

Snipe **BULLETIN**

DECEMBER 1966

Vol. XVI No. 7



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Basil Kelly
Bahamas



Vice-Commodore
Dr. Robert Schaeffer

*Season's Greetings
and
Best Wishes
for the New Year*



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As Others See It

Voice Of The People

A GOOD IDEA — AND A LARGE ORDER!

" Recently you wrote in the BULLETIN seeking more news for it. You also commented that most " how to", measurement problems, controversies of various kinds, etc., had long since been gone over.

While this, I'm sure, is true, I'd like to interject this thought: they haven't been gone over for all the members. Many of us are newcomers - I got my Snipe just a year ago.

Knowing I was going to buy one, I borrowed about 8 years of back BULLETIN issues from Jim Pierce. They were all in three-ring folders, and I thoroughly enjoyed following the development of many things like rules, bending masts, weight discussions; and also personalities and successes.

It seems to me that you have a wealth of material right in your own office already written which many people would enjoy reading. Some of it could simply be reprinted. Some ideas or controversies could be rewritten and re-presented. History of many facets could be traced. You might consider getting copies made of the most active subjects (like how to put a wooden deck on a fiberglass hull; best methods and tools used for measuring hulls; how to put fiberglass cloth on a wooden hull; how to rebuild an old wooden hull; etc) and then furnish these at slight cost when enquiries are made on the subject.

All of us aren't oldtimers (in Snipe, that is, for otherwise I'm 53), but the oldtimers would, I believe, enjoy it, too. "

— Kean Tilford, Wichita, Kansas

WANTS TO ADOPT PERCENTAGE SYSTEM

" Finally someone has come up with a suggestion which would evaluate the relative competence of each skipper, I am referring to the suggestion of Marshall Smelzer of South Bend, Indiana, in the October issue of the BULLETIN.

An absolute grading system assumes that the competition is the same or similar in all fleets. However, for the purposes of season-long high point series, a percentage system would give a more favorable and equitable comparison.

What chances are there for adopting this system? I would also be interested in hearing the disadvantages, since certainly this idea must have been thought of before. "

-- James D. Conant, Portland, Oregon

CAN ANYONE HELP THIS FELLOW?

" I was quite pleased to see my little letter published in the " Voice of the People" column in the May 1966 BULLETIN. Now (I thought!) I will get the answer to the question which has bothered me for years.

But did I? Not even one peep - except for a little kidding from a few brother fleet members.

You will recall that I asked some pertinent questions about a bending boom; really boiled down to: why can't we use a bending boom on a Snipe; why are specs and rules so strict against it when the reverse is true of the mast (at least, in practice); just why is the combination of a bending mast and stiff boom so desirable - why not the reverse; or what's the matter with a bending mast and bending boom combination?

Perhaps I asked too many questions and included too many details, thus displaying an unheard-of and perhaps hopeless ignorance of the principles of air currents against sails, but if you'll take the time to read my original article again, it will sound pretty logical and, as such, deserves an answer. No?

Now I really would like to know why Snipe insists on a stiff boom when some other sailboats permit (and prefer) bending booms. Who's right and who's wrong? Is there a middle ground? And to what degree? Could we make a Snipe go faster by having some bend in the boom?

Surely some sailor can dig up some kind of answer based on proven facts and experience. Or maybe someone can steer me to a text book on sail dynamics which would give me the explanation. I would certainly be obliged!"

