

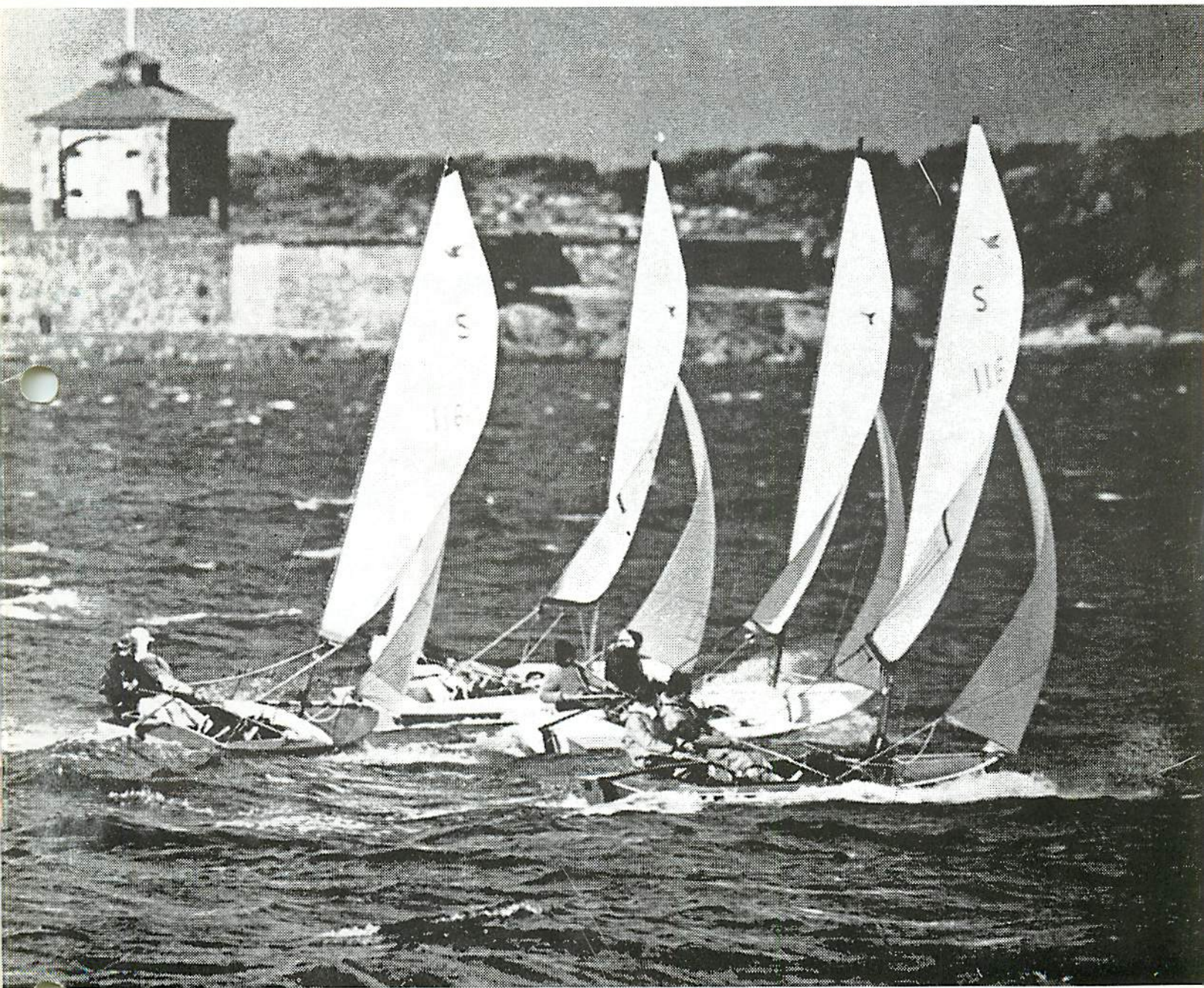
*Snipe*

**BULLETIN**



APRIL 1966

Vol. XV No. 11

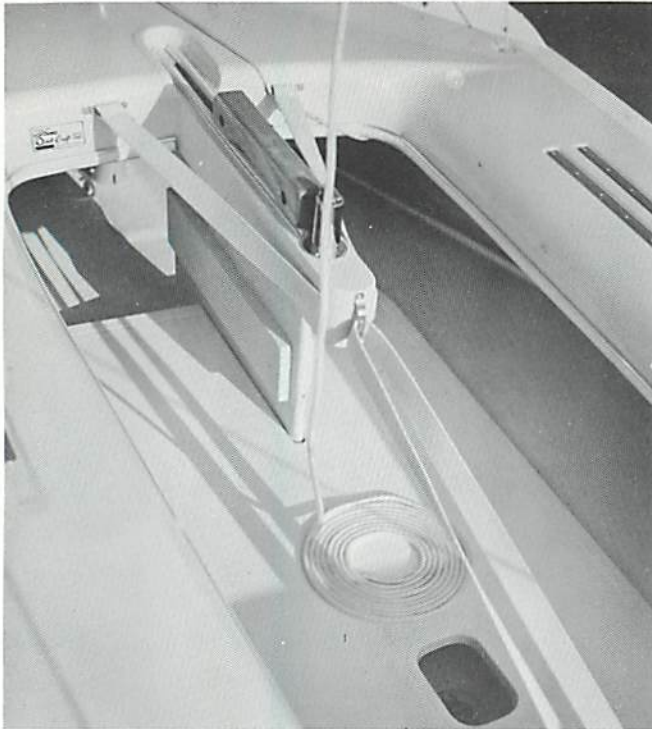


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\*A proven hull design that has won many National and International honors.

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\*The hull has been designed for championship sailing, encompassing many features recommended by World championship skippers.



\*A brand new beautiful deck and cock-pit.

\*Double sail track permits perfect trimming of jib.

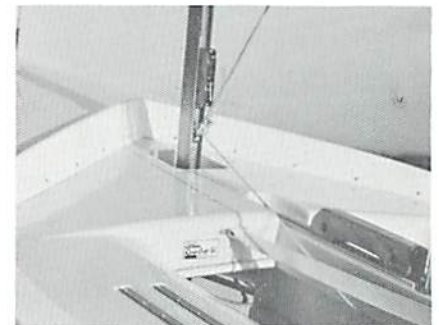
\*Removable floor board. \*Whisker pole and paddle.

\*Fiberglass rudder with mahogany tiller & extension.

\*Cock-pit edge roll increased for greater crew comfort.

\*Choice of deck-stepped or keel stepped mast.

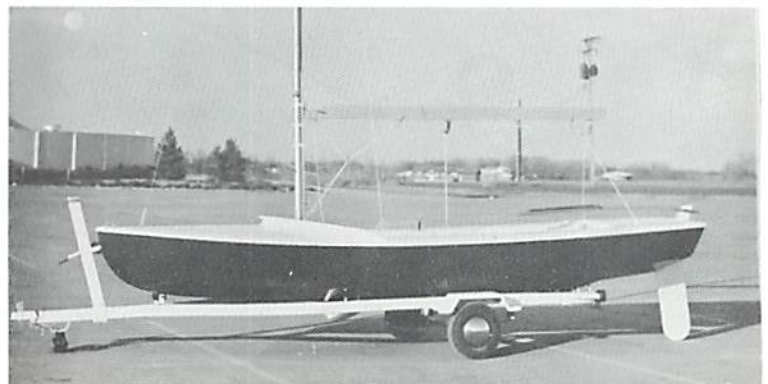
\*Choice of wood or Proctor aluminum spars in "B" or "E" section.



\*The Lofland Sail-Craft Snipe for 1966 features a new innovation in deck design.

