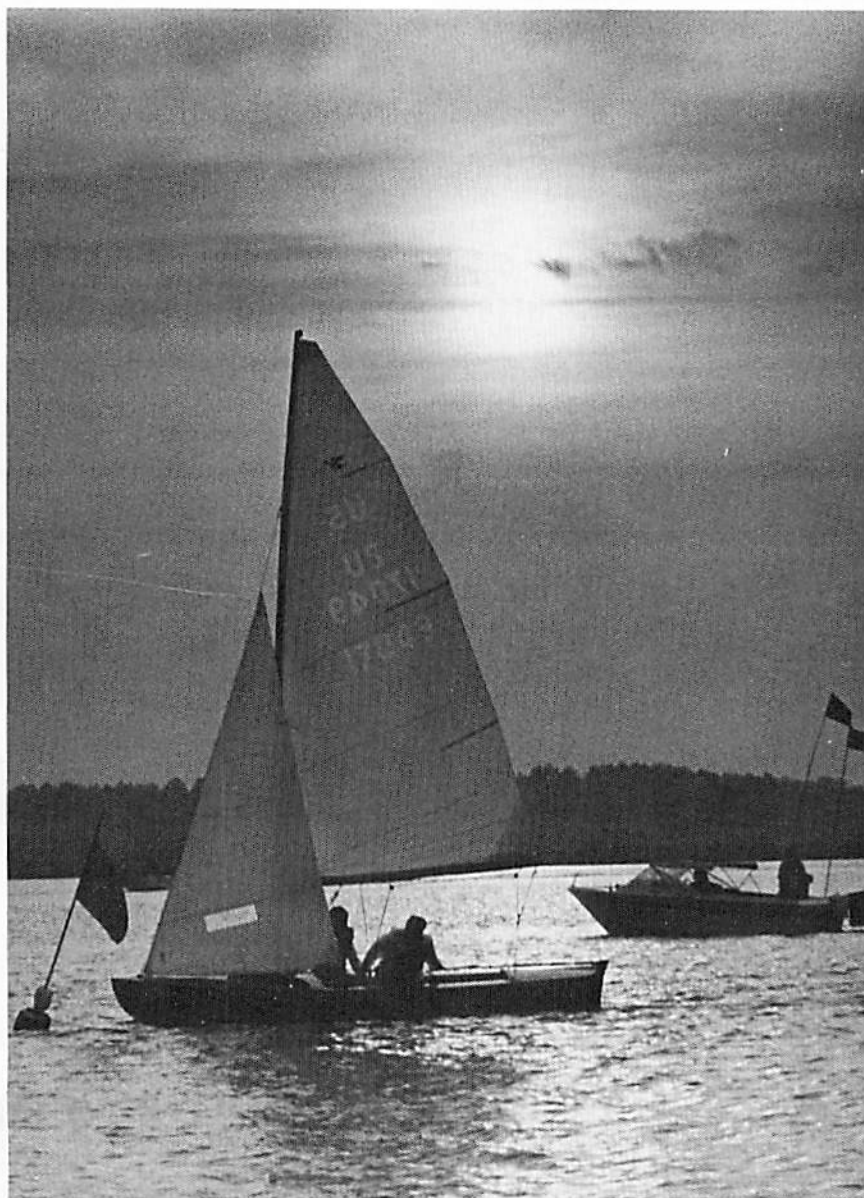


SNIPE ***BULLETIN***



SEPTEMBER 1978



Ullman Sails

WE GIVE RESULTS

1977

North Americans	1, 2	Finnish Championships	1
Sr. Nationals	2, 3, 4	Norwegian Championships	1
Jr. Nationals	1, 2, 3, 4, 5	Scandinavian Gold Cup	1
Crosby	1, 2, 3, 4, 5, 6, 7	Canadian Championships	1, 2

1978

BRAZILIAN NATIONAL CHAMPIONSHIPS — 1

ARGENTINE NATIONALS — 1

SOUTHERN CIRCUIT:	Midwinters Clearwater	1
	Don Q Miami	1, 2, 3, 4, 5
	Bacardi Nassau	1, 2
	Gamblin Nassau	1
	Zimmerman, overall Circuit	— 1

WEST COAST MIDWINTERS — 1, 2, 3, 4, 5

GEORGIA STATE CHAMPIONSHIPS — 1

YOU TOO CAN DO GREAT IN '78

Just write or call us at 410 29th Street, Newport Beach, CA 92663, (714) 675-6970



PHOENIX BOAT CO.

CUSTOM RACING SNIPE

THE DESIGN FEATURES ARE:



- COMPLETE ROLLED COCKPIT
- DUAL HIKING STRAPS
- SELF RESCUE HULL LINER
- SIDE JIB CLEATING

THE PHOENIX SNIPE HAS WON THE FOLLOWING EVENTS SINCE INTRODUCTION IN FEBRUARY:

- 1 ST MISSION BAY INVITATIONAL
- 1 ST MISSION BAY FLEET CHAMPIONSHIP
- 1 ST DISTRICT 6 CHAMPIONSHIP

SO CALL OR WRITE
PHOENIX BOAT CO.

1556 W. 11th Street Long Beach, Ca. 90813 (213) 432-2093

One Boat for All? I Wonder.

It is easy to recall my first Snipe. Narrow cockpit, deep floor, high trunk, stiff wooden mast controlled with wooden blocks fore and aft. The rigging and controls were uncomplicated with no more than a half dozen pulleys in the boat. The only concession to technology was the fiberglass construction — for ease of maintenance in salt water.

To say that there were no problems would be unrealistic and untrue. For the most part the skipper could concentrate on boat speed and crew training was simplified to pulling the proper jib sheet and moving the blocks at the proper time.

Slowly — it seemed at the time — the innovations came. Good wooden masts became hard to find. Aluminum masts seemed to be the answer. They were much more consistent one to the other. Also, though, they required spreaders and the length and blocking thereof became factors. Cables and drums, with associated hardware, were added for better fore and aft control. "Sail away" ability seemed desirable. The floor got higher, the trunk got lower, the cockpit got wider as the deck became narrower. Thus — in combination with the aluminum mast — turtling became a fact of life in a capsized.

Cunningham control of both main and jib, with associated hardware, seemed desirable. Fixed travelers and clews just were not with it, so they became adjustable — with the addition of more hardware.

Because it is unlawful to change stay length while racing, it was decided that halliard length was the best method of controlling mast rake under varying conditions. You guessed it. More hardware, another line into the cockpit and another variable to distract concentration from sailing of the boat.

This past weekend I had the opportunity to examine closely a 1978 model Snipe. It was beautiful to behold. Also it was a maize of gadgetry, lines and fittings. An advanced (?) model mast not only required fore and aft control but also side bend control. Another lever controlled the jib halliard. A very sophisticated traveller was led into each side of the cockpit. A very ingenious gadget had been attached to the front edge of the

trunk and could be pivoted to hold up the centerboard while on the reach or run. The hardware, lines and fittings alone must have accounted for nearly half the cost of the boat.

