SEPTEMBER 11-12 ONONDAGA OPEN, Lake Onondaga, Ike Lawton, 7471 Thunderbird Rd., Liverpool, NY 13088

SEPTEMBER 18-19 MISSOURI YACHT CLUB, Lake Lotawana, Marian Peterson, L 12 Lake Lotawana, Lee's Summit, MO 64063.

SEPTEMBER 18-19 CHICAGO INDIAN SUMMER REGATTA, Burnham Park Yacht Club, Lee Brahos, 5757 N. Francisco, Chicago 60645.

SEPTEMBER 18-19 MASSACHUSETTS BAY OPEN REGATTA, Cottage Park Yacht Club, Justin Rex Cottage Park Yacht Club, Winthrop, MA 02152.

SEPTEMBER 18-19 CRACKER BARRELL REGATTA, Dist IV Team Championship, Chattahoochee Sailing Club, J. C. Hogg, 1800 Maleo Dr, West Point, GA 31833.

SEPTEMBER 18-19 JOE RAMEL MEMORIAL REGATTA, Lake Lotawana, Marian Peterson, L 12 Lake Lotawana, Lee's Summit, MO 64063.

SEPTEMBER 25 - 26 CRYSTAL LAKE REGATTA, Crystal Lake Yacht Club, Herbert Brokhof, 410 Nash Rd., Crystal Lake, IL 60014.

OCTOBER 2 - 3 OXFORD INCIDENT, Acton Fleet, Tom Rolles, 3786 Quante Ave., Cincinnati, OH 45211.

OCTOBER 8-17 WORLD CHAMPIONSHIP REGATTA late Clube Do Rio de Janeiro, Jose Evaristo San Roman, Rua Mexico, 41-190 - ZC 39, P.O. Box 2212 - ZC 00, Rio de Janeiro, Brazil.

OCTOBER 23-24 ILLINOIS STATE CHAMPIONSHIP-FROSTBITE REGATTA (Open), IVY Club, Paul W. Dovey, 2517 W. Wardcliffe, Apt E, Peoria, IL 61604.

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

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

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