\*The fore-deck has a high crown to shed water faster — a much lower crowned aft-deck to provide lower C. G.

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## Voice Of The People

### WHY SO MANY OPTIONS IN A ONE-DESIGN CLASS?

" 'Tis such a shame that so delightful a thing as Snipe sailing should be burdened by these weighty concerns.

The one-design principle requires closely identical boats. Differences in builders and materials used require allowances for some human error or innocent miscalculations, and this we call "tolerance." The amount of tolerance is strictly defined.

The degree of allowed variation should be consistent in all parts of the boat, the hull, spars, rig, and sails. At present, tolerances on the hull are appropriately tight. Sails are also controlled properly and effectively, I think. The one option of dagger board vs. pivot board might be regulated at some future date if ever deemed important enough.

But spars and rigging are in a state of great "development". Round mast, oval mast, square mast, pear shape; light wood, heavy wood, stiff, flexible, bend top, bend middle, bend evenly; four different allowable aluminum extrusions and some with spreaders; and now, good grief, a fiberglass mast tentatively allowed by the present Board of Governors; no winches, all winches, rope halyards, wire, halyard locks; round boom, plank boom, wedge boom; fixed clew, clew outhaul, tack downhaul, and several types of vang. All these are optional and affect performance. And then the rig! - anchorage of the jib stay is still not tied down and still may be adjusted while racing; the flying jib can be protested only under cumbersome Rule #8.

The above loose tolerances do not excuse loosening restrictions elsewhere. It is difficult for me to see the consistency of requiring strict tolerances on part of Snipe and then allow such wide variations in spars and rig.

I hope this note reflects my serious concern about Snipes the one-design principle, and keeping this boat a dynamic, growing, #1, fun-sailing class of skippers and boats. "

— Pro Bono Snipe, California

### SNIPE PASSES MEDICAL INSPECTION

" Since building my first Snipe 6 years ago, I have come to have a great respect for the boat and the class sailors. After my first year of competition last year here in District II, I was happy to boost Snipe as a club boat for our new Oklahoma School of Medicine Sailing Club. Snipe is an ideal training boat for our beginning sailors as well as an excellent boat for racing - especially in windy Oklahoma! We will be host club May 8th for the Oklahoma Intercollegiate Sailing Championship, which, you will be happy to know, is being sailed in **SNIPES!**!

Please send me a dozen copies of PSR Edition 12 as advertised in the BULLETIN for \$1.00. They will be available to embryo sailors from now on as part of the curriculum. "

— Bill Culp, Medical Center

University of Oklahoma, Oklahoma City, Okla.

### HERE'S ONE THAT MAKES SENSE!

" Lately I have been thinking about the length of time required to attend a national regatta, especially now that improved highways make it possible for more people from far-away places (1000 miles and over) to go. I come up with this suggestion:

Why not start actual racing in the middle of the week instead of on a weekend? As it is, one must leave home in the middle of the first week in order to get there and be prepared for Sunday races. Then the schedule of 12 races is over the following Friday or Saturday and he starts home Sunday (or even late Saturday night) and arrives home during the third week. But he has still been gone only 2 weeks in actual days.

Since most vacations run for two weeks with a man back at work on a Monday morning, one could leave on a Friday night or Saturday and arrive by Tuesday in time to actually race Wednesday. With the 12 races over the middle of the 2nd week, he starts home Thursday or Friday in time to be at work Monday A. M. Again, the total days are 2 weeks, but not spread over a 3 week period. This should be a permanent schedule. "

— Lou Varalyay

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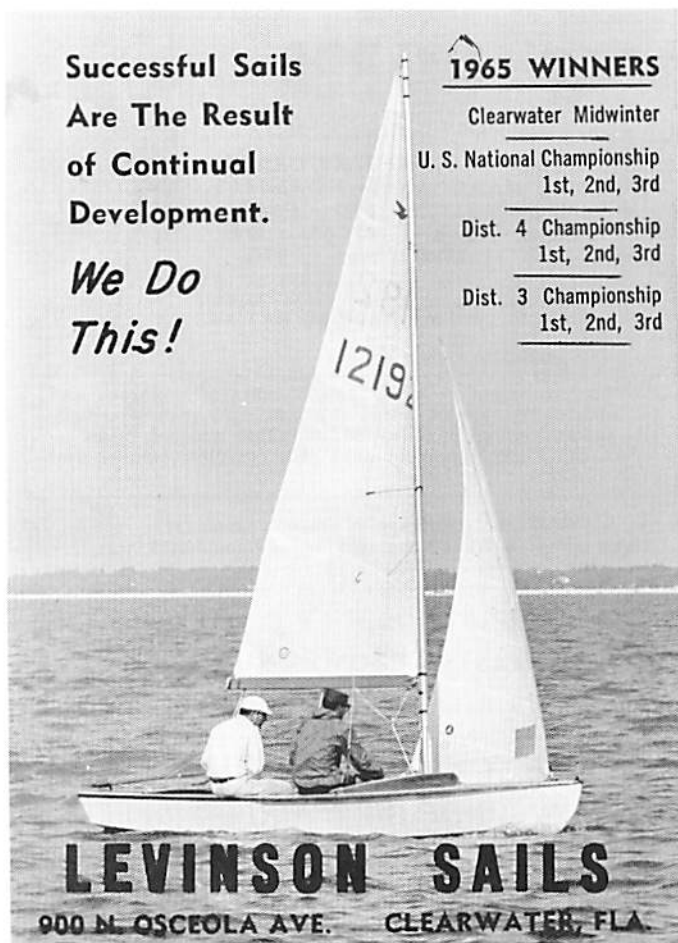
### 1965 WINNERS

Clearwater Midwinter

U. S. National Championship  
1st, 2nd, 3rd

Dist. 4 Championship  
1st, 2nd, 3rd

Dist. 3 Championship  
1st, 2nd, 3rd



## Marc Teurlay

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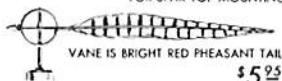
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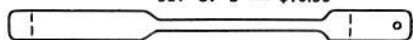
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# SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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 655 Weber Ave., Akron, Ohio 44303, U. S. A.

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## The Cover

"For lo, the winter is past; the rain is over and gone. The flowers appear on the earth, the time of the singing birds is come and the voice of the turtledove is heard in our land". . . .

— The Song of Solomon 2:11

Now that the opening of the sailing season is officially proclaimed, all you have to do (provided you spent your leisure hours last winter the way a good sailor usually does) is to get out the old boat and practice for the wars in the offing. Nothing ties earth and sky together like a man and a boat in wild March weather; nor is anything happier in Spring than the rustle and whistle of wind through drawing sails.

The cover photo shows what joys lie ahead! The skippers and crews on these four Swedish Snipes being swept down the course on a lively run before the wind are having one of the greatest thrills in racing. Close quarters and lively action at the best!

## THE SCORE

Numbered SNIPEs — 16228

Chartered Fleets — 604

Since publishing the last figures in the February BULLETIN, numbers have been issued for 36 new Snipes. Not so many as desired or expected, for the five month total of the new year is 147, which puts us 64 boats behind the record pace established last year when 211 had been issued for the same period. But the season is just beginning - and one can never tell how the ball will bounce! At any rate, we are still open for business, and all prognostications are that 1966 will be a banner year.

As usual, the United States got the majority with 27; Canada followed with 5; and Brasil with 4. Recently the volume of mail has picked up, SO. . . . ?

## Dues Are Payable Now

Once again the strange word - DHUSRDHU - DEWSEERDEW - DOOZURDOO - DUZARDOU - pops up again (remember March 31st?), but no matter how you spell it, it all adds up to the same thing and you should know what it means.