The unfortunate happened. This particular boat capsized while on the run and immediately turtled. The board was properly tied in and about a foot of the board was showing above the keel. When it was suggested that the board be pulled out to full length for better leverage the answer was that it could not be raised. The gadget on the trunk prevented it.

It takes a considerable amount of intestinal fortitude to dive into an inverted cockpit for any reason. As a result the boat was turtled for a considerable length of time and several people expended a lot of energy trying to right it. The boat was finally righted only to find that a large amount of water had leaked into the inner hull.

This causes one to pause and think. Suppose that instead of this happening on a small lake with warm water and plenty of help available, it had happened in the middle of Boston Harbor with its waves, cold strength sapping water (about 55 degrees currently — in the 40's at the start of the season) and quite often no help in the vicinity?

"One Boat For All?" I doubt that the present day Snipe fits that label. This is a boat for the young, strong, athletic types with computer sharp minds who can figure out which lines to pull and gadgets to operate and who have the dexterity to do it at the proper time.

I think it is time for the hierarchy in the Snipe Class to take a good hard look at the direction that this class has taken in the last few years. I feel that we have priced ourselves out of the market for a considerable proportion of the boating population. Excessive gadgetry, hardware and unnecessarily sophisticated equipment are a large part of that price. A lot of people who can afford all of the above are leaving because they are no longer as young, strong or quick as they once were. They are not happy with the direction the Class is taking.

It is probably unrealistic to believe that the Class can ever return to the unsophisticated and uncomplicated Snipe of twenty years ago. At least, perhaps, we can slow or halt the headlong slide into more complicated and expensive gimmicks. To my way of thinking these do not make for a better, longer lasting boat, and in some cases these gimmicks are down-right dangerous.

It is time to get back to the boat that is truly "One Boat For All" or forget the whole thing and turn the Class over to the elite few who are young, strong and rich enough to support the professionals who are foisting these things upon us.

Sincerely,
Chuck Loomis
Chief Measurer USA



Urethane coated NYLON

- Stronger than canvas
- More compact for storage
- Quick drying
- No shrinkage

Bainbridge YACHTCRILLIC

- The very best fabric made for boat covers
- Will not rot, mildew, shrink, fade, or stiffen
- Longest lasting of all boat coverings

Full Deck Trailing and Mooring Cover (above)

- Lies flat for trailing
- Draws up for good water run-off while mooring
- 5/16" shock cord under rubrail
- Extra reinforcement at all stress points
- Heavy duty nylon zipper
- Loops for under the hull straps
- Coated NYLON or 13 oz. CANVAS \$115.00 ppd.
- Bainbridge YACHTCRILLIC \$126.00
- Specify make and year Snipe

Bottom Cover \$107.00

- Flannel lined grey vinyl canvas (Napbac)
- Fits with shock cord over deck

Football shape cockpit bag \$7.00 ppd.

- Hangs in cockpit & zips closed

Rudder Cover \$13.00 ppd.

- Napbac
- No zippers or snaps to scratch rudder

Daggerboard Cover \$18.00 ppd.

- Napbac
- Specify size & shape

Satisfaction guaranteed. Send check to:

THE SAILORS' TAILOR
191 Bellecrest • Bellbrook, Ohio 45305
Bob Rowland • 513-848-4016

Also: skirted covers, trailing covers and Colorful Matched Luggage

SNIPER BULLETIN

SNIPER CLASS
INTERNATIONAL RACING
ASSOCIATION

SEPTEMBER 1978
VOL. XXVII No. 9

S.C.I.R.A. OFFICERS

Commodore

Bruce Colyer
2901 N.E. 26th Place
Ft. Lauderdale, FL 33306

Vice Commodore

Flavio Caiuby
Rua Libero Badaro, 501-16 andar
Sao Paulo, Brazil

Rear Commodore

Gonzalo E. Diaz
2825 S.W. 92 Place
Miami, FL 33165

Executive Secretary and Treasurer

Lowry Lamb
Privateer Road
Hixson, Tenn. 37343

RULES COMMITTEE

Chairman: TED A. WELLS
5 Huntington Ave.
Wichita, Kansas 67208

EDITOR

Lowry Lamb

EDITORIAL & BUSINESS OFFICE

Address all correspondence to:
Privateer Road, Hixson, Tennessee
37343, U.S.A.

PUBLICATION INFORMATION

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

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

ADVERTISING

Contract rates furnished upon appli-
cation.

SUBSCRIPTION

\$5.00 per year. \$5.00 of the amount
of dues in SCIRA are paid for a year's
subscription to the SNIPER BULLE-
TIN.

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 Commodore and YOU

Dear Fellow Snipers:

I would like to dedicate this month's
column to our Snipe Class.

After approximately thirty years of
SCIRA membership and Snipe sailing, I
would like to analyze what makes this
great class successful and fun for us all.

Snipers are a composite from many
different areas of the world. We come
from many different backgrounds. We
have many different professions. We
Snipers have developed many different
plateaus of cultures, economic levels,
interests, and hobbies. However, when we
all get together at regattas, or on friendly
visits, or doing things together, none of
this seems to matter. We all have fun and
visit and enjoy each other's company and
Sniping together.

At a regatta the Sniper's sailing status
doesn't dictate who he or she visits with.
Whether first or last we visit and enjoy
the fellow Sniper as an individual. This
has always impressed me and I very
sincerely feel that it is one of the most
important factors of our Class' success.

In addition to this, I feel that a great

deal of our success is also owed to having
so many dedicated and "Super Colorful
Snipe Characters." Those of you who go
back into the archives of Sniping, with so
many of us, will have to appreciate the
fact that we have either enjoyed, or
possibly been, very colorful Snipers at
one time or another. All of this makes for
good Sniping at home, out of town, or in
foreign countries; regardless of being lake
sailors, bay sailors, open water sailors or
whatever kind of sailors.

One other thought is that if we want
our Sniping success to continue, then you
and I have to be on the alert for more
good people to start into Sniping; plus,
continue our democratic spirit toward
any and all Snipers before, during, and
after a regatta; and yet push and make for
fun times as often as possible.

See you next month and let all of us
Snipers "hang in there together."

Commodore Bruce H. Colyer

New National Secretary for Denmark

Henning Kampmann, Hedebovej 5,
2670 Greve Strand, Denmark, phone
02-904755, is Denmark's new National
Secretary. He is 39 years old and has only
been sailing Snipes for two years. He is
enthusiastic and very eager to re-establish
the old fleets and to get more people
involved.

Nils Laursen whom he succeeds as
secretary, will continue as vice-secretary.

THE COVER

Finish! David Cox records Harley Hop-
kins' late afternoon finish at Barnett
Reservoir, Jackson, Mississippi.

THE SCORE

Japan came through with its usual,
semi-annual order of 100 numbers to lead
the list. Italy got 20, the U.S. 2 and
Puerto Rico 1 for a total of 123. This
puts us within 86 numbers of last year's
total which we should exceed.

Numbered SNIPES — 23556
Chartered Fleets — 756

1978 North American Championship

Severn Sailing Association, First St. &
Spa Creek, Annapolis, MD 21403 is the
location; September 22, 23 and 24th.