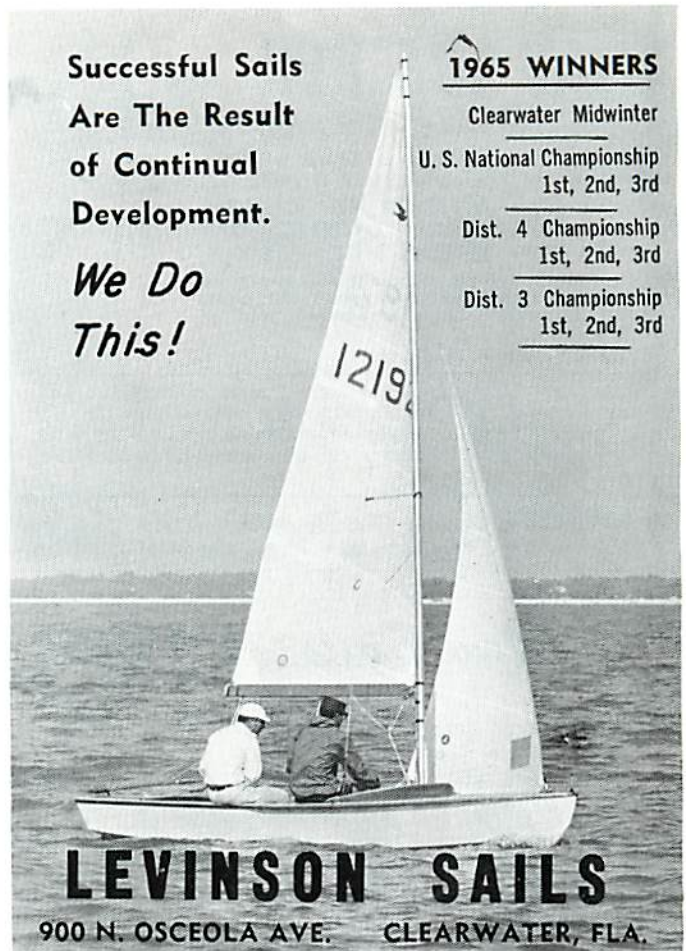
— William Kuehnlng, 683 Glendora Ave., Akron, Ohio.

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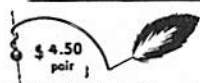


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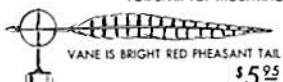
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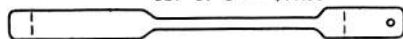


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THE SCORE

Numbered SNIPES — 16617

Chartered Fleets — 629

October started off the new SCIRA fiscal year with the issuance of 34 new numbers for Snipe hulls. The nice thing about it is that 27 of these numbers went outside the United States, which is a variation from the recent trend; and the odd feature is that they were all issued in the Western Hemisphere — 17 to Brasil; 10 to Argentina; and 7 to the U. S. One never knows, in the International Snipe Class, where the next order is coming from.

One new fleet was organized during the month when the Rosario Snipe Fleet was granted Charter 629. Rosario is the second city in Argentina in importance and human beings, and the fleet of 4 boats, which will sail on Rio Parana's waters, should experience a nice growth. Hector Rudoy is the first Fleet Captain.

Some New Officers Are Chosen

On October 29th, a meeting of the Chilean Snipers was held in Vina del Mar, Chile, to start the organization of the Snipe Class there by electing a National Secretary for Chile. After a short discussion, all members agreed and elected Mr. Marcos Brieva Ayuso to the office for the Republic of Chile. Mr. Brieva accepted the honor and announced that two fleets would soon be formed and chartered. His address is: Urriola 142 - Of. 414, Casilla 818, Valaparaíso, Chile.

At a recent meeting of District I, Charles Loomis, 138 Court Road, Winthrop, Massachusetts, was chosen to succeed Ralph M. Swanson of Winchester, as District Governor, while George W. Schwenk of Middlebury, Conn., will be Vice-Governor. Both men will take office January 1, 1967.

Point Scores Now Due

Attention is called to point scores reports for the sailing season just passed, which are now due under Section 13 of the By-Laws which is still in effect. Every active chartered fleet must send in these reports of race results before the end of the official season on the 31st of March next year as an indication of fleet activity. Special forms are provided by this office and THEY MUST BE USED in order to get uniform records in proper and easy numerical order for filing. Please note the instructions for using the forms printed at the bottom of each sheet. Note particularly the first sentence (most often ignored) which requires one sheet for each boat. This is so sheets can be put in numerical order according to standing. Also, note the last sentence which permits sending of totals only for scores under 1650, thus eliminating a lot of detailed work which is not necessary for arriving at final comparative standings.

