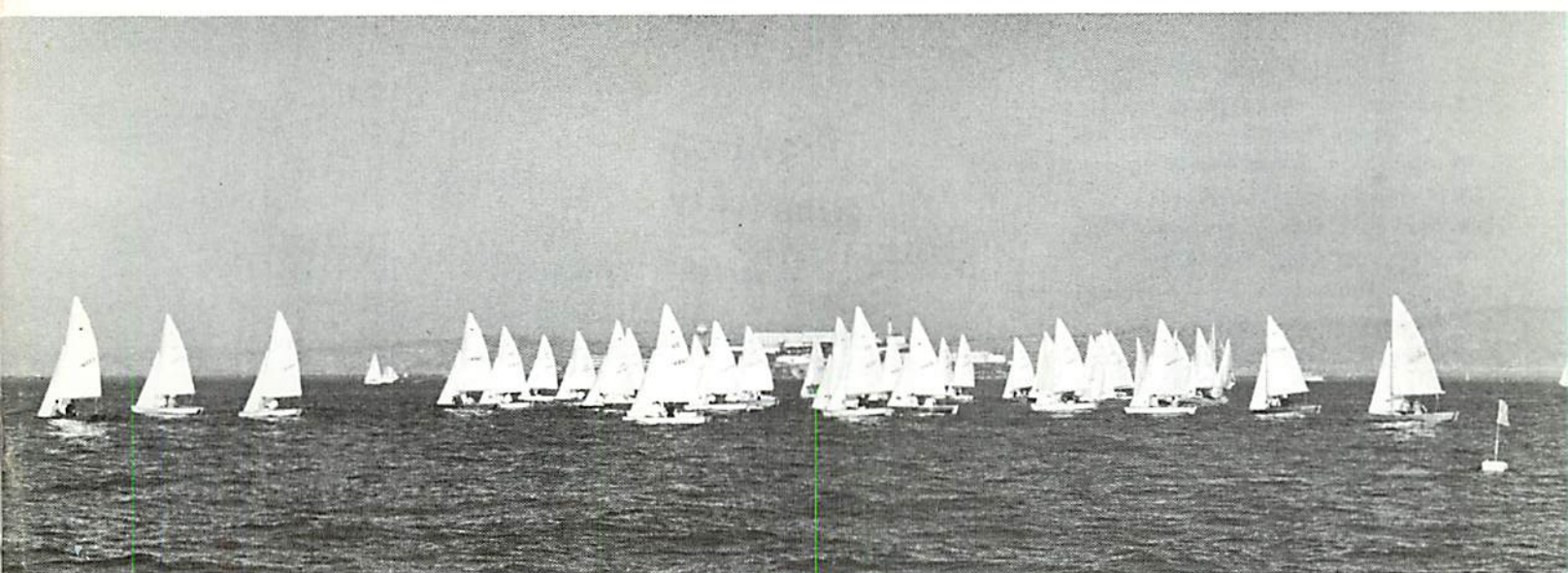


Snipe **BULLETIN**



APRIL 1968
Vol. XVII No. 10

THREE CALIFORNIA REGATTAS
SNIPE NEWS IN BRIEF
TED WANDERS AROUND THE SOUTH

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Voice Of The People

VIEWS WITH ALARM

"As a Snipe owner for 26 years, and as a member of the Rules Committee, I feel I must raise my voice in alarm at several trends I see developing in the Snipe Class. I will comment on each separately:

First, the apparent obsession on the part of a few nationally and internationally famous Snipers to somehow get the Snipe into the Olympics. This admittedly would be nice for those able to sail in them. But, I do not believe that admittance to the Olympics is necessary for the continued success of the class. And when Dick Tillman suggests the alterations to the design described in his letter in the December, 1967 BULLETIN, I take violent objection. We must not change, as he suggests, the jib size, the rudder design or board design, to name a few. As a supervisor of design engineers, I am sure we can meet his desire for not standing "still in the face of changing times" by continuing to allow reasonable applications of new methods of construction and new materials. We must not change the potential speed of the boat, and we must not require the several thousand non-Olympic Snipers to change for the benefit of a few potential Olympic Snipers.

Second, the proposed use of a spinnaker. When this was suggested to my fleet, the look of horror was unanimous. Let me explain why. Our club is one of the oldest clubs in SCIRA. Our sailors have placed as high as fourth in the Nationals, and always placed in our Districts. At various times in our history, we have had a "gung-ho" fleet with two athletes in every boat, who could have flown a spinnaker with ease. Right now it is different. We are a fleet in which 3/4 of our boats are crewed by youngsters too young to set the whisker pole without a struggle, or by wives or sweethearts too feminine to understand a spinnaker. Yet, competition is terrific; over half our boats won at least one race last summer. And these boats with these crews still place at the Districts. To require these people to fly a spinnaker to stay competitive, will drive them out of Sniping. Also, having visited many other fleets in the Eastern U. S., I know that our fleet by comparison is not composed of wealthy skippers. To require them to replace three sails instead of two when replacement is due, will either drive them to the Comet fleet in our club, or cause them to postpone replacement and thus lower their competitive edge. Again, I feel the "high performance" advocates are not thinking of the overall good of the majority of Snipers when they propose spinnakers.

Third, the requirement recently passed for self-rescuing. This, like going to Church, is good - if practical. For new boats, I am heartily in favor of it, since it is perfectly practical. I seriously doubt if it is practical for some of the hammer mechanics in my fleet to add it to their old boats or to pay for it to be added. Before requiring it, we better publicize a really cheap, really easy way to attain it. And I do not believe the proposed method for testing it is practical; cannot the required volume be specified at least as accurately?

Basically, I'm asking that we consider the wishes of the majority of Snipe sailors, not just those well-traveled "hot" Snipers. Perhaps publication of this in the BULLETIN would prompt others to voice their agreement, or disagreement, with me."