Section 12 of the Constitution says: If the owner of a measured boat of the class shall fail to pay his dues within one month of the start of his fleet's official racing season, such boat shall become ineligible to race. Such an owner shall lose his membership in this Association and all rights connected herewith.

The Fleet Captain is charged with the proper payment of dues by the members of his fleet, which means that he must see that the boats are properly registered (transferred if necessary, etc.) and measured before sending in any collections for SCIRA membership. He distributes the membership cards and rule books and thus knows the official standing of each boat and it is up to him to police participants in all official races. He should check constantly to see that all entrants are eligible

to race in point score races and sanctioned regattas and make the display of SCIRA membership cards an automatic part of the registration of all entrants.

We have a strong organization today because this indirect collection of national dues has been practiced for over 33 years and strictly observed without any loopholes. Help out your fleet officers by paying promptly, for this organization needs a constant supply of "moola" in order to survive. SCIRA dues are relatively low. Here in brief they are: An individual owner pays \$7.50; if two or more people own a Snipe jointly, they are each considered as equal owners and each pays \$5.00. In the case of two co-owners, the total collected is \$10.00 and not \$12.50 (\$7.50 and \$5.00) as some think. The old cards expire March 31st, so all dues and fees are payable now. Get a new buff colored card and save yourself the embarrassment of getting on the July delinquent list.

### The Latest Dope on:

**1965 PEORIA NATIONAL FILM** - As previously announced, delivery of the first print was not promised until after the first of the year. Latest word from John Biddle is that some unexpected trouble with the sound tape is being overcome and as soon as the proper quality is obtained, shipment will be made so the film should be available in April. There has been some impatience with the delay as all are anxious to see it, but there will eventually be three copies in circulation, so demand can readily be met. Watch the BULLETIN for details on how and when you can have a showing.

**EMBLEM** - Likewise, the final procurement of the class emblem is running behind schedule. Efforts are being made to unveil a complete package at one time - pocket patches, shirt markings, decals, etc. - and as soon as the Indianapolis committee sends in the final products, a splurge will appear in the BULLETIN.

**RULE BOOK** - The Rule Book is all ready to go to press. It has been a real big undertaking, for the revision started two years ago rolled up into a big snowball. But now the job is done and all should be satisfied, and we hope, pleased. Copies will be sent direct to those who have paid their dues, but after issuance date, the proper fleet officers will make local distribution as in the past.

**1966 U. S. NATIONAL CHAMPIONSHIPS** - Great activity is already under way at Chautauqua Lake YC to assure another fine regatta.

This will be the 4th Snipe Championship held on the lake - the International in 1946 and Nationals in 1949 and 1958. Each one was the largest ever held up to that time and the last one in 1958 with 78 starters still holds the record.

All District V fleets are cooperating with Chautauqua this year by furnishing financial aid and manpower in hosting this number one Regatta. During February, representatives met in Rochester, N. Y., with Paul Betlem, District Governor from Newport YC, presiding. Many sailors known to Snipers and some who are making their appearance for the first time were named to chairmanship of committees. Among these appointments are: Red Garfield, past SCIRA Commodore, General Chairman; Harold G. Griffith, past SCIRA Commodore, publicity; Charles Ulrich, CLYC past Commodore, Finance Chairman (he held this same position in 1958); Leslie E. Powers, CLYC past Commodore, accommodations; weighing and measuring, Bob Vreeland, Newport YC, well-known to Eastern Snipers, with Leslie Powers assisting in charge of sail measuring.

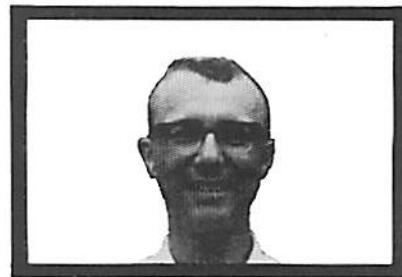
Of interest to all is the fact that Steve Taylor, who has handled many large championships including the 1965 at Peoria, has been invited to be Chairman of the Race Committee. Also, one of the real early Snipers, George Glenn of Rochester, will serve on the Protest Committee. Other committees are being filled with Fleet Captains and their assistants.

Sailors who have been to Chautauqua will need no reminder of the great time they have had there. For newcomers, the committee says, "Come and have some fine sailing and fun."

Brochures with complete details will be mailed to all Fleet Captains in April. Early reservations are urged for locations near the club.

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# Francis Seavy Best "Sniper" In Midwinter Sailing War

## Perfect Score of 1-1-1-1 and 8000 Wins for 6th Time—Levinson (2nd) Nips Kelly



START OF 5th RACE - 29th International Midwinter Snipe Championship Regatta - Clearwater, Florida - March 8-11, 1966

Just prior to the last race Friday everyone knew who was going to walk away with the championship trophy in the 29th Annual Midwinter Snipe Regatta. It was going to be Francis Seavy!

The skippers also thought they knew who would be runnerup in the event, which pitted 26 of the top Snipers in the country. Basil Kelly of Nassau, the current SCIRA Commodore, had a strong lead over Harry Levinson of Indianapolis, the defending champion and 3 times the U. S. National Champion.

But in a shocking finale, the U. S. Champion posted a victory in the race while Kelly came in 17th, and that proved to be the difference as Harry took over 2nd with a 7305 score, just 73 points better than Kelly with 7232.

Of course, Seavy won with a perfect score of 8000. He won the first 5 races in the regatta and then finished 4th in the 6th. However, the totals are based on the best 5-out-of-6 and he discarded the 4th.

This outstanding victory was the 6th for Seavy in the Midwinter and ties him with Ted Wells of Wichita, Kansas, for the most victories in the old event. Wells came the closest to duplicating Seavy's feat. The Wichita ace won 4 straight races in 1948 and apparently had the 5th under his belt, but he was disqualified for jumping the gun at the start.

The actual racing started on Tuesday, March 8th, with two races scheduled that day and Wednesday; then 1 race each on Thursday and Friday. The weather cooperated beautifully and all races were sailed as scheduled over modified Olympic courses (triangle, beat, run, and finish at windward marker) on the Gulf of Mexico. The week began cool and windy and changed for the better as the week progressed.

Both Tuesday races were sailed back-to-back in the afternoon in the strongest winds of the regatta. 26 started out in NW winds of 20 mph which steadily increased so that 21 finished after some voluntary DSQs and broken equipment. Then 22 started in 25 mph wind and 19 crossed the finish line. Rather a rough and tiring afternoon, but Seavy proved how much he liked it by sailing his "HONEY" home to a pair of wins. He won both by wide margins, and praised his crew, Richie Keig, highly for the great start.

Levinson was 2nd in the first race and 3rd in the nightcap, while Kelly had finishes that were just the opposite. They began eyeing each other.

On Wednesday the skippers were back in the Gulf sailing in winds estimated at 15-18 mph. 25 boats were in both races and once again it was all Seavy as he posted triumphs in both



MIDWINTER WINNERS - The top three finishers and their crews smile happily. Left to right: Buck Johnson and Basil Kelly of Nassau - 3rd; Richie Keig and Francis Seavy - 1st; Kurt Schroeder and Harry Levinson - 2nd. — SUN Photos

events. Seavy claimed he wasn't getting the best start, but the "HONEY" was making up ground on the long reaches where his 18-year-old Snipe was literally "sailing" past all the other entries. 22 finished the course in the second race in 56 minutes, and Ted Wells dropped out after hitting a mark.

Kelly was next in line with two 2nds to keep him in the running for first place as he now had a strong second, for Levinson slipped back a little with a 3 and 5, but still remaining in contention.