Of course, these scores must be figured according to SCIRA rules as printed and great care must be exercised that they are

properly figured, as it is impossible to check all of them. The fleet official who has this job must make certain that each boat listed is in good standing for the current season and a member of his fleet. Each year some scores come in from unmeasured and unpaid boats. These are simply destroyed, so be sure you do the job as specified and as soon as possible, for March may seem a long way off, but we need plenty of time to get the results compiled for a final publication. We hope to get this done much sooner in the season than in former years, and the only way we can do it is to get started early. If you are a member of a fleet, be sure your officers get your score in.

As usual, we have a few delinquent members who have not paid their 1966 dues yet. They have been sent two notices plus a statement for dues from SCIRA and their names have been removed from the BULLETIN list. Some errors may have crept in and now, as score sheets are checked, is a good time to get everything straightened up so all SCIRA records agree. Get after those who haven't paid fleet and SCIRA dues - they may be waiting to hear from you right now! And it will help SCIRA in many ways.

Snipe in Italian "One-of-a-Kind" Regatta

From Anzio, Italy, Renzo Ferretti sends word that the Italian "One-of-a-Kind" Regatta, organized by the "Nautica" International navigation magazine, and the Anzio local touring association, was held the 3rd week in September.

45 different boats sailed an 8.2 miles course under very nice wind and weather conditions.

The Snipe Class skipper, Zucchi-Molteni, sailed a 2-32-39, 2-17-1, 1-38-5, and 6-27-45 with a final placing of 24 between the large number of participants in this great Italian event of the year. This great result and demonstration by Snipe that it can cope with any class and weather situation maintains the high level of interest and good publicity for Snipe in Italy.

Mail Delivery Delayed

Hardly seems necessary to mention the fact that mail in the U. S. is really snarled up. Almost everyone who has used the service constantly in the last 2 months is well aware of the fact.

Of course, airmail and first class mail (letters) are given prior handling and go through on schedule, but all other mail (2nd, 3rd, and 4th class which includes magazines, parcel post, films, etc.) has been completely fouled up. This mail is shunted aside until prior mail goes through. Recent increase in volume of "junk" mail; elimination of overtime for employees, with no extra help; cutting down working hours - all in an effort to economize - has boomeranged on the P. O. Department, especially in the big cities where mail is distributed to the local area.

In Chicago in October, mail backed up for over a week, overflowing into Cleveland as a result. A paper there had a front page picture of a man standing shoulder high in the midst of 10,000 bags of delayed parcel post mail. Would take almost a week to clear it up, to say nothing of the new arrivals daily.

What got us so worked up was the mess we got into with the films. They were scheduled for a normal 5 to 8 day delivery cross the country, but soon the phone started ringing. One film sent from Littleton, Colorado, on October 1st to Boston arrived there on the 22nd. Others were badly delayed. Nothing we could do about it, but we did discover that special handling or special delivery would get regular first class handling at small extra cost, and this we now prescribe.

Another natural result of this snarl was a considerable increase in complaints about "not getting my BULLETIN." One wouldn't think it would be missed so much! About all we can say is that they are delivered to the post office, and eventually do go through. And the immediate prospect is not too encouraging, for coupled with the big rush of yearly Christmas mail about to start, is the switch over to a 100% use of zip code numbers on all 2nd class mail (BULLETIN) effective Jan. 1st, 1967. We have been busy changing and cutting several thousand stencils in preparation, but there are bound to be some numbers lacking plus some mechanical errors, so it is going to take time and patience. Merry Christmas!