Schedule:

Thursday Sept. 21 — Weighing boats,
measuring sails, cook-out.

Friday Sept. 22 — Registration, Skip-
per's meeting, 3 races, Cocktail party.

Saturday Sept. 23 — Two races, cock-
tail party, dinner.

Sunday Sept. 24 — Two races.

All races to be held on the Chesapeake
Bay — approximately half hour sailing
time from SSA.

Limited Fleet housing available — reg-
ister as early as possible if you want
housing. Hotel/Motel Housing: Hilton
Hotel — 268-7555 — double \$39-\$55;
Maryland Inn — 263-2641 — double
\$39-\$55; Holiday Inn — 224-3150 —
double \$30-\$33; Thrift Inn — 224-2800
— double \$24.50.

Write: Eric Purdon, Chm., (301)
268-9429, 3 Perry Ave., Annapolis, MD
21403, or Captain: Larry White, (301)
263-0743, 28 Claude St., Annapolis, MD
21401.

SCIRA Official Score Card 19 _____ Boat No. _____

Owner _____ Fleet No. _____

City _____

Total races _____ Score _____

For all scores over 1650: List races by finish on the
back of this card.

Signed _____
(Fleet Captain)

Return to SCIRA for all boats with 5 or more races only.

SCORE CARD FOR SCIRA POINT SCORE RESULTS

Point Score Reminder

Forms for reporting point score results for the 1978 racing season will be sent to fleet captains in the US on about September 15th. The forms are the same as the one shown here. PLEASE DON'T SEND LISTS!

The results will be printed in the first available spring issue, and are due in the office by February 1, 1979.

All fleet captains and national secretaries in all countries are urged to send their point scores. If you don't have a supply of score forms, copy the example shown here.

NOW! PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED



This 15th edition by Fearon D. Moore contains 16 pages of diagrams and explanations of the racing rules. It gives you the basics for 99% of the situations. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$3.00 for the official IYRU-USYRU Rule book, if wanted.

FOR SALE ONLY BY

SCIRA

Privateer Road, Hixson, TN. 37343



SN IPE SAILS

THAT ARE

CONSISTENTLY

FAST

Jim Lippincott
216 Eastern Avenue
Annapolis, MD 21403
(301) 263-3261

Jeff Baker
2243 N. Elston Ave.
Chicago, IL 60614
(312) 384-2828



Murphy & Nye Sailmakers, Inc.

THE LIMBER MAST and how to use it

A three-way interview between Pete Duvoisin, Mast Builder Earl Elms, and Sailmaker Tom Nute on rigging and trimming the new bendy mast.

Q: With the new mast — how is your new mast different from the old Cobra?

Earl: It's smaller and more flexible, and lighter.

Q: What does the flexibility do? How can it make you go faster?

Earl: Well, it gives you more range. In lighter air with a stiffer mast you have to change to a flatter sail normally. With a bendy mast, the sail achieves a shape a lot easier. You can use the control to turn

around and stop the bend a lot easier. With the other mast you just let it bend most of the time.

Q: Tom, when you are building sails now, and in using the new spar, how does this change the way you not only set up the boat, but how you make the sails? What are you trying to achieve?

Tom: Well, instead of having 3 mainsails like you maybe had in the past, for light to medium, to heavy, with a stiff mast, now we can have, maybe 2 sails; one for the light to medium range, because the mast will bend easier in the light air, and then for the real heavy airs, you can have a sail that is very full, that will take the added mast bend and won't distort.

Q: Now, how do you change your jib, or does your jib have to change?

Tom: Well, the jibs don't seem to have to change. The jib just — it depends on the sea conditions really — whether you want a fuller jib or a flatter jib.

Q: And when do you want a fuller jib?

Tom: As the seas get choppier, I would want a fuller jib — or use your barber hauler system to pull a flatter jib out and maybe not sheet so hard.

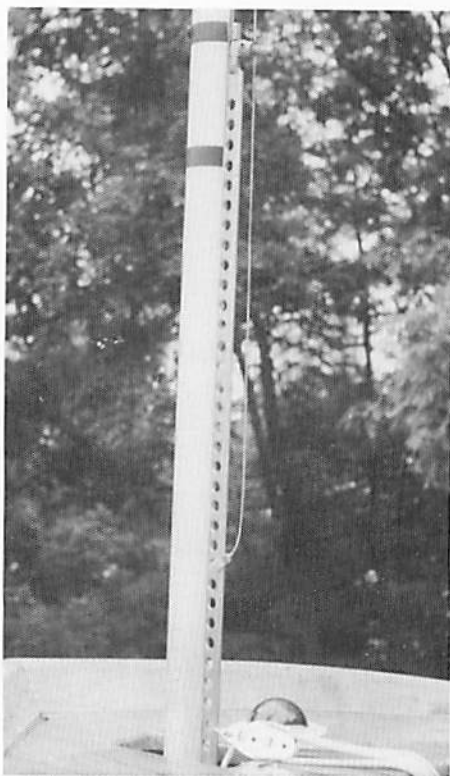
Q: Today, with the wind blowing hard, how much did you have to restrict the main from bending? I know that you use blocks (wedges in the mast partner).

Tom: Today, with the wind blowing 20, I had the mast as straight as I could get it. Then, as the wind came up in the second race, I removed one $\frac{3}{4}$ inch block, and let the mast go forward — but that was as much as it bent.

Q: Why did you let it go forward?

Tom: To flatten the sail out even more.

Q: Earl, what did you do today? I know that you had a problem with water



The Bendy Mast. (Buzz Lamb photo)

— with shipping water but —

Earl: With the sail I am using — it's very deep, with a little softer cloth — the sail just wants to take a lot of mast bend. So we weren't restricting mast bend at all. I put just a little puller on to keep the mast from jumping around in the boat — just enough to keep it from bouncing.

Q: I noticed today out there, that your sails were the ones that looked the best — now whether that makes them fast, I don't know — but they didn't turn inside out. Neither of you flagged — at least when I was looking.

Tom: I only flagged when we over sheeted the jib, and Earl moved his leads way outboard — maybe 21 inches — where I'm still at 15 or so.

Earl: I went out 4 inches on the leads when it started coming up.

Tom: What's that?

Earl: 19 inches.

Q: When you are sailing, Earl, with your mast, in the average conditions, say on a lake, how would you rig the mast on a boat — not new — say 2 or 3 years old? Since there are some changes in the shrouds.

Earl: Well — we moved the holes further forward — made new holes — that's what we did at first — but I am not sure, any more, that we want to do that. What we are doing now is losing some mast support, and that seems to be the most critical thing. When we start going down wind, and you know the wires don't hold the mast up and you start reversing it — maybe if they were further back, we could turn around and block the spreaders out more. That's critical. Francis just put a new mast in his boat and didn't move the holes and in that one race in Clearwater, he didn't have any problems — said it was just fine on the reaches and the thing didn't try to reverse. I think if you put some side pullers, and straighten it up sideways on the reaches and runs so you could keep your speed up.

Q: But, you could, probably, just rig it through the same holes?