Thursday saw different kind of racing when the wind shifted to NE at 5 mph and all 26 finished. Very tricky and shifty winds this day, but that made little difference to Seavy's hot streak. He clinched the title with an unprecedented fifth consecutive victory, something unheard of hereabouts and a very rare occurrence in any regatta of this size.

Francis got off to a bad start and was firmly entrenched in 14th place as the boats hit the first windward mark, but as they hit the second mark after the first reach, he had moved up to 6th after overtaking some of the toughest competitors in the game. By the time the boats headed for the final beat, Seavy was home free.

Describing the race later, Seavy said he was "lucky" to get free from the huge pack early in the going and made up ground on the reaches due to a straight bottom on his craft. He has been sailing the same boat for so long that he knows what it will do. "It's a fast reaching boat and we took advantage of a couple of shifts in the wind. That's what I mean by being lucky. You've got to get a few breaks when the wind shifts like it did."

Meanwhile, neither Kelly or Levinson took advantage of openings, for both fell down. Kelly was 6th and Levinson 10th, with the result it appeared as though Kelly had 2nd place in the overall standings.

Friday saw more shifting to the NNE with a slight increase to 6-7 mph and all followed Harry Levinson around the course as he won a quick race in 59 minutes. And here Basil met with disaster with his 17th spot (he said later "he just loafed"), while Harry, of all time, came through with a clutch victory to boost him into the runnerup position. Harry had a 2-3-3-5-1 record, which topped Basil's 3-2-2-6-3.

Bruce Colyer, the West Palm Beach, Fla., skipper who was 4th, did the best of any competitor who used his wife as a crew. They were extremely steady in the last 4 races and ended in 2nd place in the last race with a tally of 7-5-3-4-2.

After Colyer, came Howard Richards, Canadian National Champion from Oakville, Ontario, possessor of one of the most beautiful Snipes in the regatta, and Lars-Erik Nilsson, National Champion of Sweden, possessor of one of the prettiest crews in the event (his wife Beatrice), came in 6th for total points of 6415, just 6 points behind 5th place Howie.

Presentations were made at the annual banquet Friday night at the Clearwater Yacht Club. Seavy walked away with the big SCIRA trophy and also took home the Taver Bayly award for being the top skipper in local Fleet 46 during the 1965 season.

Naturally, Francis was congratulated by all who had anything to do with the regatta, for all shook their heads in wonderment over the fact that one man - Seavy - could so dominate a regatta of such importance. As Ted Wells expressed it, "I've never known it to happen before and it might be a long time before we see any one individual head the pack in so many races again. That Seavy is amazing. He's probably the best there is in the country and he uses his knowledge to good advantage."

Bud Blair was the recipient of the Charlie Morgan plaque which goes to the junior who finishes highest in the Midwinters.

The regatta wasn't exciting in one way since Seavy dominated all the races. However, there was plenty of excitement in other ways as several Snipes swamped, some lost masts, and more than one crew got wet during the week of action. And some of the accompanying boats ran into difficulties, too.

But all-in-all, it was a great week of sailing. And when the sunburn and the bruises go away, you can bet those who were here will turn to their wives and say, "We'll have to make the Midwinters next year." And they probably will!

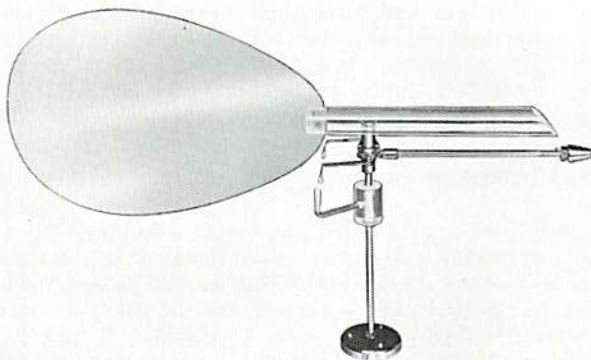
— Ed Haver, Clearwater SUN Sport Writer

#### Final Results-INTERNATIONAL MIDWINTER CHAMPIONSHIPS

BOAT	NAME	TOWN	RACES	1	2	3	4	5	6	Pts.	Fin.
6995	Francis Seavy	Clearwater, Fla.		1	1	1	1	1	4	8000	1
12192	Harry Levinson	Indianapolis, Ind.		2	3	3	5	10	1	7305	2
14838	Basil Kelly	Nassau, Bahamas		3	2	2	2	6	17	7232	3
6156	Bruce Colyer	W. Palm Beach, Fla.		7	9	5	3	4	2	6786	4
10547	Howard Richards	Oakville, Canada		5	7	4	7	9	3	6421	5
15676	Lars-Erik Nilsson	Gothenberg, Sweden		4	4	7	6	7	5	6415	6
8418	Danny Elliott	Newport Beach, Cal.		dnf	5	6	4	11	6	6015	7
13274	Peter Duvoisin	Birmingham, Ala.		8	8	9	8	5	18	5587	8
16025	Ted Wells	Wichita, Kansas		6	6	8	dnf	13	12	5164	9
13025	Ed Probeck	Western Springs, Ill.		11	13	11	13	2	dnf	4889	10
14703	Tony Waller	Clearwater		9	10	15	9	20	11	4585	11
12455	Don Cochran, Jr.	Clearwater		15	16	17	15	3	7	4577	12
15580	Raymond Crossdale	Kalamazoo, Mich.		13	15	10	dnf	12	9	4286	13
13453	Jay Swan	Clearwater		12	11	14	11	17	16	3995	14
6627	John Gannon	Winchester, Mass.		14	12	13	18	21	20	3524	15
16049	Frank Levinson	Clearwater		dnf	dns	19	14	8	13	3511	16
15993	Bill Drummond	San Diego, Calif.		10	dnf	18	dnf	22	8	3501	17
15908	Carlos Bosch	Hamilton, Bermuda		17	14	16	12	18	21	3500	18
14764	Martin Heller	Pittsfield, Mass.		dnf	dns	12	10	15	22	3064	19
14065	Dick Edwards	Cuba Lake, N.Y.		18	18	20	17	14	15	3039	20
13013	Sam Norwood	Atlanta, Georgia		16	dns	dnf	19	16	14	2719	21
14117	Robert Walker	Clearwater		20	19	24	20	dns	10	2616	22
11559	Bud Blair	Clearwater		dnf	17	22	16	19	19	2530	23
12973	C.F. Ourtis	Clearwater		19	dnf	21	21	25	25	1501	24
15685	John Ellers	Cincinnati, Ohio		dnf	dns	23	22	24	23	1523	25
13012	Larry Goebel	Kettering, Ohio		21	dnf	dns	dns	23	23	1409	26

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## Cowan Lake 433 Shows How a Successful Fleet Operates

A little over a year ago when Bryson Leslie started out to organize a Snipe Fleet in Jackson, Mississippi, he cast around for help and advice wherever he could get it. One of his closest neighbors came up with a long, encouraging letter giving him the complete background of the local fleet - 433 at Cowan Lake, Ohio. This excellent account of one year's activities, written by Francis Dasher, merits publication in the BULLETIN, for it demonstrates what a progressive and enthusiastic fleet can do for Sniping in particular and sailing in general.