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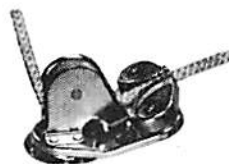
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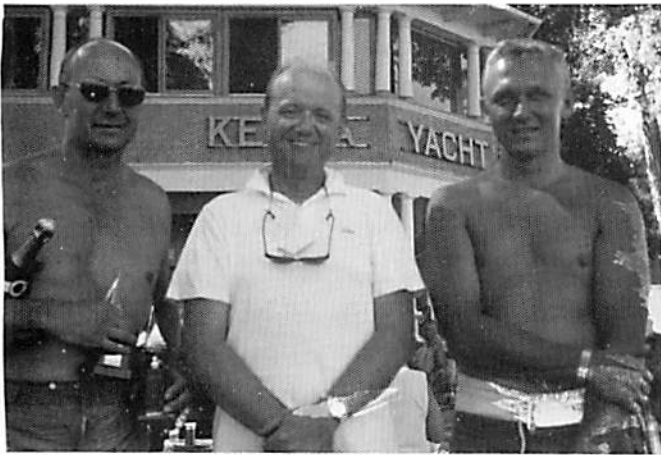
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LESLIE LARSON WINS AGAIN —



THE WINNERS - (L. to r.) Julie Kroeger, 3rd; Bob Vreeland, 2nd; Leslie Larson, 1st, and still champion!

The District V Championship Regatta was sailed on Lake Keuka on July 16-17 and (naturally) the top sailor turned out to be Les Larson. This successful defense of his title made it 4 out of the last 5 contests - a pretty consistent record!

The Junior Championship races began on Friday morning. It was a beautiful day with strong, steady winds; however, we were not as fortunate on Saturday. The starting gun boomed on a light but steady south wind, but it died shortly after, leaving them in a dead calm. When the race was finally completed, it was found that Jeff Young of Keuka was in front with 2-1-2 and 4642 points over Brain Perrigo of Cuba Lake with 3-2-1 and 4565. Larry Cornell of Loon Lake was 3rd with 4338 points. There were 6 boats in the contest.

The senior competition began as the wind was freshening - or so we thought! It shifted 360 degrees several times before the race committee could finally set a reasonable starting line. It is a compliment to call the wind light for the rest of the race. Leaders in this race were as varied as the wind, and it was a

relief for all to see the finish line. The disappointment in not sailing a second race was quickly drowned in the champagne fountain donated by the wineries of the area. It was a tremendous evening enjoyed by everyone - until Sunday morning. Such are the perils of sailing!

Sunday's wind improved racing conditions, and Jim MacKenzie crossed the finish line just inches ahead of Les Larson. In the final race that afternoon, Julie Kroeger pulled out at the second buoy and remained in the lead to the finish. Trophies were given Sunday afternoon to the first 6 places and to individual race winners. After Larson, came a couple of old-timers with Bob Vreeland, 1960 winner, in 2nd place, and Jules Kroeger, 1959 winner, in 3rd.

A trio of E Scow sailors served as Race Committee and not only did they do an excellent job, but they were most impressed with the Snipers. The last time we did this, we also had another E sailor on the committee. He is now in the Snipe Fleet and sailing in second position in the point score. Maybe this is a sign of bigger and better things. We were all quite pleased with the regatta, which was considered one of the best ever held in the District.

— John R. Shoemaker, FC 382.

District V Championship - Keuka Lake, N. Y. - Top 17 of 38 boats.