— Bob Vreeland, Rochester, New York

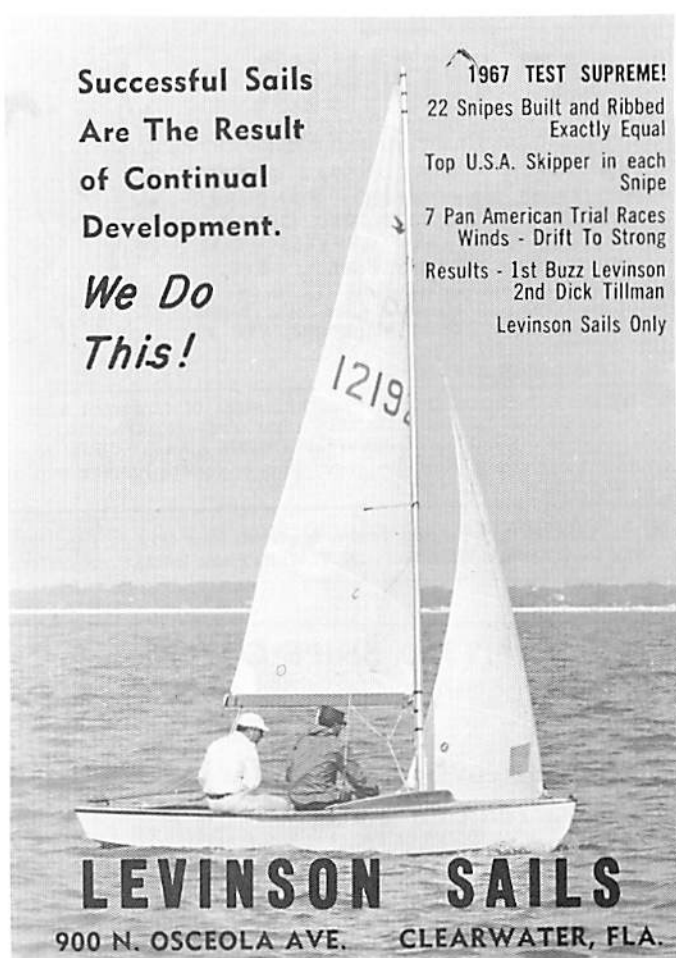
FINDS SNIPE FILM A HELP

"Enclosed find my check for use of the SCIRA film "And One Boat for All." This is an outstanding piece of work and we enjoyed it very much. Was shown to our Melissa YC. We compete on Lake Melissa, about 50 miles east of Fargo in Minnesota with a fleet of 16 Class "C" inland scows. We hope to make faster progress now in building up our group."

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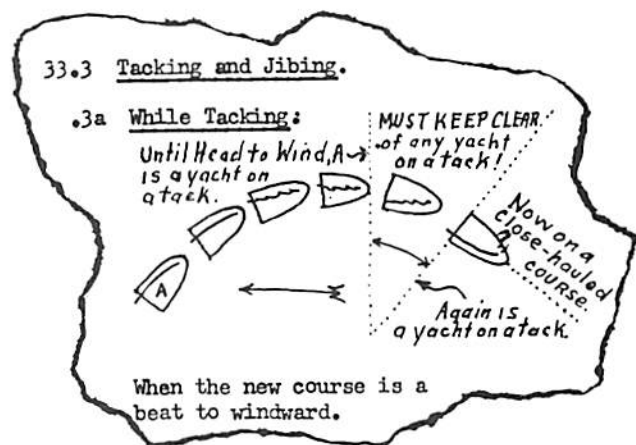
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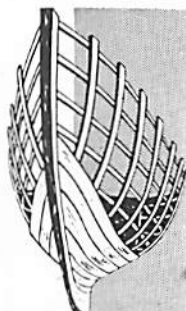
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SNIPE BULLETIN

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

Address all correspondence to:

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

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\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

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The Cover

These two pictures are attractive from two standpoints; not only do they show Snipe activity at its best, but also are most interesting on account of the locale - famed San Francisco Bay in California.

The top picture portrays the lull before the storm. It is hard to believe that this group of Snipers, sitting so relaxed in the vicinity of famous Golden Gate bridge with the Pacific Ocean in the far distance, could turn into such tigers when the gun goes off and the chips are down.

Below, the large fleet, fighting for the coveted Pacific Coast Championship, gets away in picture-book form at the start of one of the races. Alcatraz Island (now evacuated Federal prison barracks) is in the background. Certainly a romantic place to sail on ideal water. It is in the same class as Guanabara Bay in Rio de Janeiro. One could not ask for more.

— Photos by C. Vern Warfield

THE SCORE

Numbered SNIPEs — 17637

Chartered Fleets — 651

It is certainly a pleasure - and a pleasant surprise - to announce that the demand for numbers for new Snipe hulls is proceeding at a record-breaking rate. Fears of a slow-down expressed last month came to naught, for ninety-two (92) numbers went out in the last 30 days.

So, for the first 6 months of the new fiscal year, the record stands: 77 for Oct-Nov-Dec; 89 for Jan-Feb; 92 for March, for a total of 258, and that is just 61 more than the 197 issued for the corresponding period last year. Snipe is flying high for sure at the present time.

The U. S. got 42 of these boats, followed by France and Turkey with 15 each; Norway 8; England 5; Portugal 3; Canada and Colombia 2 apiece. It's especially nice to see Colombia expanding.

And another pleasant surprise was experienced when, right out of the blue, a request came for a charter for a proposed and newly organized new fleet to be started at the Town River Yacht Club in Quincy, Massachusetts. They have 5 good boats, of which 4 are already members of SCIRA. Robert Freel, 1054 Washington St., Abington, MA 02351 made the application as the first FC, and Charter 651 was issued to the Town River Yacht Club Snipe Fleet on March 16th. It is always a satisfaction to add a new group in New England, and Snipers in that locality will be glad to welcome them into competition.

For 15 years, we have marvelled at the way requests come in from all over the world for new boats. In spite of criticism of the boat and class (common after 37 years), SCIRA sets new records. It's wonderful! This file is always open for inspection!

Meet SCIRA's New Flag Officer



As announced in the February BULLETIN, William M. Kilpatrick of Oklahoma City, OK, was elected Rear-Commodore of SCIRA, and as in the past, we have chosen a good active, enthusiastic Sniper to help run the Association.

Bill, at the period "where life begins", has been a mainstay of the Oklahoma City BC Snipe Fleet 14 and he has sailed a lot in the last 20 years. Thus he is not only well-known in his home District 2 (where

he has been Governor and won the Championship title twice), but also at Lotawana (twice); Wichita (3 times and against Ted Wells); and all the other surrounding clubs, including Texas. He has raced at Bermuda and Nassau and attended most National Championship Regattas since Mentor Harbor in 1954. And in addition, he has sailed on big boats - as skipper on his own and crew on others.