Earl: Yeah, I think so.

Tom: Why not?

Earl: It was just that when we first made the thing, we started moving them (the holes) forward because we had the spreaders a lot wider. I was worried more about side support — and now, you know, side support is nothing at all — it's a case of fore and aft support — so maybe we messed it up before we really got into it.

Tom: It's nice to have the holes forward to get your boom out in light air. Anyway, if you can keep the mast up, it's

better to have the shrouds forward.

Q: At what wind velocity do you have the trouble with the mast going forward?

Earl: Well, you won't have any forward problem as long as you don't hold it back at the bottom — if you let the thing go — it'll just set underneath the spreaders and it will just set forward. The thing is, you make a mistake when you hold it out at the bottom, and then it bends over the deck. Once you get the tip of the mast over the bow, then you have problems, but if you just let it go, she will stay underneath the spreaders, and then they are right — the wires stretch further forward.

Tom: One point that you should make is that if you are running, you have to make sure the pole is all the way back. A lot of people will run with the pole too far forward, which pushes the mast back right at the boom — you've got to have the pole back as far as you can get it.

Earl: Also, if it really does come in — if a big blast comes in, don't let the boom get way forward. If the breeze increases a lot, start sheeting in some.

Tom: As the wind comes in — starts blowing over 15, figure on tightening down one notch on each side. Never use any pullers on the runs, only on tight reaches. When you get on really broad reaches, you may have to let the mast forward by releasing the pullers.

Pete: Yes, I put mine over the bow a few times when I held back a little too much on a real broad reach. But today,

and it blew pretty hard, I just pulled that thing back, and then I quit looking at it because it bothered me to see it bounce over the bow, but it always came back.

Tom: One thing that I do, having a magic box, is tighten the jib halyard. On reaches, I pull the magic box on all the way and tighten up the whole rig — so there is no play at all, the mast is pulled forward, the shrouds are tight, and the mast doesn't have the tendency to bounce.

Pete: There were enough waves today that the limber mast whips. Tom, the main thing you are doing in building a sail for the new mast is putting in more luff round?

Tom: Yes, more luff round is probably the main thing.

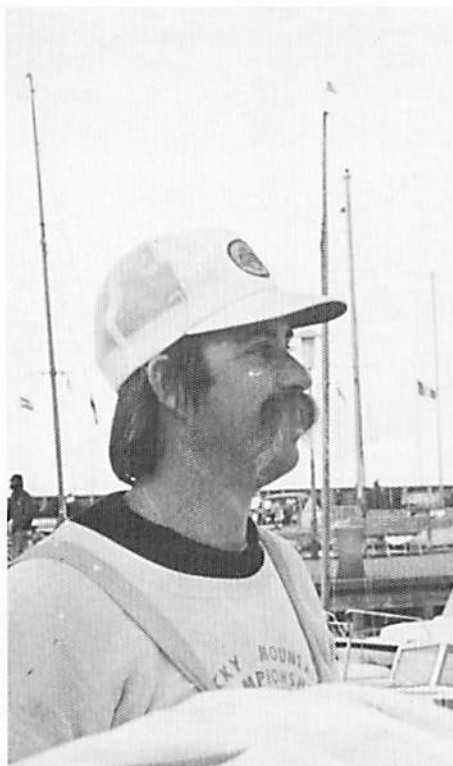
Q: If you have an older sail and you put in a new mast, how would you modify it?

Tom: No way to modify an old sail.

Q: No, I mean — how would you modify your use of the sail?

Tom: Restrict the bend as much as possible by putting the spreaders out as far as possible to 30 to 32 inches — and keeping your mast puller on at all times — your aft puller.

The editor of the BULLETIN appreciates the time and effort that Pete Duvoisin put into interviewing Tom and Earl for this article. The day after this interview, Pete won the last race of the Winter circuit, in the heaviest wind of the entire series.



Tom Nute (Per & Mats Gothlin photo)



Earl Elms (Pete Duvoisin photo)

OOPS, There Goes That Rig Again

Tips for survival of the Snipe rig in strong winds.

Commodore Bruce Colyer recently sent us some neat stuff on bending rigs. We hope to have something soon on the new shroud location, but in the meantime, here are some practical observations:

"Everyone has personal convictions on how Snipes should be set up and rigged for speed and good sailing. Many of these oscillate between Florida Banjo Rigs and California Mast Over Bow Rigs (these expressions became history at the 1963 Nationals when feuds developed from endless California masts blowing over the bows, never to be sailed with again).

"As the years have come and gone in our Snipe Class, there is one positively proven setup that I know is fastest. It is the exact same setup that the winner of the regatta is using ... so, there is no magic setup. You have to start with a popular, winning sailor's tuning system and then custom tune to your own boat's equipment, plus your personal abilities and feel.

"Masts and equipment for Snipes cost a lot of money, traveling to a regatta and breaking down makes your attendance useless and embarrassing. I have always prided myself on doing well in real heavy winds and rigging my Snipe for seaworthiness combined with speed for variable conditions ranging from 0 to 35 mph velocity.

"Therefore, my personal convictions are to be sure that in winds in excess of 18 mph that your side stays intersect the deck at least 16 inches aft of the vertical centerline of your mast and that you limit your forward rake to no more than 21 ft. 10 in. (This of course is the old tape measuring system from mast halyard to center of transom.) No matter what measurement the mast should not be allowed to go forward of vertical when pulling *hard* on the bowstay.

If you set up your rig this way and use only *moderate* aft puller pressure or even favor forward puller pressure if you need to, you should never experience bending or damaging your mast by its inverting

itself over the bow of your Snipe, even on dead runs with whisker poles flying." (Going to weather, the rig should be as tight as you can manage and hold the boat flat.)

"Now ... the farther forward you allow the side stay to intersect the deck, the greater the compression load."

Ed. note: If the mast doesn't collapse in column (crumple), it will probably bend, or drive its heel through the step

and bottom of the boat. See the neat bendy rigs in the pictures.

So, — watch for shroud intersections which are too far forward (where's that, I wonder) — release the after puller off the wind (let the shrouds support the mast) and don't cut out vital structure in the mast. I've seen three broken old Cobras in the last year, all because the "extra" material below the goose neck had been cut away. All broke in the same place.





Opposite page: Top shows all rigs OK. Bottom shows 20121's mast over the bow. This page: Top shows 21021's mast over the bow plus 19091's mast starting its magnificent performance. Left photo shows the end results when a mast goes too far forward and the wind gets up in that top bottom area without an escape. One turns over backwards. (Bruce Colyer photos)

BOAT LUMBER

For Fine Boat Building
and Repairs

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

Fir and Mahogany Plywood for marine use:
lengths up to 16 feet. Bruynzeel Marine Plywood,
solid Regina Mahogany throughout. Quality un-
surpassed. Most sizes in stock.

Ripping and planning to order.

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

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



Marten/Sheeder Team for Florida State Win

The Coconut Grove Sailing Club hosted the 22nd Florida State Snipe Junior Championship on July 8 and 9, 1978.