### BRIEF RUNDOWN OF PUBLICITY ACTIVITIES FOR 1964

1. In late February, a Snipe was displayed in the Cincinnati All Sports Show. A local sailboat dealer bought the space and the boat (he also showed a Thistle, Day Sailer, Y-Flyer, Sunfish, Sailfish, and a Canoe), but the fleet was instrumental in designing and building the display. Naturally, the Snipe was the center of the booth. At least one fleet member was in the booth at all times that the show was open to talk about Snipes to anyone interested. A list of "prime" prospects was compiled and these names added to fleet mailing lists for newsletters throughout the year. About 1000 local brochures were passed out (enclosed is one copy) and about 500 brochures from SCIRA were passed out. About a month later, the same display was set up at the Dayton Boat Show.
2. Our fleet's spring meeting was held in early April, with prospects from the boat shows invited to attend. Besides regular fleet business, light refreshments were served and two 16 mm color movies were shown, one the America's Cup defense of 1962 and the other the Snipe World's Championship of 1961. About 45 people attended.
3. In May we held a one-day local regatta (12 boats) on the Ohio River near downtown Cincinnati (we normally sail on Cowan Lake, about 40 miles away). The Coast Guard and the Kentucky River police were very helpful in routing the normally heavy river traffic out of our way and imposing strict speed limits on powerboats. The local TV stations and daily newspapers sent cameramen and reporters, resulting in two newspaper stories before the regatta, one afterward, about 3 minutes coverage on that day's 11:00 P. M. news from each of two TV stations, and a feature article two weeks later in one newspaper's Saturday supplement covering a 2-page spread with about 600 words and 7 pictures.
4. In June we held the Ohio State Open Championship at Cowan Lake, and attracted 29 boats. Our regatta, as usual, had a very distinctive flavor - besides excellent racing conditions, good competition, a competent race committee, and economical accommodations, we provided a good dinner, a lively party, and a lot of personal friendliness. In fact we even gave a trophy to the "winner of the party" as well as trophies and prizes to the top 15 skippers. (See enclosed mailout). This regatta was well publicized in Snipe circles by ads in the Bulletin and by mailouts to about 100 skippers from Atlanta to Chicago to Oakville, Ontario. In addition, it was publicized locally and resulted in two more newspaper articles and an article later in the Bulletin.
5. Throughout the year, we kept newspapers informed of local race results, series results, and final season standings. These were publicized rather haphazardly, but we expect better results next year. We also sent in stories when one of our fleet members did well in out-of-town regattas, which were always publicized. In fact, when Mark Schoenberger won the Chattanooga regatta, we had excellent coverage in both papers. Talk with your local sports editors - better yet, take them sailing a few times, or at least try to explain to them the theory and practice

of sailboat racing.

6. We also maintained a list of boats and equipment for sale in the area and notified all prospects when a boat became available. We assisted new boat owners in filing applications for club membership, SCIRA membership, and/or dock assignments at the public docks.

These efforts paid off handsomely last year. In spite of losing two skippers to out of town transfers, our fleet registration jumped from 16 the previous year to 25 paid-up active members. In addition, we located 7 more Snipes in the area which we hope to bring into the fleet. Our racing activity was up from an average of 9 starters per race in 1963 to about 12.5 in 1964. Our fleet's attendance at out-of-town regattas was up phenomenally:

3 boats to Chattanooga  
8 boats to Peoria  
4 boats to Detroit (District Championships)  
8 boats to Indianapolis  
5 boats to Muncie  
1 boat to Atlanta

The level of competition within the fleet was significantly improved as a direct result of all this activity, and will be commemorated by awarding a perpetual trophy (donated by the dealer with whom we worked in the boat shows) to the most improved skipper of last year at our next meeting.

We feel that the net result of all our work last year was a tremendous improvement in the fleet itself and the formation of a good base of interest in the public from which we hope to draw members in the future. Our plans at this moment are to continue along the same lines next year, and we are currently organizing committees for the boat show next month.

**THE ANTICLIMAX** - Magnolia Fleet 604 was granted a charter on December 2, 1965. And how are they getting along? Let Dan Wesselhoft of Fleet 131 tell about it:

"On our way home from the Nassau Regatta last week (Mar. 16th), Joann and I stopped in Jackson to visit Ed Gumpler, an old Snipe from Peoria who moved down there recently, and also Bryson Leslie, a young man who bought a Snipe when I attended their regatta at the small Lake Hiko reservoir that they were then sailing on.

Since I was there two years ago, Bryson has become a Snipe dealer selling Lofland Snipes and now there is a 9-boat fleet in existence. Jackson also has a new reservoir called the Ross Barnett Reservoir and it is enormous. It is at least as large as at Fort Gibson in Oklahoma where we sailed the 1959 Nationals.

I sailed two races with them in a boat Bryson had all set up for me and enjoyed it thoroughly. I believe Jackson, with their new facilities and soon-to-be-built yacht club will shortly be the sailing center of the Deep South, and with a young man like Bryson spearheading the drive for Snipes, should easily establish Snipe as the most popular and active fleet there."

Don't be afraid to cast your bread upon the waters!

### ATTENTION—All Fleet Officers

Point score sheets for the 1965 racing season have been coming in very good, and they will be published when compilation is completed about the first of June. If you have not sent in your fleet's record as required under Section 13 of the Constitution, please do so at once, for all want to see their scores in the record. Besides, it must be done to keep your fleet in good SCIRA standing. Don't forget that special forms furnished by this office must be used in all reporting so there will be uniformity plus ease in sorting each individual score sheet in numerical order. If not sent in as prescribed, they will be sent back, so please do them properly the first time.

**MOST IMPORTANT:** Don't forget to include zip code numbers with all addresses sent in the future. They will be obligatory on all 2nd-class mail after January 1, 1967 according to official notice just received from Washington P. O. by registered mail.



## Phil Nieman Chicago Area Champ

The Chicago Area Snipe Championships were held at the Chicago Corinthian Yacht Club, the home port of Snipe Fleet 579, on Sept. 11-12. 19 entries - 11 from 578; 7 from Chicago Fleet 86; 1 from Crystal Lake 267 - competed on courses laid out on Lake Michigan.

The two races scheduled Saturday were blown out due to northeast winds from 25 to 35 mph bringing 4 to 6 foot seas. These were rescheduled for two back-to-back events Sunday morning with the final third one that afternoon. The general condition of the weather Sunday was 15 to 20 mph west to northeast winds and 2 foot seas.

The trio of Phil Nieman, Lee Kellerhouse, and Wong-Brown led the field and divided up the three top places in each race. However, Lee failed to finish in the 2nd race, so his 1st and 2nd took him into final 5th overall position. Nieman scored 4565 points with his 2-3-1, besting Wong-Brown's 3-1-3 and 4488 points by a 77 point margin. It was a close contest with lots of fast action.

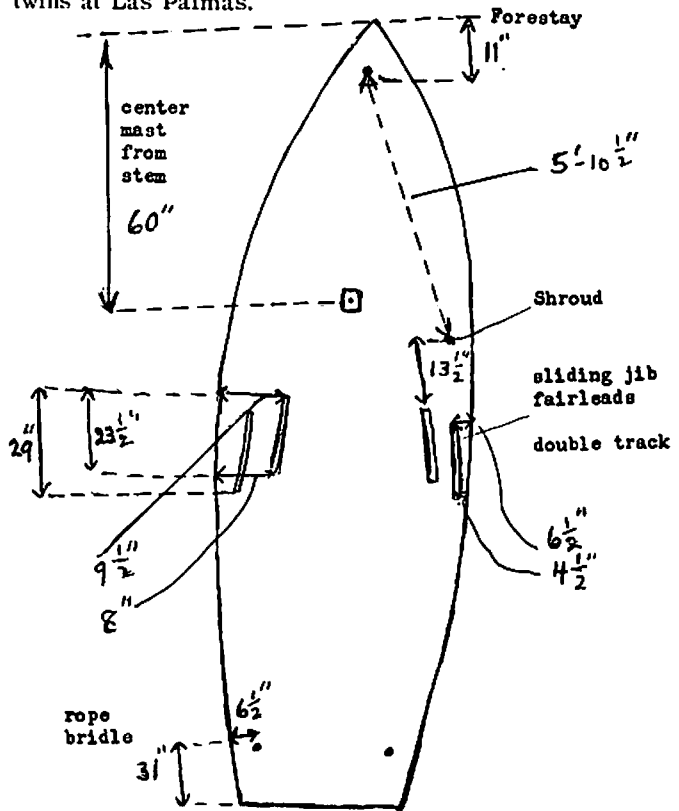
— Bill Domuray, FC 579.