He got his first taste of organizing a big regatta at the 1959 Nationals at Fort Gibson Lake. He did so well then that he was promoted to General Chairman in a repeat performance there last year. The result was one of the best organized and successful regattas we have ever had.

Although sailing has always come first (naturally!), he found time to get married, and his pretty wife Joann has always been at his side with their 3 children, Ann(17), Mac(15), and Julie (11) not far away. A real sailing family, and all who saw them in action "helping Daddy" last summer will agree to that.

Bill is President of Kilpatrick Bros., Inc., a 50-year old lumber firm of Oklahoma City with branches in 4 other close-by cities. They make some of their products in the Kilpatrick Mfg. Co., of Ada, OK. In addition (as a side-line), Bill is President of the Howard Johnson Motor Lodges.

He is Past President of the United Fund and the Salvation Army there; and now serves on the Board of Directors of 7 other important civic organizations. But still he finds time to devote to SCIRA, and to sail a Snipe. That says a lot for the pleasure to be derived from the "best little" boat in the world!

All Snipe Owners Should Pay Dues Now

Once again the date of March 31st passes by, and with it, the expiration of all the current SCIRA membership cards. Seems like we are always asking for money - or perhaps we notice how short the years are anymore!

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 the 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 and mandatory part of the registration of all entrants.

We have a strong organization today because this indirect collection of national dues on a local basis has been practiced for 35 years and strictly observed without any loopholes. Help out your fleet officers by paying promptly, remembering that your organization needs a constant income in order to survive. SCIRA dues are relatively low. Here they are: An individual owner pays \$7.50; if 2 or more people own a Snipe jointly, they are considered as equal owners and each pays \$5.00. In the case of 2 co-owners, the total collected is \$10.00 and not \$12.50 (\$7.50 and \$5.00) as some think.



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Some Good Spring Advice

From DAN WESSELHOFT, Fleet Captain of Peoria 131.

Now is a good time to start checking out your equipment. Go over your boat carefully. Check the pintles and gudgeons. If there are any cracks in them--be sure to replace them for they will surely break at the most crucial time. Check your tiller and extension. There should not be any play between pintles and gudgeons, tiller and rudder, or tiller extensions and tiller. If there is, you're giving away split second response in controlling your boat. Check your gooseneck track. Tremendous pressure is put on this track when the boom is vanged and you are on a reach or run. This is also true on the "E" section when the track is mounted on an aluminum block. I have broken this track off once and it is loose again. Make sure your jam cleats are good and sharp and won't slip. Nothing is more aggravating or costly than cleats that don't hold. Check your stays and halyards for broken strands or excessive kinkiness. If any of these weaken, the cable will break. Take a file and sharpen the edge of your daggerboard. After a season of dragging your board over the pin that it sits on while running or reaching, the edge curls back and sets a turbulence in the water. Many new boats use a piece of rope instead of a steel pin or have the boards slotted on the leading edge so that the slots don't protrude under the boat.

Now is the time to order new sails for the spring season. To insure delivery by early spring--decide now. I believe that sails are not as efficient after several seasons of use--not so much because of the change in shape, but because the finish is destroyed. The finish on dacron is heat set. The threads are actually melted and flattened into a hand slick finish which cracks when folded. After several seasons, most of the slickness of the material is gone and thus are less effective. It depends on how much you use your sail to decide how often it should be replaced. For example, since both Lou and Donna Leber sail, they completely use up a set of sails in one season. A word to the wise: to get ready for the season--start now.

Have you ever thought about how effective a good adjustable Traveler can be on a Snipe. I've been sailing a Snipe for about 17 years now and just in the last year or so I have become aware of the importance of the traveler. I am an advocate of the theory that to become a good Snipe sailor, one should sail other one design classes. In doing so, you discover the idiosyncrasies of that particular class. This is what made me aware of the importance of a Traveler adjustment. On a FD or a Thistle, the boom sweeps low and you have a more positive Traveler mechanism. Sailing these classes made me well aware of the Traveler adjustment. In the FD you actually go to windward by manipulating the Traveler. The Snipe with its high boom doesn't lend itself readily to a good Traveler arrangement. I feel the Levinson Traveler is the best one devised so far. All Lemke boats have this. Take a look at them--it could make a difference!

The Latest Dope on:

The 1968 U.S. NATIONALS

Commodore Schaeffer has appointed Arch Higman as the official SCIRA representative at the 1968 National Championship Regatta. Arch, as a long-time active Snipe, holder of many organization offices, and member of the Rules Committee, is well-qualified for the position.

It is wise to make your reservations early to insure proper accommodations at Long Beach in California in August. Ron Fox, 2131 Tevis Ave., Long Beach, CA 90815 is Chairman of the Lodging Committee. Telephone: 213-596-1801.

30 premium close-in reservations are now available at the Edgewater Inn Marine Hotel, 6400 East Pacific Coast Hwy, Long Beach, CA 90803. Single rooms for \$10.00 and double for \$12.00. \$5.00 each for 4 in a room. Apply directly to the hotel and mention Snipe Nationals at the time.

Further and complete details will be sent to all Fleet Captains early in May.

The 1968-69 RULE BOOK is ready for printing. That means they should all be distributed early in May.

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1st District 6 Pan Am Eliminations
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1st Pan Am Trials, Canada
1st Northern European Championships
1st Semana Nautica, Santa Barbara
1st Belgium National Championships
1st Pacific Coast Championships

1st & 5th Clearwater Midwinter Championship
1st Miami Winter Championships
1st (tie) Caribbean Midwinter Championships
1st & 2nd Mission Bay Wells Wandering Regatta
1st, 3rd, 4th & 5th Lake Havasu Snipe Regatta
1st & 3rd Redondo Snipe Invitational
1st & 4th District 6 Governor's Cup
1st Atlanta Open
1st St. Croix Regatta (8 straight 1sts)
1st Puerto Rico National Championships
1st Florida State Jr. Championships
1st Virgin Islands National Championships
1st Atlanta Halloween Regatta
1st Illinois State Championships
1st, 2nd, 3rd New York State Championships
2nd Canadian Championships
2nd Denmark Championships
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3rd 1966 Western Hemisphere Championships

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Three California Regattas

THE 1967 PACIFIC COAST CHAMPIONSHIP REGATTA

One of SCIRA's most important regattas is the series to determine the Championship of the Pacific Coast, for this large area includes a lot of boats and many top sailors in the Snipe Class, as everyone east of Salt Lake City knows.