On Saturday things did not look that good with a few squalls surrounding us. First race went on with variable winds 10 mph from East to Southeast. Jeff Rubin and Tom Davis sailed intelligently for the first place with Verloop-Ohlmann in second place and Marten-Sheeder in third.

For the second and third race the winds were steady 10 to 15 mph from the East making up for some beautiful snipe sailing. Second race was won by Jimmy Marten and Eric Sheeder with Rubin-Davis in second and Verloop-Ohlmann in third. It was getting late for the third race but our Race Committee Chairman, Dr. Clemente Inclan had no doubt to start the race. Jimmy Marten and Eric Sheeder won again followed very closely by Harry Aguero-Roby Roposo in second and Bob Russell-Jeff Cartano in third.

After the races a cook-out was offered to the Junior fleet and Race Committee by Carmen and Ana Diaz with plenty of help from past Commodore Bill Young

and other club members.

Sunday looked good with winds from the East at 15 mph. By 11:00 A.M. the first race was on the way with Harry Aguero and Roby Roposo getting a solid all-around-the-marks first place. It seemed like Harry had the weight and was in control. Second place was Marten-Sheeder and third Russell-Cartano.

For the second race Sunday Bob Russell and Jeff Cartano took an early lead but were passed by Marten-Sheeder in the second weather leg to finish in that order with Aguero-Roposo in third.

Commodore Jim Weber presented trophies to skippers and crews for the first 3 places and to Jim Marten, the Florida State Perpetual Trophy donated by Florida Power and Light 22 years ago and previously won by Kenneth Lippincott (1957), Dan Brown, Bruce Cochran, Fred Bremen Jr., Tom Bremen, Mark Albury, Dave Albury, Augie Diaz, Eric Stibitz, Gaby Bustamante, Mark Williams, Charlie Bustamante and Eric Sheeder.

Gonzalo E. Diaz

Miami Fleet 7

SCIRA Rear Commodore

FLORIDA STATE SNIPE JUNIOR CHAMPIONSHIP

Boat	Skipper/Crew	Places	Points	Finish
20002	Jimmy Marten/Eric Sheeder	3-1-1-2-1	8.7	1
21713	Harry Aguero/Roby Roposo	5-5-2-1-3	28.7	2
19389	Bob Russell/Jeff Cartano	4-4-3-3-2	30.4	3
21711	Louis Verloop/Cater Ohlmann	2-3-4-4-5	34.7	4
21502	Jeff Rubin/Tom Davis	1-2-5-6-6	36.4	5
2713	Andy M. Bustamante/Albert Ribas	6-6-6-5-4	53.1	6

Scientific Sailboat Racing



First appearing in 1950, this fine sailing book has become the "Sniper's Bible" and has proven so popular throughout the world it was revised and enlarged for a third printing. Not only does it tell how to rig your boat, but how to sail it - and win - as well.

From any book store or direct from
SCIRA - \$7.95

DODD, MEAD & CO.
79 Madison Avenue
New York, N.Y. 10016

SUPPORT YOUR
BULLETIN ADVERTISERS!

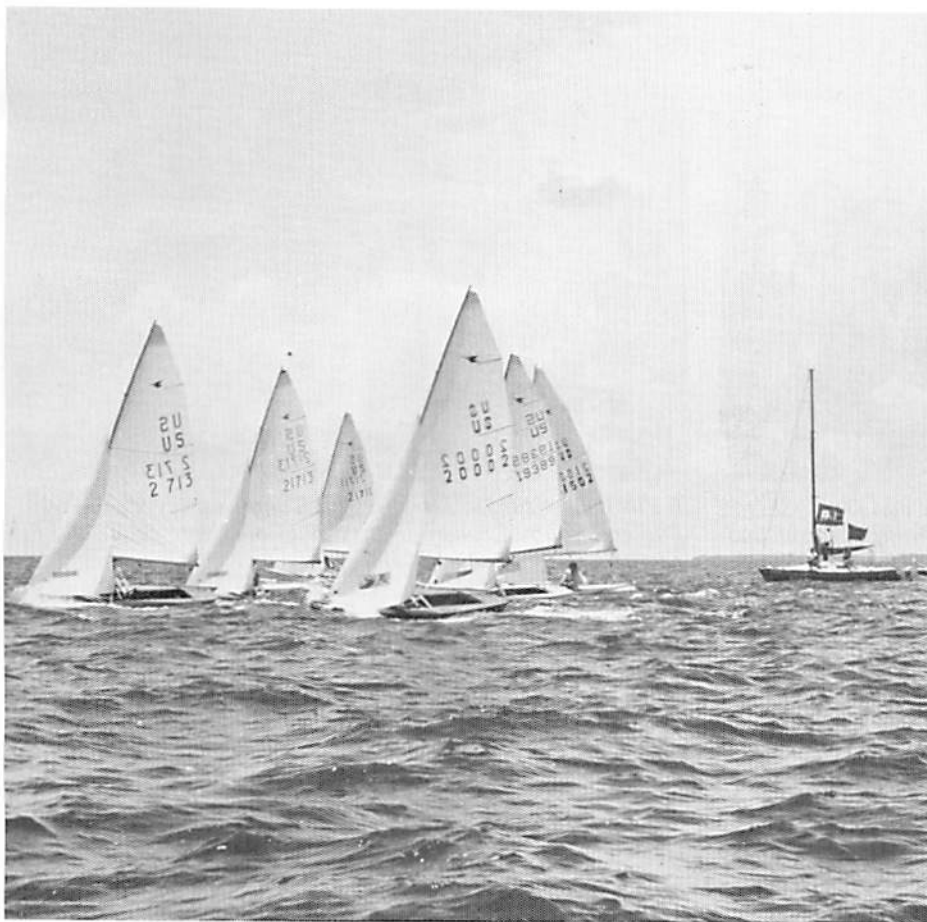
SNIPE
from

**CYCLONE
BOAT
WORKS**
drawer 58
cordova, tn.
38018

901-754-8682



L to R: Front - Gonzalo Diaz, Roby Roposo, Al Ribas, Jeff Cartano, Eric Sheeder, Cater Ohlmann. Back - Harry Aguero, R.C. Dr. Inclan, Andy Bustamante, Commodore Jim Weber, Bob Russell, Jim Marten, Louis Verloop. (Ana Diaz photo)



Florida State's Juniors start in a good breeze on Biscayne Bay for the 22nd Florida State Jr. Championship. Small fleet but lots of quality. (Ana Diaz photo)

Official Pocket Patch



(1/2 actual size)

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

SPECIFY MATERIAL when ordering . . . \$2.00

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

Send Payment with Order to

SCIRA

Privateer Road, Hixson, TN. 37343



**SUPPORT
YOUR
SNIPE CLASS**

WE WILL HELP YOU WIN.



SHORE SAILS

7 Merton Road, Newport, R.I. 02840
Tel. (401) 849-7997

YOUR NEWEST SAILMAKER IS STILL DELIVERING!