BOATS	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
10390	Les Larson	Chautauqua	2	2	4		4411	1
12099	Bob Vreeland	Newport	1	8	5		3985	2
8423	Julius Kroeger	Onondaga	13	7	1		3540	3
10870	John Glenn	Newport	4	11	8		3358	4
12346	John Shoemaker	Keuka	19	5	3		3224	5
11389	Howie Fletcher	Olcott	3	3	dsq		3924	6
14505	Jim Mackenzie	Onondaga	23	1	10		2985	7
12775	Steve Fisher	Newport	6	26	7		2606	8
10512	Don Shoemaker	Keuka	dsq	10	2		2546	9
14356	Mike Mitchell	Cuba	5	31	12		2237	10
11600	Paul Betlam	Newport	11	6	dsq		2161	11
16291	M.W. Heller	Galway	14	4	dns		2098	12
12690	Steve Piquet	Newport	10	3	25		2001	13
14733	Bob Perrigo	Cuba	21	14	13		1913	14
12223	Bob Wightman	Keuka	dns	15	6		1901	15
14550	Wayne Ernst	Keuka	12	12	27		1878	16
8437	Ed McHenry	Loon Lake	9	19	23		1832	17

BOSWELL ROCKY MT. CHAMP —

The Rocky Mountain Snipe Championship was held on Shadow Mountain Lake, Grand Lake, Colorado on July 22-24. Sponsored by Snipe Fleet 210 of the Rocky Mountain Sailing Association of Denver, three races were held on Saturday and Sunday.

Boats from Colorado, Texas, Oklahoma, Kansas, Nebraska, Utah, and Indiana competed for the Kueck Memorial Trophy. Gary Boswell, with his wife Margaret as crew, finished with a 1-2-1 for a clear-cut victory. The Boswells were joined by two other husband and wife teams from Dallas' Fleet 1 to be the only out-of-staters to finish in the top ten. Bernie (FC of #1) and Betty Landress came in 6th, with Ed and Cathy Haynes in 10th.

Rocky Mountain SA skippers took the rest of the top ten places with Randy Ames, showing 2-3-4 for 2nd best honors. Randy also got the high point camper trophy for the skipper scoring highest who is camping out. A new perpetual trophy for 2nd place, donated by the Grand Lake Chamber of Commerce, also went to Ames.

RMSA was host to a campground supper and various forms of liquid refreshments Friday evening, by which time most contestants had pulled in from Denver (about 110 miles away).

Brisk and highly variable winds (10-20 knots) provided good sailing under clear to partly cloudy skies for the 2 Saturday afternoon races. Paul Tuerk of Indianapolis was the only casualty in not arriving in time to get rigged for the first start. Light rain fell during part of the 2nd race, but temperatures in the 70s made for pleasant sailing. Saturday night banquet was held in the Rapids Lodge in Grand Lake Village, the western entrance to Rocky Mountain National Park.

The third race Sunday morning saw a big shift in scores, as Gary Lofland of Wichita pulled in 2nd behind Gary Boswell, followed by Kay Christensen of Denver 3rd. Bill Burris was

disappointed by a 21st after having won the 2nd race and being in strong contention for first place.

This turnout of 32 Snipes was the largest in the history of the event, topping the 1964 showing of 28. We want to invite all Snipers to the 1967 Regatta, the highest Snipe Regatta in the United States at 8637 feet elevation on the Western Slope of the Continental Divide.

— Jack Baaken, FC 210.