Fleet #12 and the St. Francis YC hosted the event in San Francisco on October 7-8th on San Francisco Bay. 5 races were scheduled with 3 on Saturday and 2 on Sunday with 43 sailors representing almost every fleet on the coast participating.

However, 6 races were actually started and sailed, but 3 of them were cancelled out (evidently for lack of wind-Ed.) and only 3 were counted. The result was that Jack Steele, the 1965 Champion, regained the title after losing it to Dave Peterson in 1966. Dave did not defend it this year. Jack had a close battle with Jerry Thompson, beating him by only one position. Jerry finished in 2nd place in 1966, too, so he shows a determination to keep after the elusive and coveted title for which he has fought for so many years. Maybe he'll be the one next time around!

Greg Harris and Herb Shear, as usual, also finished at the top in 3rd and 4th places, with John Albertson in 5th.

By common agreement, it was decided to determine results by the Olympic scoring system, as recently adopted by SCIRA for big national and international events. The scorer also figured the standings by the SCIRA point system and the resulting comparisons are rather wild.

— Blanca Amos

Final Results - PACIFIC COAST CHAMPIONSHIP REGATTA

Boat	SKIPPER	Races	1	2	3	Olympic Pts. Fin.	Scira Pts. Fin.
13935	Jack Steele	8	2	1	17	1	6750
16665	Jerry Thompson	3	8	2	22.7	2	6554
13480	Greg Harris	1	5	17	33	3	5772
16696	Herb Shear	4	6	18	43.7	4	5323
17017	John Albertson	5	15	9	46	5	5176
16757	Jim DeWitt	35	1	3	46.7	6	5060
10792	Jim Warfield	6	11	12	46.7	7	5146
17000	Bob Miller	11	10	11	50	8	4881
10567	John Jenks	16	17	8	59	9	4230
17015	Dan Blodgett	2	7	dns	60	10	4338
14678	John Scarborough	18	16	13	65	11	3758
14481	Jim Amos	dns	3	7	65.7	12	4240
14684	Tom Tillotson	26	13	10	67	13	3750
15510	Bill Schwarz	30	20	6	73.7	14	3427
14973	Don Waggoner	13	26	19	76	15	3093
6752	Mike Jager	17	9	dnf	82	16	3089
14847	Warren Wheaton	20	23	21	82	17	2645
15954	Chris Sawyer	25	25	16	84	18	2577
14683	Gregory Greunke	12	18	dnf	86	19	2779
14656	Ed Hornung	33	4	dnf	91	20	2702
14059	Duane Hines	19	41	14	92	21	2493
8418	Dan Elliott	22	14	dnf	92	22	2379
10947	John Skinner	38	21	15	92	23	2365
16861	Pierre Havre	27	dsq	4	92.7	24	2855
6127	Bruce Miller	28	12	dnf	96	25	2219
16210	Keith Federspiel	24	19	dnf	99	26	1922
15121	John Seibach	23	dnf	21	103	27	1784
15701	Bob Schaeffer	7	dnf	dnf	104	28	2205
14600	Norman Ahlquist	dnf	dnf	5	104	29	2316
14958	Bob Nelson	37	29	20	104	30	1631
12162	George Pepperdine	39	24	23	104	31	1657
16072	Avi Ben-Ora	31	31	24	104	32	1529
14941	Orla Quitzau	21	28	dnf	105	33	1661
16548	Carlos Mattson	9	dns	dns	106	34	1769
16112	Jorge Brown	10	dnf	dns	108	35	1781
6929	Don Trask	14	dnf	dnf	111	36	1638
14479	Sue Robinson	15	dnf	dns	112	37	1396
14484	Stan Cohen	34	22	dnf	112	38	1299
14974	Alan Morris	29	27	dnf	112	39	1229
14590	George Nash	32	dns	dns	120	40	361
15955	Sandy Small	36	30	dnf	122	41	835
9003	Lester Kinnamon	40	dnf	25	124	42	897
16132	Robin Durnan	dns	dnf	dnf	138	43	369
16311	David Sanders	dnf	dnf	dnf	138	44	369

Note that under the Olympic system, 6 ties resulted involving 17 of the 43 boats entered. The prize is a 5-way tie at 104 points, and 3 others tied at 92 points. There are no ties under the SCIRA scoring. The lesson is that the SCIRA method

JOHN JENKS WON THE DISTRICT VII TITLE JACK STEELE THE PACIFIC COAST CHAMPION

probably makes more work for the scorer, but considerably less work for the Race Committee in deciding ties. It would appear that this is a serious weakness of the Olympic system, but it still has been evolved and accepted by the top sailing authorities of the world.

THE DISTRICT VII CHAMPIONSHIP REGATTA

John Jenks of Fleet 12, crafty sailor that he is, won the District 7 Championships and the Pan-Am Eliminations and recaptured the Perpetual Trophy June 24-25, 1967. 27 other Snipers from Washington, Oregon, and California tried their darndest to prevent this from happening, but his magic was stronger than theirs.

Willamette Fleet 533 of Portland, Oregon hosted the 2-day, 4-race event at their favorite sailing spot, Yale Lake in Washington, amidst light winds and plenty of sunshine. (For them it was not a particularly profitable regatta in the hardware department, but they all had a fine go at it!)

Trophies were awarded for the first 3 skippers in the Pan-Ams and for the first 4 skippers and crews in the Districts. The large Perpetual Trophy has 3 columns of name plaques, and John Jenks' name heads column 1 for his win in 1960. By good sailing or witchcraft or both, he returns to the head of the table again at the top of column 2. Does John, indeed lead a charmed life? We need only to wait until 1973 to find out. For the races in 1973 will decide whose name appears at the top of Column 3.