### Final Results - CHICAGO AREA CHAMPIONSHIP REGATTA

SKIPPER	FLEET	RACES	1	2	3	Fin.
Phil Nieman	Chicago 86		2	3	1	1
Wong-Brown	Chicago		3	1	3	2
Golin Pearlson	Corinthian 579		4	4	6	3
Ed Probeck	Chicago		7	2	8	4
Lee Kellerhouse	Chicago		1	dnf	2	5
Earl Wright	Corinthian		6	7	11	6
William Shapera	Chicago		13	5	7	7
John Flusch	Corinthian		10	10	5	8
Dick Ver Halen	Chicago		8	14	4	9
Don Johnson	Chicago		5	8	13	10
Don Oampion	Chicago		dnf	6	9	11
John Pilon	Chicago		14	13	12	12
Mary Manion	Corinthian		15	11	15	13
Hal Dawson	Corinthian		16	dnf	10	14
Dick Fleck	Chicago		9	9	dns	15
Rosemarie Fitzek	Corinthian		dnf	12	16	16
George Weiner	Corinthian		17	16	14	17
Harlen Wilkinson	Crstal Lake, Illinois		12	15	dns	18
Ron Blair	Chicago		11	dns	dns	19

## Peter Harris Makes Another Report

When the National Secretary for England goes to an important regatta, he is all eyes and ears. Notebook in hand and camera within easy reach, he inspects all boats, interviews the contestants, and generally is the best-informed on what is happening. And what is better, he shares his observations and conclusions (See Dec. BULLETIN). Here are the details of the Brazilian OSPREY VII, world championship boat sailed by the Schmidt twins at Las Palmas.



## Atlanta 330 Won the Cracker Barrell at District IV Team Races

It seemed at the end of Saturday's races that the Cracker Barrell was surely headed back to the Privateer Yacht Club for the 3rd consecutive year, but calamity came on Sunday when McFadden and Johnson of Atlanta 330 picked up 12 boats on leaders Lamb and Cox of PYC to take the trophy to Atlanta Yacht Club for the second time.

This District IV Two-Boat Team Championship was held as scheduled Sept. 25-26 on Lake Harding, Georgia, with Chatta-hoochee Fleet 452 as host. 14 boats were entered, comprising 3 teams from Atlanta 330; 2 teams from Chattanooga 142; 2 from Chattanooga 452. Two races were held Saturday over modified Gold Cup courses and winds were adequate to allow all to finish in the minimum time. The course on Sunday was twice around a triangle, and again winds were adequate but quite shifty.

The first race was a run-away for Chattanooga when Lloyd Cox finished 1st after being pushed hard by teammate Buzz Lamb. No one else was within hailing distance when they crossed the line. Herb West from Atlanta passed Cliff Hogg of Chattanooga for 3rd place and another Atlantan, Brad McFadden, got a 5th.

The start of the 2nd race was marred by drastic wind shifts away from the favored end of the line, giving those who really don't know how to start properly a chance to see what it was like to be up front. But the wind soon returned to its original direction and Cox again took over the lead to round the windward mark first with Hogg and McFadden next in order. This he upheld to the finish with Johnson of Atlanta moving into

4th. Lamb's 7th gave the Privateer team a 9 boat lead with only one race to go.

On Sunday morning the wind was out of the southeast and very shifty (even by Lake Harding standards) and holding at 8-10 mph. The first beat was a real guesser - tack on each shift if it holds - don't tack if it doesn't. Hogg outguessed the fleet, rounded the windward mark 1st, and held a commanding lead to the finish. Cox, who rounded near last, managed to work up to 5th, but when McFadden and Johnson crashed through with 4th and 2nd positions, while Lamb dropped to 13th, the verdict was sealed.

— Hamilton Clark, FC 452.

### Final Results - CRACKER BARRELL TEAM CHAMPIONSHIPS

SKIPPER	OREM	FLEET	RACES	1	2	3	Pts.	Fin.
Brad McFadden	Louie Bowen	Atlanta, Ga.		5	3	4	8088	1
Frank Johnson	Bob Green	Atlanta		8	4	2		
Lloyd Cox	Danny Cox	Chattanooga, Tenn.		1	1	5	7957	2
Buzz Lamb	Margie Lamb	Chattanooga		2	7	13		
Cliff Hogg	Dave Patton	Chattahoochee, Ga.		4	2	1	7460	3
Eldon Howell	Steve Rosselle	Chattahoochee		13	10	6		
Herb West	Tom West	Atlanta		3	11	3	7010	4
Sam Norwood	Beth Norwood	Atlanta		12	6	7		
Don Arthur	Janice Arthur	Chattanooga		7	5	9	6686	5
Dan Williams	Henry Jewell	Chattanooga		6	9	10		
Paul Whittier	B.O'Neill	Atlanta		11	12	12	5390	6
Tom Bowers	Tom Gore	Atlanta		9	13	11		
Walker Fournoy	Andy Speed	Chattahoochee		dnf	14	14	5326	7
Hamilton Clark	Lib Clark	Chattahoochee		10	8	8		

During the regatta, an old-time Georgian was asked what he wanted for breakfast. "All I want is a nice, juicy steak, a quart of whiskey, and my ole houn' dog," he replied.

"What do you want your dog for?" he was asked.

"To eat the steak," was his reply.

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# Dick Tillman Yachtsman Of The Year



**TROPHY CHANGES HANDS** - Robert N. Bavier, Jr., last year's winner, presents the Martini & Rossi Trophy to Capt. Tillman.

Captain Richard L. Tillman of the U. S. Air Force received the Martini and Rossi Award for the Outstanding Yachtsman of the Year on February 24th for his superior performance in the Snipe and Finn one-design sailing class boats during 1965. The perpetual trophy, a fitting tribute to his 1965 yachting accomplishments, was presented to him in the Commodore's Room of the New York Yacht Club.

At the same time, the Yachtswoman of the Year Award was made to Mrs. Timothea Schneider Larr, first woman ever to take the Martini & Rossi Award twice. She won it in 1961 while a senior at the University of Michigan.

Dick has been sailing Snipes since early boyhood on Lake Wawasee, Indiana, where he competed in old Fleet 40 with the famed Levinson brothers. Recently stationed at Dayton, he sailed with Cowan Lake Fleet 433 at Cincinnati, Ohio, and is their current fleet champion. He and his wife, Linda, placed second in the 1965 Snipe National Championship at Peoria and there she received the Eleanor Williams Memorial Trophy for highest scoring woman, skipper or crew.

Dick's brother Jack, now an instructor in the Air Force Academy at Colorado Springs, is also an active Snipe sailor. His parents have traveled to many regattas and his mother was a guest at the award presentation. Dick and Linda were guests of the Martini and Rossi Company on an all-expense pair trip to New York for the ceremony. The Tiffany designed trophy, a highly stylized silver sail atop a green marble base, was donated by Count Metello Rossi de Montelers of Turin, Italy. It was presented by Bob N. Bavier, Jr., the 1964 winner.

In Finn sailing, he won both the 1965 North American Championship at Bermuda and the 1965 Finn National Championship. He represented the U. S. in the European Finn Championship in Cascais, Portugal, last September.