Final Results - ROCKY MOUNTAIN CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
15715	Boswell, Gary	Dallas, Texas	1	2	1		4721	1
10399	Ames, Randy	Rocky Mt., SA	2	3	4		4334	2
14383	Burris, Bill	" " "	3	1	21		3444	3
13486	Johnston, Jim	" " "	4	15	5		3341	4
12344	Skulski, Dick	" " "	11	5	9		3220	5
15670	Landress, Bernie	Dallas, Texas	5	6	16		3146	6
9024	Hughes, Don	Rocky Mt., SA	8	7	13		3029	7
12348	Scoffield, Bill	" " "	12	9	8		2954	8
16478	Price, Mal	" " "	7	4	25		2781	9
14297	Haynes, Ed	Dallas, Texas	18	10	6		2715	10
12559	Bakken, Jack	Rocky Mt., SA	6	11	18		2654	11
14651	Yost, Art	Lincoln, Nebraska	16	8	14		2443	12
15413	Lofland, Gary	Wichita, Kansas	15	27	2		2393	13
15259	Craig, Dick	Blanding, Utah	13	16	11		2309	14
13913	Hutton, John	Kansas City, Kansas	10	dnf	7		2198	15
15307	Hueseman, Bruce	Rocky Mt., SA	20	12	15		1958	16
14322	Christensen, Kay	" " "	23	28	3		1937	17
16230	Wagener, Jack	Lincoln, Nebraska	9	25	17		1856	18
16135	Culp, Bill	Oklahoma City, Okla	24	17	10		1826	19
11530	Kaiser, Ed	Rocky Mt., SA	17	12	12		1778	20
15125	Fulton, John	Wichita, Kansas	14	13	dsq		1594	21
13650	Longan, Bill	Rocky Mt., SA	19	18	19		1413	22
15393	Olsson, John	Lincoln, Nebraska	21	20	20		1366	23
4039	Opitz, Ed	Colorado Springs, Colo.	30	14	29		994	24
12713	Hatfield, Graham	Wichita, Kansas	29	19	22		989	25
12605	Hebert, Howard	Rocky Mt., SA	28	23	24		782	26
15496	Lamson, Jim	" " "	27	21	28		765	27
12439	Kueck, Jim	" " "	26	24	27		710	28
16413	Tuerk, Paul	Indianapolis, Ind.	dns	26	23		549	29
16042	Loxley, Roger	Rocky Mt., SA	25	29	30		521	30
15764	Hutton, Bud	Kansas City, Kansas	dnf	30	26		446	31
15348	Tautz, Lee	Rocky Mt., SA, BMYC	22	dnf	dns		442	32

The Buffalo Trailer Fleet

John Steve, Pastor of the E. U. Church of Christ at West Seneca, N. Y., was quite distressed when he could not find an official Snipe fleet in the Buffalo area where he could pursue his life-long sport of sailing, especially in a Snipe. He immediately started to do something about it, and his plan and the results it got make interesting reading and set up an example for other Snipers who can't find a convenient home. John spent his vacation at the Nationals this summer, and here is his first-hand story:

A newspaper ad inviting sailors interested in a Snipe Fleet and Snipe sailing supplied a mailing list of fifteen people! It proved that there was Snipe interest in the metropolitan area of Buffalo and resulted in the formation of an "un-registered" Trailer Fleet.

The "ad" uncovered Snipe owners who previously had little or no participation in active sailing; were looking for a club and fleet in the area; who wanted to share their Snipe interest; or who were looking for a good sales pitch on "Why you should buy and sail a Snipe!"

While some referred to us as the "paper fleet", things did happen. One new boat and two used boats were purchased. There was keen interest in sails, equipment, racing and location of fleets and clubs. Looking over the list, ten members were active this past summer in five sailing clubs from 15 to 40 miles from Buffalo. Four of these clubs have registered Snipe Fleets. We like to think we strengthened Sniping by going around to various fleets and regattas and giving Buffalo area sailors an opportunity to meet each other, get acquainted, and do some sailing together.

In January another ad goes to the area newspaper and regular monthly meetings will begin. Reports of every meeting and an invitation will be sent to all interested in Sniping. We are looking forward to a "registered fleet" in '67. Buffalo area Snipers send your names to John F. Steve, 620 Main Street, West Seneca, N. Y. 14224.

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Snipe and the Pan-American Games —

Snipe has again been selected to participate in the Pan American Games on Lake Winnipeg, near Winnipeg, Manitoba, Canada, from July 25 through August 3, 1967. It is an important event for Snipers and all competitive sailors, as extensive national publicity will be given to these events.

This year, the United States Olympic Committee is conducting all trials to determine United States representatives in all sports. Mr. Paul Smart, Chairman of the Olympic Yachting Committee, has stated that all final trials of yachting classes (Flying Dutchman, Lightning, Snipe, and Finn) will be at Minneapolis in mid or early July and conducted by the Olympic Committee. There will be a television coverage of all events, which is the basic reason for holding all eliminations at Minneapolis.