— Ruth Walrath

Final Results - DISTRICT VII CHAMPIONSHIP - (Top 10 of 27)

SKIPPER	FLEET	Races	1	2	3	4	Fin.
John Jenks	San Francisco	1	7	1	4	1	1
Chris Boome	San Francisco	2	2	7	2	2	2
Dick Rose	Seattle	3	3	10	1	3	3
Warren Wheaton	San Francisco	9	4	2	9	4	4
Jim Warfield	San Francisco	7	1	13	7	5	5
G. Syverson	Seattle	15	10	3	3	6	6
Don Waggoner	Portland	6	5	9	10	7	7
B. Schartz	San Francisco	12	14	4	8	8	8
Bob Miller	San Francisco	5	6	dnf	5	9	9
Duane Hines	San Francisco	10	15	5	11	10	10

HUMBOLDT YACHT CLUB'S NEW "REDWOODS REGATTA"

Humboldt Yacht Club's presentation over the Labor Day week-end of their first annual "Regatta by the Redwoods", could well mark the start of a very popular Pacific Coast sailing event. Produced on the Big Lagoon, thirty miles north of Eureka, the three day week-end of racing brought boats from as far away as Los Banos, 450 miles south, and from Klamath Falls, Oregon, 330 miles to the north.

The Big Lagoon, composed of a preponderance of fresh water in the spring and sea water in the fall, provides a stable body protected from the sea by a long sand spit. While there is no water agitation from tides or river currents, there is always a good ocean breeze. Morning fog conditions during the regatta caused the skippers some difficulty in marker spotting, and required a short postponement on the first day. Clearing conditions, however, were generally accompanied by a freshening of the wind which overall averaged a good 10 to 20 miles per hour.

Empire Sailing Club boats from upper Clearlake dominated the Snipe Class competition. The Aldeghe family, with father Andre making a clean sweep in scoring four firsts was followed by son Brian in second just 1/4 point ahead of fellow club member Bob Hunt. Father Aldeghe, no doubt stimulated by his clear cut Snipe victory, went on to defeat all boats in the handicap "Free-for-all" which climaxed the meeting.

Trophies were awarded to the winners after everyone had enjoyed the delicious Pit Barbecue, prepared on the grounds by Doctor and Mrs. Tom Wrigley. A very special and unusual perpetual trophy called the "Upsidedown Turtle" was awarded to Bob Krohn, an El Toro skipper, for the club member doing a flip in the most outstanding manner. Bob must fly his "Upsidedown Turtle" flag at all future events until he can pass it on to the next unfortunate sailor. — Vern Warfield.

SNIFE NEWS IN BRIEF

Do you live in Central New Jersey? Around Millington or Newark? Seems there is no shortage of sailing water or sailing clubs in that area - only a lack of Snipe fleets! Mohawk and Pine Beach are a little too far away, so Frank and Toni Suesz, new arrivals from Cowan Lake, are trying to track down enough unattached Snipers there to form a fleet near home. If you are interested, get in touch with them at 99 Circle Dr., Millington, NJ 07946. . . . When G. K. Bligh has finished building his Snipe, he will sail it on Parry Sound, located on the east shore of Georgian Bay, Canada. He is the Town Manager/Engineer and he hopes to get a fleet started at home, for the nearest one now is at Barrie some 100 miles away. He has had considerable experience in England, both in building and sailing dinghies, so anyone interested should benefit from his association. Write to him at Box 324, Parry Sound, Ontario. . . . Gabriel Anzola Wills reports from Colombia, S.A.: "Enthusiasm for Snipe is growing here in our city, Bogota. We expect to build, in the near future, at least five new boats and to establish a firm foundation for a large and active fleet." Good news, indeed! . . . Every winter, Snipe Fleet 131 of Peoria spends a weekend as a group in Chicago. They go by train, plane, or car to the Palmer House, attend a matinee Saturday afternoon, then have cocktails and dinner at the Chicago Yacht Club. Sure sounds like a good idea to keep the Snipers together - something like an omelet. . . . The Nationals lent impetus to Sniping in Oklahoma, for Fleet 625 will have more than 20 active this coming season, of which 8 will be measured for the first time. A record growth! Mr. Jack Zink is the new FC. . . . The Florida YC at Jacksonville, site of the 1968 Western Hemisphere Championship regatta, is one of the oldest in the country, being founded in 1876. The local people picked the dates of the event on the basis of the best wind conditions for a good test of sailing skill. They have a great desire to make this the best WH regatta of all times. Sounds good! . . . George W. Schwenk, Governor of District I, attended the NAYRU annual meeting in New York as a Snipe Class representative. Highlights: the

various committee reports mostly dry; dues increased \$5.00; considering dropping an Olympic Class every 4 years, thus taking in a new boat every 4 years. No mention made of the first class to be dropped; large turnout, especially for the social events; expenses about \$20.00. . . . An old-time Sniper from Mentor Harbor, Ohio, has moved into Phoenix, Arizona, to fill the void created when Dr. Ben-Ori went to California. Clark Ford is concentrating to build up the Snipe fleet from the present 6 boats and spearheaded the recent winter regatta there. Won by Danny Elliott, Jr., of Long Beach, who celebrated his 4 firsts by having his boat and trailer and car end-for-end on a 6 lane freeway on the way home and old 8418 almost parted company with him. Varalyay is "repairing" it by replacing it. Dan leaves on the Tahiti race June 15th to return about August 1st in time for the Nationals. It's a tough life! By the way, Ford's address is 1122 South Central, Phoenix, AZ. . . . Frank Lee Crist, Jr., 531 Cowper St., Palo Alto, Calif., has been talked (he blames Dan Elliott!) into registering a fleet of 10 to 15 Snipes that sail during the summer months at Pinecrest Lake in that state. He would like to get a fleet chartered and going in time for the Nationals. He will be glad to get your help. . . . None other than our champion Sniper, Ralph Conrad from Sao Paulo, Brazil, won the North American Finn Championships Feb. 16-18 at Miami, FL. He flew his mast and sails in, borrowed a boat, and won in a breeze with 1-3-1-2-2 and 11.7 points. Certainly sounds familiar! He will compete at home to represent Brazil in the Olympics this summer. Here's hoping he makes it. . . . The Delta Fleet 407 at Memphis, Tennessee, expects to have an excellent season with about 30 Snipers for a new record - several have moved there during the winter. Their 14th Cotton Carnival Regatta is expected to be the largest yet held. . . . San Antonio, Texas, sailors have made elaborate plans to develop a new yacht club on the north shore of Lake Canyon, 14 miles NW of New Braunfels, TX, in the heart of the beautiful hill country. L. A. Zars, head of a well-known Sniping family, also leads the group, which has many Snipers in it. They will start sailing and building there this summer, and eventually will have a real show-place for sailors.