Prior to 1965, his record of achievements included a 3rd in the Finn Olympic trials in 1960; 3rd in the Finn Nationals in both 1961 and 1964; and 1st in the Midwest Finn Olympic trials in 1964. In the Snipe Class, he was District 4 Champion and U. S. National Champion in 1959. He finished 3rd in the 1959 Pan-American Games in Chicago and 4th in the 1959 World Championship Regatta in Porto Alegre, Brasil.

Dick has not only been an active sailor in both classes, but has taken part in class administration. He is presently a member of the SCIRA Board of Governors and is also a director of the Finn Class.



**A TOP TROPHY COLLECTION** - Dick and Linda Tillman show a few of the major yachting trophies they won last year. Included are the U. S. and North American championships in the Finn class won by Dick, and a 2nd place in the U. S. Snipe National Championship won together as a team. The large bowl was won by Linda as the outstanding yachtswoman at the Snipe Nationals held in Peoria, Illinois.

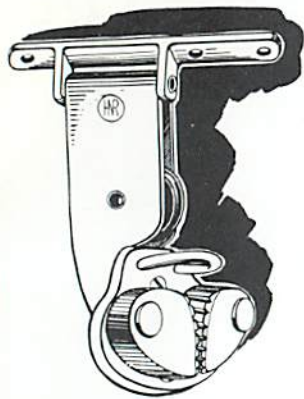
Following graduation from Annapolis in 1958, Dick was commissioned in the Air Force. From 1962-64 he earned a Master of Engineering Degree from Texas A & M University. Since that time, he has been with the Procurement and Production Office, Hq. AF Logistics Command, Wright-Patterson AFB at Dayton, Ohio.

Last month, Dick and his family (two daughters) were transferred to Chateauroux Air Station, France. He will do extensive traveling throughout Europe on U. S. Government contracts in inspection trips. We will be very proud to have Dick representing our class while there and wish him luck in his new assignment.

Martini & Rossi hopes that Dick will return to New York in 1967 to present the 1966 Yachtsman of the Year Award. We'd like to see another Snipe sailor receive it!



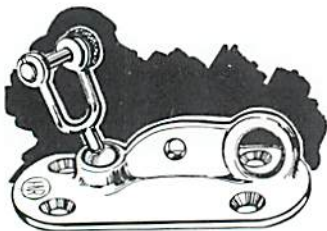
**THE CHAMPION** shows how to sail a Finn. (Many similar pictures of Dick in a Snipe have been in the BULLETIN over the last 8 years.)



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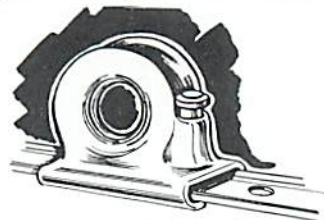


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# Wells Wanderings



by Ted Wells  
April 1966

## SOUTHERN RACING CIRCUIT

Hope was advanced at Clearwater this year that Miami could be persuaded to schedule their regatta between the Nassau and Clearwater regattas to give an early season series of races which would make it worthwhile to travel long distances, as Danny Elliott did on coming from California. Such co-ordination isn't easy, as people in Florida don't like to travel (its alright for everyone else to). No one from Clearwater has ever been to Nassau, and no one from Miami came to Clearwater this year.

## NASSAU EXPERIENCES

Nassau turned out beautiful weather for trying out a new boat. The confusion anticipated in last month's WW resulting from a new hull, two new masts stepped on the keel, and two new suits of sails, was partly resolved, at least.

I first went to a deck-stepped mast some years ago when I wanted to reduce the amount that my mast bent, because the early dacron mains weren't cut for bending masts and looked awful when the mast bent. I went back to the keel-stepped mast on 16025 because sailmakers are now cutting sails to fit bendy masts. The reason for wanting a bendy mast is, of course, to assist a skipper and crew with limited hiking capacity to handle efficiently a larger range of wind velocities.

The maximum wind at Nassau must have been about 18 mph with occasional puffs a little higher. In the higher puffs, the Proctor E mast bent a little too much, but I didn't have any travel limiters on the spreaders and I also did not find out until I got to Clearwater that the spreaders were 19" long instead of the 17" minimum that they were supposed to be.

One of the two new mains I had had a very loose luff and had full draft. The luff tightened nicely with a line through the Cunningham Hole and the boat handled nicely and went to windward beautifully in the highest winds experienced, using a rope traveler pulled down close to the deck, so the mainsheet could be strapped in tight, pulling the boom down, but not in. I also dropped the main to the second stripe on the mast.

The second day of racing at Nassau illustrated very dramatically one thing about these bendy rigs - namely, that they are tricky and the sail and mast must get along together. The main hal-yard winch on my Proctor mast developed what looked like a hopeless backlash snarl when the main had only been lowered about five feet after the last of the Bacardi Cup series races, so I put up my wood mast, whose deflection measured 2-5/8" at the stay fitting with a 50 lb. load ( see article by Lowell North in February BULLETIN). I also put on my other new main, which had looked good in about a 3 mph wind on the Proctor mast ( no bending, of course). The results were disastrous. With about a 12 mph wind, the mast bent a lot and the main developed about a 4" deep wrinkle in front of the battens. Needless to say, we didn't go anywhere. During the noon recess, I overhauled the winch on the Proctor mast, and tried it with this same main. Same wrinkle, but about one half as bad, but still bad enough that we didn't go anywhere. The main now is being overhauled.

With the other main and 15-18 mph winds, we were going to

windward as fast as anyone toward the end of the regatta - maybe faster than anyone - but being eaten up on the reaches. The reasons ( not all of which became apparent until the end of the Clearwater regatta) were (I think): partly just plain lack of experience planing in the presence of waves; partly not sitting far enough back; and partly having the reaching hooks too far back; and partly having the jib luff too slack on close reaches. Whatever it was, we were worse in Clearwater, where the waves were bigger.

## CLEARWATER EXPERIENCES

Lars-Eric Nilsson from Sweden had a new boat exactly like mine which he had never sailed until Clearwater. He normally sails in waves and he went past us on reaches like we had an anchor down. I hope I finally figured out part of the why - it is obviously something the skipper and crew are or aren't doing.

Clearwater tossed in two light wind lake type races in which it was impossible to tell anything about boat speed. In one the wind shifted about 60 degrees after the first third of the boats rounded the leeward mark, and the shift never got to those who had rounded the mark, and who had to look back and watch the tailenders reaching for the mark while they were beating.

In the other one, I got over the starting line early at the leeward end, leading to a belated observation that in four of the races, one could have made an old fashioned well-timed start at the leeward end of the line, approaching it closehauled without sails flapping. In spite of this being the best end of the line, traffic was generally light there. Maybe a new era is dawning - or rebirth of an old one - in which the well-timed start stages a comeback.



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SAT · SUN · MAY 14-15

REMEMBER THE DATE!

Lowry Lamb, Jr., 413 Georgia Ave., Chattanooga, Tenn.

## THE LANSING SAILING CLUB Kick-up Fleet 601

INVITES YOU TO A

### KICK-OFF

PRE-REGISTER with  
Michael V. Sharp  
4612 West Saginaw  
Lansing, Mich.  
Phone: 372-6697



### REGATTA

Kick-up Rudders  
NOT  
REQUIRED

MAY 14-15

## Riff-Raff Regatta

Ohio State Open Championship  
Cowan Lake, Ohio

Write:

Stuart Griffing  
1087 Meredith Dr.  
Cincinnati 31, Ohio.

— June 11-12, 1966



## A Snipe Regatta Planned for YOU — SLAUSON MEMORIAL REGATTA

IVY CLUB  
Peoria, Ill.