The Snipe Class trials there will be open to the top three teams from each SCIRA district, and they will be determined by a Snipe series elimination open to any sailor who wants to enter from any class, so long as he has a measured Snipe and sails with which to compete. Each district will hold its own elimination series in May or June of 1967 as organized by each District Governor. Anyone who owns or borrows a Snipe can enter. He need not be a member of SCIRA. The top three from each district, plus the current U. S. National Champion, Earl Elms, can enter the Minneapolis series, making 22 boats total.

For the Minneapolis series, Mr. Francis Lofland is building 22 new racing Snipes, outfitted with the finest racing equipment. A new enlarged cockpit and lightweight deck mold is presently being constructed for these Pan Am boats. Proctor E section masts, extra long swivel luffing sticks, adjustable hiking strap arrangement, are some of the refinements to be used. These Pan Am Special Snipes are available on a first-come first-served basis at a special \$100 discount from list price to those who can accept delivery in mid-July immediately after the trials. This should be of special interest to fleets who can use one, two, or three boats for new members next summer. Order your Pan Am Special Racing Snipe now from Lofland Sail Craft, Inc., of Wichita, Kansas.

More details about these Minneapolis trials will be given later as more definite information is available. Plan now to try out for the biggest yachting event next to the Olympics and our own U. S. Nationals, which is scheduled from August 8 to 12, after the Pan Am Games at Winnipeg. District Governors will supply details for local district eliminations.

Here's the schedule of events:

District Elimination Series in each of the seven SCIRA districts in May or early June.

3 entries from each district to go to the Final U. S. Elimination Series at Minneapolis in early or mid-July.

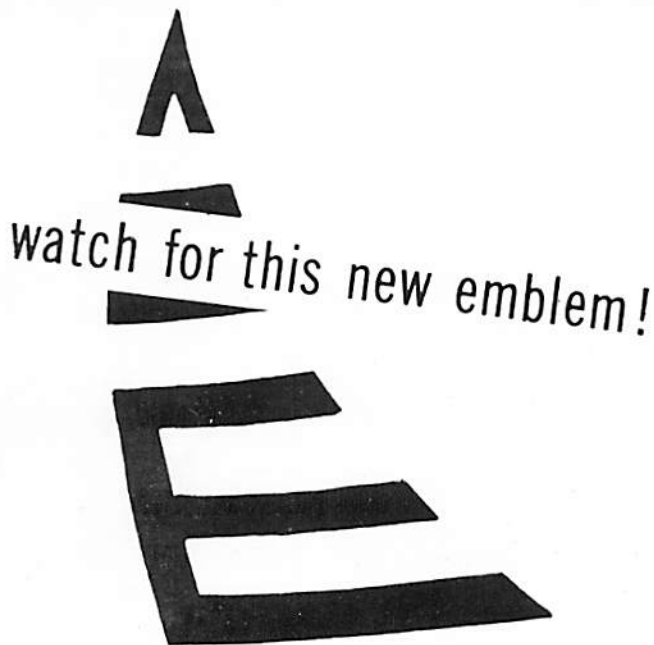
1 entry to go to the Pan American Games at Winnipeg July 25 to August 3rd.

— Harry Levinson, Chairman
SCIRA Pan American Games Committee.

And from Canada, host country to the 1967 Games, comes word that the Pan-American Games 1967 Society has already let a contract to Ontario Yachts of Oakville to construct 10 fiberglass Snipes with wood decks for use at the Games in July.

This is the number of confirmed entries that this Society has already received and are, therefore, building this number now. It is anticipated that there will be more entries as the date gets closer, and the agreement is for Ontario Yachts to build more as orders are placed. Thus all contestants will have new, equal boats for the event.