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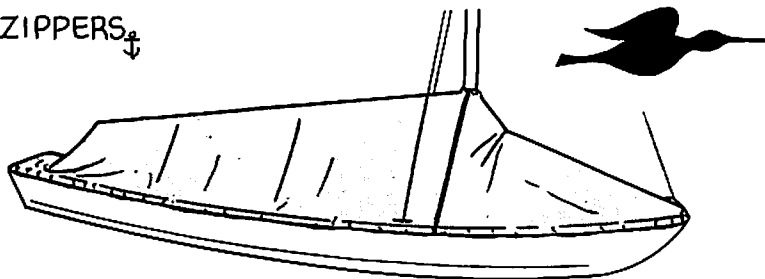
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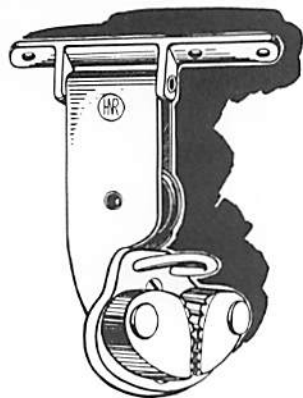
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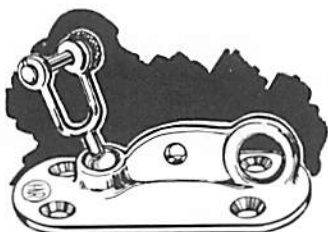
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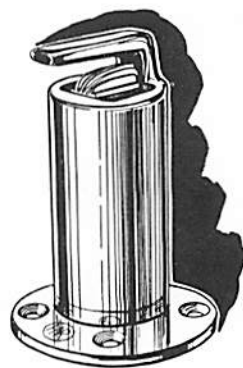
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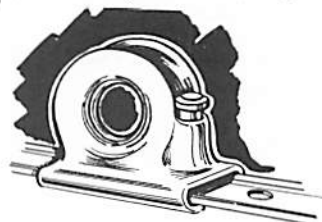


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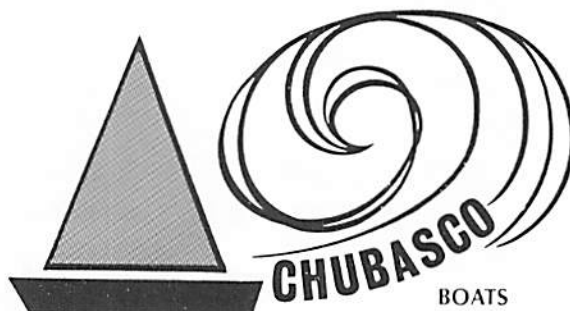
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Wells Wanderings



by Ted Wells

APRIL 1968

FLORIDA FROSTBITE REGATTA

One of the problems normally facing me in writing WW is time. Not now! As I sit in the Holiday Inn at West Plains, Missouri, waiting out a snow storm on the way back from the captioned regattas, time is one thing I have nothing else but!

The day we arrived in Miami, they broke the all-time record for the lowest daytime temperature in March. On phoning Wichita, we learned it was 73 degrees there, which (I guess) was the most of the time we were gone. However, the sun was bright and their all-time lowest high was 57 degrees, which really wasn't too bad. The winds were light to moderate; the chop was moderate to heavy; and the results were thoroughly confusing.

My local crew, Mark Albury, Jr., weighed only 130 lbs. and we did pretty well in the light winds (I didn't know until Clearwater that my boat had picked up about 40 lbs. in its surgery). In fact, even though I goofed badly on the finish of the first race, (which finished about one-third of the way up the beat where the starting line had been), by not understanding which starting mark they were going to remove, we were tied for 2nd at the last mark of the next-to-last race. (I still think it was a little late to pick up the finish mark I had tacked for on my last tack to the finish, after I had tacked for it. I overstood about 4 or 5 boats as a result).

Getting the jib sheet tangled with the Tillman Teller taking the whisker pole down at the mark mentioned above removed us from the 2nd place tie with Seavy mentioned above, and the wind picked up in the last race, and we couldn't hold the boat down. At that, we beat Basil Kelly who had won the first series in Nassau, and Tom Nute who won the second series, in every race. As I said, it was thoroughly confusing. I have no explanation as to why the individual placings were so mixed up, and in some cases, so low. It was very nice sailing. Peter Duvoisin won.

The Frostbite Series continued in Clearwater minus Bahamians who went home on account of an unexpected call for a new election. (Basil and Godfrey Kelly and Peter Christie are M. P. s.) I was, I thought, completely equipped for frostbite sailing. My local crew, Bill Khypers, just didn't know what he was getting into. In one race, I did something I have never done. - I just quit and went in. Of course, if I hadn't been in about 12th place at the time and if we hadn't had a throw-out race and if I had known it was going to take an hour and 45 minutes to get to the dock, I probably wouldn't have done it. However, it was cold to begin with. Then it started to rain, and the rain wasn't hot. Bill's teeth were chattering and he was shivering. My nice warm flotation jacket didn't even slow down the rain enough to let it warm up as it came through. My water-proof gloves were water-proof alright - I had to take them off every five minutes to pour out the water that filled them by running down my arms. I have never been so uncomfortable for so long.

Francis Seavy took command of this regatta promptly. The winds were moderate to light, but on the Gulf this can pro-

duce a pretty rough road. Chop I can still cope with pretty well, but high waves in moderate winds stop me. Earl Elms had borrowed one of Francis's boats for Miami and Clearwater. A borrowed boat, no matter how good, presents problems, and Earl couldn't get cranked up in Miami. He got better organized in Clearwater and finished second.

WESTERN HEMISPHERE REGATTA - 1968 - Jacksonville, Florida.