SCIRA MIDWINTERS	4, 9
Jackson Redneck	1
Bermuda Race Week	4, 6
Annapolis Spring Tune-Up	1
Southern Championship	3, 6, 7
Middlefork Spring Open	3
Northeasterns	1

Give Greg Fisher or Bill Shore a call to see how we can help you win . . . or look for us on the regatta circuit.



A Fleet winners: Berk and Nancy Duck, Steve and David Sherman, Bill Buckles and John Aras, Harry and Anita Levinson and Bob and Sandy Rowland.



B Fleet: Best Junior, Jerry Best, Bill and Addis Katterheinrich, Bud and Bobby Leonard, Nancy and Gale Saint, Bruce and Ev Kitchen, Carolyn and Jim Hater.

Rowlands top District III regatta at Richmond

New and Old Reign at Middlefork Opener

Forty-three Snipes from five states descended upon Richmond, Indiana for the premier regatta in District III. The first weekend in May at Middlefork Reservoir again provided a variety of conditions, with something just right for each sailor.

Saturday provided light air from the north-east and about 30% sunny skies. Race chairman, Paul Hemker, operated under the assumption that the sailors came to race; among other things. He set the first of five race courses around the triangle with multiple laps and a windward finish.

Bill Buckles mastered the 6 knot breeze; and, while many boats were in the wrong place at the wrong time, was in the right place for the big shift right at the finish for a first. Bob and Sandy Rowland, also in a brand new Snipe, took second; Harry A. Levinson was third with Steve Sherman in fourth. Scott Cline was happy to have driven up from Chattanooga for his fifth in race one.

Steve Sherman, well known for his light air performance, took over the lead in the series with a first in race two. Jim Hill finished second followed in third by Berkley Duck, H. Levinson in fourth, and Buckles in fifth.

The A Fleet roster looked like a Who's Who of District III. Rowland established his place on the list with a second in the third race, following a twelfth in the second race. Harry Levinson took the gun with Sherman in third, thus producing a tie for first in the series between Levinson and Sherman. Ray Schmit, District Secretary, was fourth; and fifth went to Jerry

Makela, of the host fleet. Bill Buckles sixth kept him within striking distance of the leaders and everyone knew that the Rowlands weren't out of it if both of the scheduled races were held on Sunday.

A ham and bean dinner was provided for all the guests and everyone enjoyed the relaxed informal atmosphere. The second annual "Hatch Prize Drawing" was met with anxiety and apprehension. There were some very interesting awards given; to protect the recipients from friends and the I. R. S., the names of the winners and value of the gifts are being

withheld. You may obtain first hand information by asking some of the attendees.

Gale and Nancy Saint seemed especially pleased at the dinner. Their pleasure was in part, a result of being in first place in B Fleet with finishes of a third, third and second. They had proven, to a point, that the Snipe is still a one-design class by sailing the oldest boat present to a first in the series. Individual B Fleet first had gone to Jim Hater, Everitt Kitchen and Bobby Leonard.

Sunday morning was cool, rainy and

MIDDLEFORK OPENER (A Fleet - Top 10 of 24 entries)

Boat	Skipper/Crew	Home	Finish
23333	Bob Rowland/Sandy Rowland	Bellbrook, OH	1
22285	Harry A. Levinson/Anita Levinson	Indianapolis, IN	2
23300	Bill Buckles/John Aras	Cleveland, OH	3
18502	Steve Sherman/David Sherman	Muncie, IN	4
20908	Berkley Duck/Nancy Duck	Indianapolis, IN	5
20659	Ray Schmit/Robbie Caughlin	Downers Grove, IL	6
19724	Scott Cline/Skip Webb	Chattanooga, TN	7
21120	Jim Hill/Bob Hill	Cincinnati, OH	8
19387	Jody Hearn/Tom Hearn	Chattanooga, TN	9
20004	Lee Griffith/Pat Rhoda	Ann Arbor, MI	10

(B Fleet - Top 10 of 20 entries)

Boat	Skipper/Crew	Home	Finish
7116	Gale Saint/Nancy Saint	Normal, IL	1
22584	Bobby Leonard/Bud Leonard	Evergreen Park, IL	2
22821	Addis Katterheinrich/Bill K.	New Knoxville, OH	3
22562	Jim Hater/Mike, Carolyn Hater	Cincinnati, OH	4
19395	Everitt Kitchen/Bruce Kitchen	Cincinnati, OH	5
10163	Jerry Best/Jay King	Delton, MI	6
15509	Dave Congdon/Steve Congdon	Swayzee, IN	7
17467	Cheryl Purtee/Donna Slone	Richmond, IN	8
18913	Anne Meredith/Don Meredith	Richmond, IN	9
21365	Joe Spain/Barb Spain	Bolingbrook, IL	10

windy with the north-east wind up to 15 to 20. The more hardy souls found the winds at around 6 to 8 by race time and were glad that they had decided to race.

Race four used most of the lake for the X course. Bill Buckles improved his overall standing with a first. Rowlands also moved up with a second, while third went to Duck, fourth to Schmit and another fifth to Cline.

H. Levinson and Sherman may have been psyched a little by the earlier heavy air, but stayed in contention with a sixth and seventh.

The regatta had not been decided at the start of the fifth and final race. Rowland put the series away with his only first. Duck finished second for the fifth place trophy with Levinson taking a third to place him second in the regatta. Dick Crookston got his ship together in the last race with a fourth and fifth went to Jody Hearn of Chattanooga.

Buckles' eleventh in the last race placed him third in the series and Sherman hung on to fourth in the standings with a seventh in the final event.

Gale Saint took the B Fleet Trophy and the Vintage Award. The fleet trophy resulted from his three thirds and two seconds and the Vintage Award was based

on the best finish of the oldest boat. The A Fleet was won by the newest boat present and the B Fleet by the oldest.

Bobby Leonard with crew Bud posted three zeros with an eighth and a ninth for second in B Fleet. Bobby and Bud tied with yours truly for the noisiest boats in the regatta. Third place in B went to Addis Katterheinrich and Jim Hater took the fourth place trophy. The other B Fleet first went to Kitchen in race two and gave him the fifth place spot.

The Junior Trophies were awarded to the best finishing Juniors not eligible for one of the other trophies. Jim Hill was the A Fleet Junior Trophy Winner and Jerry Best was the B Fleet Trophy Winner.

Gale Saint is the current leader in the race for the C-MOM trophy awarded to the best B Fleet finisher in three of the four regattas at Middlefork, Cowan, Oxford and Muncie. The defending C-MOM champion is Anne Meredith of Middlefork at Richmond.

The 1978 version of the Middlefork Opener again demonstrated why it is at the top of the list of Snipe regattas in the country.

Earl Purtee
Richmond Fleet 653



8775 Olive Lane, #F
Santee, California
92071
(714) 449-9822

MIKE
McLAUGHLIN

Basic Snipe Sailing Manual

Intended for beginning Snipe, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. \$1.00 per copy — 10 for \$8.00. From SCIRA only.

REWARD YOUR CREW!

Give gift subscriptions of the
BULLETIN to your crew.



Overlapped boats: Regatta winners Bob and Sandy Rowland 2333, Bill Buckles and John Aras 23300, and Harry and Anita Levinson 22285.