**Fleet 131**

JUNE  
25-26, 1966

Write: Owen Cassidy, 1608 Parkside Dr., Peoria, Illinois

## SANCTIONED SNIPE REGATTAS —

MAY 7-8 COTTON CARNIVAL Regatta, Delta SC, McKellar Lake, Memphis, Tenn. Dease Ryan, 1911 Kendale Ave., Memphis, Tenn.

MAY 14-15 LANSING KICK-OFF Regatta, Lansing SC, Lake Lansing, Haslett, Michigan. Thomas N. Braxton, 2101 Cooper Ave., Lansing, Michigan

MAY 14-15 SOUTHERN SNIPE CHAMPIONSHIP Regatta, Privateer YC, Lake Chickamauga, Chattanooga, Tenn. Lowry Lamb, Jr., 413 Georgia Ave., Chattanooga, Tenn.

MAY 21-22 NORTHEASTERN INTERNATIONAL Snipe Championship Regatta, Onondaga Yacht Club, Onondaga Lake, New York. Jack Cummings, 31 North St., Marcellus, N. Y.

MAY 28-29 WHITTEMORE-ST. JOHN Invitational Regatta, Lake Quassapaug YC, Lake Quassapaug, Middlebury, Conn. Stanley Abromaitis, Bunker Hill Ave., Middlebury, Connecticut.

JUNE 11-12 HEART OF AMERICA Regatta, Lake Quivira SC, Lake Quivira, Kansas. Joe R. Bartels, 9320 Reeder Rd., Shawnee Mission, Kansas 66214

JUNE 11-12 OHIO STATE OPEN Championship Regatta, Cowan Lake SA, Cowan Lake, Cincinnati, Ohio. Stu Griffing, 1087 Meredith Dr., Cincinnati, Ohio 45231.

JUNE 18-19 DISTRICT VII Championship Regatta, Lake Merritt Sailing Club, Clear Lake, California. Don Yost, 2937 Linden, Berkeley, California.

JUNE 25-26 CONNECTICUT STATE OPEN Championship Regatta, Quassapaug YC, Lake Quassapaug, Conn. Jacob Stockinger, Pease Rd., Woodbridge, Conn.

JUNE 25-26 CLEVE SLAUSON MEMORIAL Regatta, IVY Club, Peoria Lake, Illinois River, Ill. Robert J. Wesselhof, Apt. A-1, 3400 W. Knoxville, Peoria, Illinois.

JULY 2-10 INTERNATIONAL CHAMPIONSHIP FOR WOMEN, Iate Clube de Brasilia and Fleet 516, Brasilia Lake.

## DON'T MISS —

### CANADIAN CHAMPIONSHIP

NATIONAL SNIPE REGATTA WEEK

AUGUST 14 - 19, 1966

HOSTED BY THE BARRIE YACHT CLUB (Fleet 568) on beautiful Kempenfelt Bay 60 miles north of Toronto on a divided highway in the midst of Ontario's summer playground. Open races before and after the Nationals.

Write: Dominion Snipe Championships, Box 451 Barrie, Ontario, Canada, for a brochure,

## The NORTHEASTERN INTERNATIONAL

### SNIPE CHAMPIONSHIP

May 21-22

#### YOUR HOST

Onondaga Snipe Fleet 18  
Liverpool  
New York

#### REGATTA CHAIRMAN

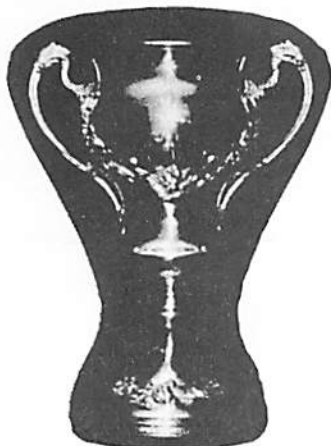
Jack Cummings  
Marcellus  
New York

#### OPEN TO:

Districts 1, 3, 5 plus  
the eastern Provinces  
of Canada

#### REGATTA HEADQUARTERS

Onondaga Yacht Club  
Liverpool  
New York



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Trophy

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**RUGGED ALUMINUM WHISKER POLES** - buoyant, light, strong. Shaped half-moon rubber pad clings to the mast, yet cannot gouge or scratch the varnish. Large, clothes-pin type jaws grasp the jib sheet hard enough to jibe the pole, yet release instantly. \$20.00 Postpaid.

We also make buoyant, light, aluminum tubing **UPHOLDERS** for dagger boards. 18" uplift, enough to retract the point of the board within the trunk. \$3.50 Postpaid. Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Massachusetts 04416.

**WANTED - EVERYONE TO KNOW** that we can build a complete all fiberglass Snipe with metal mast and boom, built-in buoyancy, complete with Terylene sails, for only \$686.00. Wood deck special for \$28.00 more. This keeps the cost of a Snipe down to a level competitive with smaller boats. We are looking for dealers! **OLYMPIC BOATS**, 220 Hither Green Lane, Lewisham, London S. E. 13, England.

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**FOR SALE: SNIPE 11536.** Excellent condition, dry-sailed 425 wt. Ready for racing. Two suits of sails; 6-piece laminated mast; boom and whisker pole; 2 rudders; all stainless steel fittings; trailer. Price \$1100.00. John Becker, Jr., 46 Glen Lawn Ave., Sea Cliff, L. I., New York 11579. Tel: 516-Oriole 6 6072.

**FOR SALE: "SNAP ACTING" ALUMINUM WHISKER POLES.** Adjust to any length from 48" to 96" with the snap of a finger (even while sailing!) Neoprene and aluminum mast crutch and needle clew fitting for fast jibes. \$15.95. W-T Marine Hardware Co., 2964 Taft SW, Wyoming, Michigan 49509.

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**FOR SALE: LOFLAND RACING SNIPE 12714 and Trailer.** Aluminum mast; 2 suits dacron sails; fully equipped. Good racing condition - dry-sailed 3 seasons. Complete, only \$950.00 John Riggs, 1850 Upper Chelsea, Columbus, Ohio.

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**FOR SALE: IRISH SNIPE 14146.** Fiberglass. Dry-sailed for only one year. Garaged last 2 years. Two brand-new sets Boston sails. Finest mariner fittings throughout, Proctor spar. Bailer compartment; all rigging is the best; full cover; excellent trailer with carrying slings. Every bit of equipment is par excellent. **MARRIAGE FORCES SALE** of this beautiful top racing Snipe. **BEST OFFER.** Larry Davis, 4785 Walford Rd., Warrensville Heights, Ohio. Tel: 292-6376.

**FOR SALE: SNIPE SAILS.** I have numerous mains and jibs of dacron and orlon construction. These sails are in excellent condition but are not suitable for competition in the Nationals. Make your offer! Bruce H. Colyer, 100 Churchill Rd., West Palm Beach, Florida. Tel: 832-0574 or 582-7669.

**FOR SALE: VARALYAY SNIPE 6435.** Fiberglass covered deck; trailer; 3 suits of sails; all racing equipment. \$450.00 Lt. Peter G. Knight, 408 Hoosier Rd., Barksdale AFB, Louisiana. Tel: 318-422-6327.

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Both boats F. O. B. Indianapolis, Ind. John F. Call, 145 Wave St., Laguna Beach, California.

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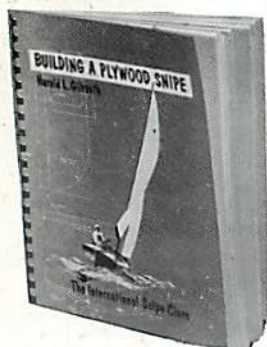
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