The reason I am stuck here in the West Plains is that I decided to spend a day to go up to Jacksonville on the way home to look over the set-up and see if they had any questions. They have the finest combination of club facilities, sailing water, and accessibility to same that I have seen. They had the same dubiousness about the code flag "C" and moving the windward mark that most people have who are faced for the first time with the possibility of doing same. When I assured them that it would work, had been used in U. S. National Championship, Pan-American final eliminations, and would be used in the coming Olympics to the consternation of the IYRU, they agreed it might have something. I put this in here because anyone having any race - local point score or sanctioned regatta - may use it if there is enough water (there isn't in Wichita's Santa Fe Lake) if it is in the Sailing Instructions. (Speaking of flags: Clearwater doesn't even have a first repeater for a general recall, and I'm sure doesn't have and never will have an AP for postponement or a code flag C).

WEATHER REPORT

On the way to Miami, we started a day early, and the second day out drove in driving rain all day, about three hours ahead of freezing rain and snow and had no other trouble getting there. Not so going home. Just out of Jacksonville, it started to rain. It rained most of that day and all of the next, until it started throwing partly frozen snowballs at us. We were aiming for Springfield, but didn't make it. One day later, as we sit here in West Plains, all roads in all directions from Springfield are closed by ice, drifted snow, and cars, trucks and half of the area's snowplows stuck in the snow. O Happy Holiday! It's my Birthday!

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MAY 10-11-12 at Lake Tyler, Texas

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521, Lake Tyler, Texas. S. A. Cochran, Jr., 1816 S.
College, Tyler, TX 75701

MAY 18-19 SOUTHWESTERN CHAMPIONSHIP, White
Rock SC, White Rock Lake, Dallas, TX. Ed Haynes,
7236 Westbrook Lane, Dallas, TX 75214.

MAY 18-19 KICKOFF Regatta, Lansing SC, Lake Lansing,
Hazlett, MI. Michael Sharp, 3111 Sussex St., Lansing,
Michigan 48910

MAY 25-26 NORTHEASTERN INTERNATIONAL Regatta,
Lake Mohawk YC, Lake Mohawk, New Jersey. Open
to Districts I, III, V, and Canada. Raymond W. Tallau,
RD 1, Box 405, Stanhope, NJ 07874

MAY 25-26 FIREWATER REGATTA, Lincoln SC., Capitol
Beach Lake, Lincoln, Nebraska. Allen Overcash, 1241
N. Lincoln, NB.

JUNE 1-2 FORT WORTH BC INTERCLUB Series, Eagle
Mountain Lake, Ft. Worth, Texas. R. H. Wheelock, 2201
Green Hill Circle, Ft. Worth, TX.

JUNE 8-9 GOVERNOR'S CUP and ILLINOIS STATE Champ-
ionship (highest ranking Illinois boat). Island Bay YC,
Lake Springfield, Springfield, IL. Robert Hayner, 1925
Wiggins St., Springfield, IL 62704

JUNE 15-16 LAKE ONTARIO Regional Open - Briody Cup,
Newport YC, Irondequoit Bay, Newport, New York.
John Goldsworthy, 55 Sunset Trail, Fairport, NY 14450.

JUNE 15-16 RIFF-RAFF Regatta, Cowan Lake, Cowan
Lake SC, Cincinnati, Ohio. Rex E. Ely, 66 N. 5th St.,
Batavia, OH.

JUNE 22-23 MIDWESTERN Championship, Wichita SC,
Santa Fe Lake, Wichita, Kansas. Dick Caspari, 5223
E. Murdock, Wichita, KS 67208

JUNE 22-23 SLAUSON MEMORIAL Regatta, IVY Club,
Illinois River, Peoria, IL. John W. Alden, 1911 W.
Laura, Peoria, IL 61604

JUNE 29-30 MICHIGAN STATE Championship, Gull Lake
YC., Gull Lake, Hickory Corners, MI. Roger N. Turner
Jr., Hickory Corners, MI.

JUNE 29-30 NEW YORK STATE Open Championship, Cuba
Lake YC, Cuba Lake, New York. Don Cutler, Box 246,
Duke Center, PA 16729.

JUNE 29-30 WISCONSIN- MINNESOTA Open Championship
(for the first time). La Crosse SC, Lake Onalaska,
La Crosse, WI. James J. Horn, 424 N. 23rd St., La
Crosse, WI 54601

JUNE 29-30 OKLAHOMA CITY BC Series, Oklahoma City
Boat Club Fleet 14, Lake Hefner, Oklahoma City, Okla.
William Kilpatrick, Box 60178, Oklahoma City, OK 73106

JUNE 28-29-30 SCIRA DISTRICT 2 Championship Series,
Lake Hefner, Oklahoma City, Okla. Bill Kilpatrick,
Box 60178, Oklahoma City, OK 73106.

JULY 5-6-7 Annual MISSOURI VALLEY Regatta, Iowa-
Nebraska SA, Lake Manawa, Council Bluffs, Iowa.
Floyd E. Hughes, Jr., 8 Westlake, Council Bluffs, IA.

JULY 13-14 DISTRICT 3 JUNIOR Championship, Birch
Lake YC, Birch Lake, Michigan. Robert Hague, 317
Eckman St. South Bend, Indiana.

JULY 19-20-21 DISTRICT 3 CHAMPIONSHIP, Crescent Sail
YC, Grand Traverse YC, Grand Traverse Bay, Traverse
City, Michigan.

JULY 19-20-21 DISTRICT 5 CHAMPIONSHIP, Onondaga YC,
Onondaga Lake, New York.

JULY 19-20-21 DISTRICT 1 Junior and Senior Champion-
ships, Bantam Lake YC, Bantam Lake, Connecticut.
Jacob G. Stockinger, Fairwood Rd., Bethany, CT.

JULY 27-28 DIAMOND LAKE OPEN Regatta, Diamond
Lake, Cassopolis, Michigan. J. K. Gore, Rt. 3, Cass-
opolis, MI 49031

AUGUST 1-4 EUROPEAN JUNIOR CHAMPIONSHIP. San
Remo and Monaco YCs, San Remo, Italy.