Send your regatta results to
SCIRA Headquarters
for publication in the SNIPE BULLETIN.

Wally Lineburgh's Insurance Is Different!

1. Every Snipe is insured for \$2750 regardless of age.
2. Every Trailer insured for actual cash value up to \$250.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
5. Reimbursement for loss is "New for Old" with a \$50 deductible. No depreciation taken even on sails and covers.
6. Damage to another boat up to \$2750 applies.
7. Medical payments provided up to \$2,000.

This policy is available in most states where Snipes are sailed. Send name, address, home port, hull number and age of boat (10 years and older describe condition). Class member, yes or no. Select your area; home port determines premium. Attach check payable Lineburgh & Company.

- AREA 1:** \$63.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.
- AREA 2:** \$92.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.
- AREA 3:** \$87.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.
- AREA 4:** \$70.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon and Washington.

LINEBURGH & COMPANY

1960 Bronson Road, Fairfield, Conn. 06430
(203) 255-1571
ESTABLISHED 1866

CLASSIFIED

Classified ad rates ten cents a word. Minimum charge \$3.00. Ads accepted on a cash basis only. Send remittance for the proper amount.

ACRYLIC SNIPE DRYSAIL COVERS. Yachtacrylic will not rot, mildew, shrink or become brittle. Best cover material available. Outstanding workmanship. No. 1 full deck with 6" skirt for mast up and boom off. Flat type with halyard cockpit lifting bridle. \$89 white, \$93.50 blue. No. 2 Same as No. 1 but has custom looking tapered full skirt for ultimate protection. Zipper at bow for glove like fit. \$129 white, \$134 blue. Shipped UPS ppd. for orders with payment in full. Orders with 50% deposit are shipped balance COD including UPS charge. Contact Chris Rooke @ ROOKE SAILS, 3000 Vantage Dr., Memphis, TN 38131. Phone 901/345-0647.

SCIRA POSTERS Only a few left! 34"x40" on heavy material, these posters are the SCIRA emblem in 5 colors. Every fleet should have one. \$4.75 plus 25 cents handling. SCIRA, Privateer Rd., Hixson, TN 37343.



LOFLAND 18505, Blue fiberglass, minimum weight, self-rescuing, 2 sets of sails, Harken blocks, compass, whisker pole, new cover, trailer, \$1,200. Waxenbaum, 5429 Hansel Ave, Orlando, FL. (305) 851-7651.

FOR SALE: Full cut aluminum center board \$40. Murphy & Nye jib with window and Cunningham hole, used jib, \$20. Jim Pyott, 1965 Robin Crest Lane, Glenview, IL 60025. (312) 729-3576.

FOR SALE: Fast Levinson and Murphy & Nye sails starting at \$30. Compass, magic box, hardware for Snipes. Write for info to: Gonzalo E. Diaz, 2825 S. W. 92nd Pl., Miami, FL 33165. Nights (305) 226-4136.

Wanted used Aluminum Dagger Board for No. 12959 Gampian 21 1/2" Trunk 22 1/4" High. Bob Hallisey, 19 Alder Lane, Framingham, MA 01701, (617) 879-6076.

Lofland 16241, fiberglass, 2 sets of sails North and Hard, British Ian Proctermast and boom, anchor, whiskerpole, trailer race condition. \$1650. 205-539-5543.

For Sale, "STEINWAY." The last all-wood Chubasco. Uncommonly beautiful... natural finish cedar hull and ribbon mahogany deck. Incredibly fast... has won silver in every race entered over past three years. Uncompromisingly equipped... Cobra, Harken, 11" board, Notary rudder and more. A beautiful winner! For more information and photos, write Dan Blodgett, 875 Ellair Place, Grosse Pointe Park, Michigan 48230. (313) 886-7584.

FOR SALE: Chubasco Snipe 18009; fiberglass hull, beautifully maintained wood deck; Proctor mast; two suits sails; cover; Lofland custom trailer. \$1950. J. E. Murphy, Temple, N. H., 603-924-6770 or 924-7482.

SUPPORT YOUR SNIPE CLASS

Levinsons Dominate New York State Open

June third and fourth on beautiful Chautauqua Lake was the scene for the New York State Snipe Regatta, won by the father-son duo of Harry Levinson, Jr. and Harry Levinson, Sr.

Saturday morning skies were clear and winds were nil, so the sailors had an early lunch while waiting for the winds to pick up. And pick up they did! Terry Timm sailed for a first on the triangular course with the Levinson team close, as the winds grew to 20 knots. The race committee, headed by Jim Jenkins, was busy as four boats capsized, and others broke equipment.

Winds hit 25 knots during the second race, and the seas were choppy. One crew was heard to mutter, "Getting in the boat for the second race was the hardest thing I've done all day!" Jim and Phyl Belford started the regatta in winning form with a third in the first race, only to have a halyard break during the second.

For the third race, winds dropped to 18 knots but the lake remained choppy. Jerry Thompson topped the 18 boats fighting for places but couldn't shake the Levinsons who were right behind in sec-

ond.

The hour was late when the sailors returned, and everyone was more than ready for the Hors d'oeuvres, gin and tonic punch, and barbequed chicken dinner planned by the local Snipe fleet.

Sunday was sunny and calm, a real contrast to the afternoon before. The race was started, only to be recalled, and a better course was set, appropriate for the shifty winds of 2-4 knots. Thompson challenged Levinson for the title when Jerry followed Jim Belford over the finish line. With his third in the final race, Harry and his dad clinched the title, Jerry Thompson took second, Terry Timm third, and Dirk Kneulman fourth.

But the drama was not over yet. The scores were tabulated while the sailors finished off the keg of beer. A tie for fifth and sixth place was discovered between Bill Buckles and John Johns. A coin toss resolved the tie when Pam Johns called it "Heads." Unfortunately for Pam, the flip showed tails, and Buckles went home with the silver. An exciting climax for an exciting regatta.

Candy Larson

NEW YORK STATE OPEN SNIPE REGATTA (Top 20 of 35 Entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
22285	Harry Levinson, Jr./H. Levinson, Sr.	Indianapolis	2-1-2-3	11.7	1
19267	Jerry Thompson/Kim Thompson	ABYC	5-2-1-2	16	2
20707	Terry Timm/Liza Hersey	Barton BC	1-7-7-8	40	3
22216	Dirk Kneulman/Jim Teague	Oakville	8-5-9-4	47	4
23300	Bill Buckles/John Aras	Cleveland YC	10-4-6-7	48.7	5
20006	John Johns/Pam Johns	Barton BC	7-4-6-10	48.7	6
16699	Fritz Gram/Mary Flynn	Cuba Lake YC	9-8-5-5	49	7
21105	Rusty Baillie/Susan Baillie	Oakville	6-9-dnf-6	63	8
22823	Sam Mollet/Mark Crosby	Portage Lake YC	13-10-3-18	64.7	9
20690	Jim Belford/Phyl Belford	Oakville	3-dnf-dns-1	74.7	10
20689	Ted Hains/Id Crook	Oakville	14-dns-11-9	79	11
20707	Bruce Goldsmith/Sherry Schliche	Barton BC	17-15-12-12	80	12
21800	Ian Brown/Doug Maybank	Port Credit YC	11-3-13-dsq	81.7	13
19491	Russ Cook/Terri Cook	Keuka	4-12-10-dsq	82	14
21933	Dave Bouckhuys/Ken Kress	Chautauqua Lake	20-13-16-16	89	15
19721	Les Larson/Candy Larson	Chautauqua Lake	18-14-15-19	90	16
19793	Lucius Bugbee/Chuck Hodges	Cuba Lake	15-11-18-23	91	17
21412	Bob Borer/Katarina Borer	Barton BC	19-16-14-26	99	18
8570	Red Garfield/Liz Garfield	Chautauqua Lake	16-18-8-dns	102	19
19175	Ellen Lawton/Bud Booth	Onondaga	26-17-17-21	105	20



DO YOU KNOW

Snipe Sails Are
Brokered Regularly Thru
Bacon & Associates, Inc.?

If you need one right now, walk in, buy it, and carry it out in a few minutes. Or we can ship it to you in a matter of days.

Give us more time, and we can sell one for you.

We also have sails for anything from a Sailfish to a 60-footer.

To purchase or sell sails, write:

BACON & ASSOCIATES, Inc. SAIL BROKERS for
528 Second St., P.O. Box 3150 New, Used & Damaged Sails
Annapolis, Maryland 21403 Phone: (301) 263-4880



Snipe Building Plans

BLUEPRINTS — \$10.00
Revised January 1976

SCIRA

Privateer Road, Hixson, TN 37343



An early morning calm settles over the cove at Privateer Yacht Club near Chattanooga, Tennessee, as Snipe sailors rig their boats for a day of racing on Lake Chickamauga. (David Cox photo)



Sanctioned Snipe Regattas

SEPTEMBER 9-10, WEATHERBY LAKE 6th ANNUAL HOSPITALITY REGATTA, Weatherby Lake Fleet 698, Hank Freeman, 9797 N. W. 75th Terr., Kansas City, MO 64152.

SEPTEMBER 9-10, INDIANA OPEN, Indianapolis Fleet 409, Harry Huff, 21 Sleepy Hollow, Carmel, IN 46032.

SEPTEMBER 9-10, LONG ISLAND SOUND OPEN — CALL OF FALL, Sea Cliff Fleet 4, David Lawson, 76 Wyatt Rd, Garden City, NY 11530.

SEPTEMBER 22-24, NORTH AMERICAN CHAMPIONSHIP, Annapolis Fleet 532, Eric Purdon, 3 Perry Avenue, Annapolis, MD 21403.

OCTOBER 7-8, OXFORD INCIDENT/

ACCIDENT, Acton Lake Fleet 515, Jim Hater, 4591 Patron Ct., Cincinnati, OH 45238.

OCTOBER 7-8, CRACKER BARREL REGATTA, Chattahoochee Fleet 452, Dr. John E. Anderson, 3411 Cambridge Dr., Columbus, GA 31906.

OCTOBER 8-9, OCTOBER SCHNIPE REGATTA, Seattle Snipe Sailors Fleet 444, Ivor Thomas, 9540 SE 5th St, Bellevue, WA 98004.

OCTOBER 12-15, SNIPE WORLD JUNIOR CHAMPIONSHIP, Mission Bay Fleet 495, Tom Nute, 4021 Bernice Dr., San Diego, CA 92107.

OCTOBER 19-27, WESTERN HEMISPHERE CHAMPIONSHIP, Clube de Campo de Sao Paulo, Sao Paulo, Brazil, Flavio Caiuby, Rua Libero Badaro 501 — 16º andar, Sao Paulo, 01009 Brazil.

OCTOBER 21-22, FRIGID DIGIT, Annapolis Fleet 532, L. A. White, 228 Claude St, Annapolis, MD 21401.

OCTOBER 28-29, HALLOWEEN REGATTA, Atlanta Yacht Club Fleet 330, Donald L. Simpson, 3432 Stoughton Dr. NE, Atlanta, GA 30319.

NEW 11" CENTERBOARDS

Blanks	\$45
Machined Blanks	\$70
Finished — Low Trunk	\$140
Finished — High Trunk	\$160

Finished boards have teak handle and notches and are fully polished.

50% deposit — please include trunk height — shipping extra.

Fleet rates available.

BILL SIMONS
4106 Hamill Road
Hixson, Tn. 37343
(615) 842-6598

**SUPPORT YOUR
SNIPE ADVERTISERS**

ALL PURPOSE SAILS? YES!

1st U.S. Championships 2nd World Championships

North's All Purpose Sails took 3 of the top 5 at the U.S. Nationals sailed on a lake and 4 of the top 8 at the World Championships sailed in the high winds and rough waters of the Baltic Sea. Our All Purpose Sails are constant winners around the world.

1978 RESULTS

SNIPER CIRCUIT - 2, 3, 4, 5, 6.

This year's Circuit was sailed in winds from 3 mph to 25 mph with Norths at the top in all four regattas.

1977 Major Results

EUROPEAN CHAMPIONSHIP - 1

FINNISH NATIONALS - 1

NORTH AMERICAN CHAMPIONSHIP - 2, 3, 4, 5

SWEDISH CHAMPIONSHIP - 1, 3

SPANISH CHAMPIONSHIPS - 1, 3, 4, 5

ENGLISH CHAMPIONSHIPS - 1, 2, 3

CHILEAN CHAMPIONSHIPS - 1st

FINNISH CHAMPIONSHIPS - 2, 3

PACIFIC COAST CHAMPIONSHIPS - 1, 2

U.S. JUNIOR CHAMPIONSHIPS - 2nd through 5th

U.S. CROSBY SERIES - 1st & 5 of top 10

NAME _____ TELEPHONE _____

ADDRESS _____
Street City, State, Zip

SHIPPING INSTRUCTIONS _____
Address

Parcel Post _____ Air Freight _____ United Parcel _____ Pick Up _____

Sail Number _____ Red _____ Blue _____ Black _____ Green _____

Main - Light (0-12 mph) 4.2 oz. \$198.00 _____

Medium (0-20 mph) 4.2 oz. _____ *Best All Purpose Sail

Heavy (18-up mph) 4.75 oz. _____

Jib - Lt/Med. (0-20 mph) 4.2 \$127.00 _____ *Best All Purpose Sail

Heavy (12-30 mph) 3.8 oz. _____

Adj. Tack _____ Fixed Tack _____

Mast Type _____ Boom Type _____

Price Includes Numbers, Insignia, Battens, Bag & Jib Window. On orders going to Europe, prices are approximately 5% higher.

CALL COLLECT

1111 Anchorage Lane
San Diego, CA 92106
(714) 224-2424 (USA)

12-9, Nagai
Yokosuka, Kanagawa-Ken
0468-87-1262 (Japan)



OR WRITE

Traubingerstr. 24
8132 Garatshausen
(West Germany)
0 8058-8676

We make more sails that win more races than any other sailmaker in the world.