AUGUST 7-8 JUNIOR U.S. NATIONAL CHAMPIONSHIP
9-15 U.S. NATIONAL CHAMPIONSHIP, Snipe
Fleet 218, Alamitos Bay YC, Long Beach, California.
Jerry Thompson, 51-66th Place, Long Beach, CA 90803

WANTED AND FOR SALE DEPARTMENT

CLASSIFIED ADS. Used Boats and Equipment

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

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FOR SALE: 1965 VARALYAY Fiberglass Snipe 15189. Blue hull and deck. Baxter & Cicero sails. 6-piece mast, internal halyards. Elvstrom bailer, fiberglass rudder, all racing gear. Like new condition. Complete with custom fitted trailer and cover. Asking \$1400.00. Contact: Jack Jakosky, 1718 Terrapin Way, Newport Beach, CA 92660. Tel: 714-548-5103.

FOR SALE: SNIPE 13632. White fiberglass hull; blue deck; in good racing condition; dry-sailed. North sails; aluminum centerboard. \$800.00. Dr. W. Baumann, c/o Hormel Institute, Austin, Minn. 55912. Phone: 507-289-1467.

FOR SALE: LOFLAND SNIPE 16154. Blue and white with keel-stepped Proctor E mast and North sails. Always dry-sailed and in very good condition. Clew outhaul, Elvstrom bailer, and other extras. Complete with 1966 Lofland trailer for only \$1250.00. Contact: Charles Fletcher, 127 Pimlico Place, Jackson, Miss. Office: 601-948-1515; home: 601-366-4063.

WANTED: SNIPE WITH PIVOTED CENTERBOARD. Contact John J. Balsavage, Flanders Rd., Woodbury, CT 06798. Tel: 203-263-3204.

FOR SALE: GERBER BUILT WOOD SNIPE 11291. "FURIOUS II." Outstanding racing record in national as well as local competition. Always dry-sailed. North sails and Proctor E section mast. With trailer \$1100.00. Write to Jerry Zimmerman, 311 Carpenter Ave., Sea Cliff, NY 11579 or call: 516-676-7536.

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FOR SALE: NATIONAL CHAMPION BOAT OF 1964. Eichenlaub Snipe 14676 with Proctor E mast. District Champion 1967. \$1500.00. Trailer and trailing covers for \$300.00. Jerry Jenkins, 4031 Los Angeles Apt. 9, Warren, MI 48091. Tel: 313-757-1948.

FOR SALE: SNIPE 17512. Brand new Chubasco sailed 3 times. Fiberglass. New trailer, Elms sails (year old). Write Al Ziegenfuss, 2135 Thomas Ave., San Diego, CA 92109, or call 273-5971. \$1750.00.

FOR SALE: SNIPE 16396 - LEMKE. Winner Wells Trophy 1966 Nationals. Successful racing record. Proctor E mast; all go-fasts. Excellent condition. \$1300.00 - trailer or sails, add \$100.00 each. Berkley Duck, 433 W. 83rd Place, Indianapolis, IN 46260.

WANTED: USED SNIPE EQUIPMENT - masts, booms, sails, and fittings. Send description, condition, and price to Roy Osterberg, Jr., 216 Clarke Ave., Staten Island, NY 10306.

FOR SALE: ALL FIBERGLASS IRISH SNIPE 13036: excellent condition; Watts and Murphy-Nye sails 2 seasons old. Almost new trailer, metal haul-out cradle; adjustable cloth, jib down-haul, mast vang, and forestay all on centerboard trunk. Ready to race - \$1075.00. Phil Ordway, Gull Lake, Rt. #1, Hickory Corners, Michigan. Phone: 616-671-7777.

FOR SALE: IRISH FIBERGLASS SNIPE 16789. Dark blue hull with white bottom; blue and white deck. New in June of 1967. Perfect condition and always dry-sailed. Proctor E keel-stepped mast; reinforced extra stiff hull with Elvstrom self-bailer. Completely rigged with all latest adjustable racing equipment. Also new North A-19 main and medium jib. Price \$1300.00. Don Hite, 693 W. Milwaukee, Detroit, MI 48202. Phone after 5 PM: 875-4671.

FOR SALE: LEMKE SNIPE 16402. Has a fine racing record through regional and international competition; a picturesque fiberglass black hull; mahogany deck; floor boards and accessories; equipment list is extensive and versatile; includes Proctor E section mast; deck-mounted compass; lifting sling; whisker pole; main sheet rig mounted on centerboard trunk or on floor with hiking straps to accommodate; bailer. Also available as extras - deck cover, bottom cover, rudder cover, and trailer. Tel: 317-253-1029 after 7:30 PM, or write to Curt Schroeder, 599 W. Westfield Blvd., Apt. 1G, Indianapolis, Indiana 46208.

FOR SALE 3 SUITS OF SNIPE SAILS: (1) Morgan - medium cut; (2) North A! (medium); (3) Watts drifter. All sails measure in in good shape suitable for racing. Price: \$70.00 per suit. Also deck-stepped wppd spar with sheaves and forestay fitting. Bends 2 1/4". Ready for sailing \$80.00. G. Howard Fletcher, Box 153, Olcott, NY.

FOR SALE: SNIPE 10871. Plywood with fabric covering; excellent condition; built to SHADY II dimensions. Sails - medium Morgans, flatter Watts. Racing equipment includes spare boom. Trailer has detachable 3rd wheel for maneuverability. \$800.00. Contact: Richard Grabensteter, 556 Latta Rd., Rochester, New York.

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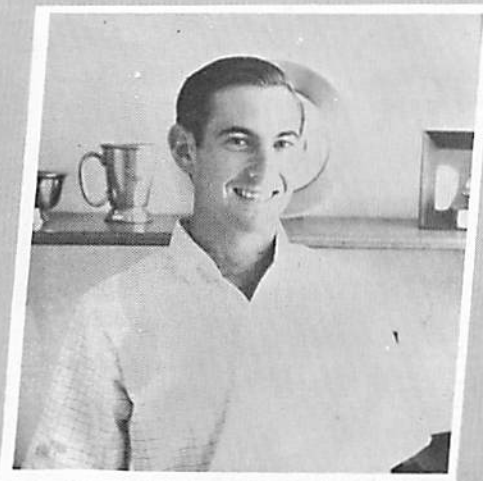
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