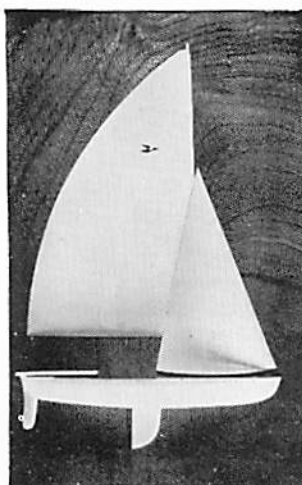
Other countries are planning on elimination series of races to determine their entries for the Games. Fernando de Avellar reports from Brasil that their series will start with the Cecelia Pedroza Trophy for the Championship of Northern Brasil at Maceo from Oct. 31st-Nov. 2nd; then proceed with their Nationals in Sao Paulo in February 4-12; on to the Arigo II Trophy for Southern Brasil at Porto Alegre during the Holy Week, with the final finish at Brasilia in May. Should be a Battle Royal!



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Miami, Florida - sailed in South Biscayne Bay

3. SCIRA MID-WINTER CHAMPIONSHIPS

Clearwater, Florida - sailed in Gulf of Mexico

DATES

BACARDI SERIES—February 26, 27 - 3 races

WINTER CHAMPIONSHIPS—February 27, March 1
- 5 races

BISCAYNE BAY RACES—March 4, 5 - 3 races

MID-WINTER CHAMPIONSHIPS—March 7, 10-6 races

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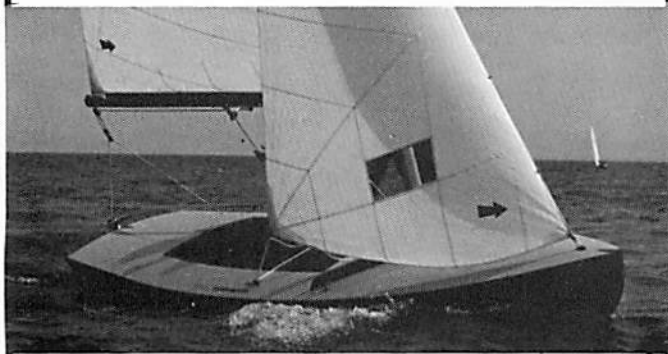
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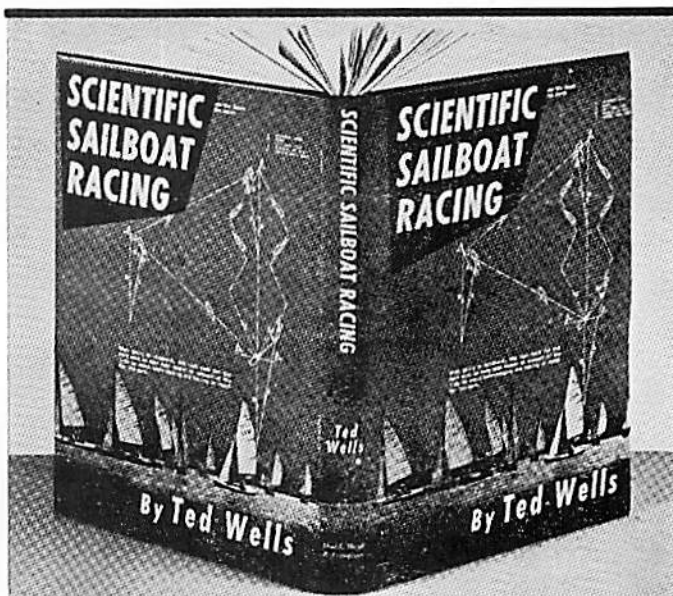
- 1. Peter Christie, Box 1628, Nassau, Bahamas**
- 2. Neal C. Owings, 567 E. 11 St., Hialeah, Florida 33010**
- 3. Regatta Chairman, Clearwater Yacht Club, Clearwater Beach, Florida**

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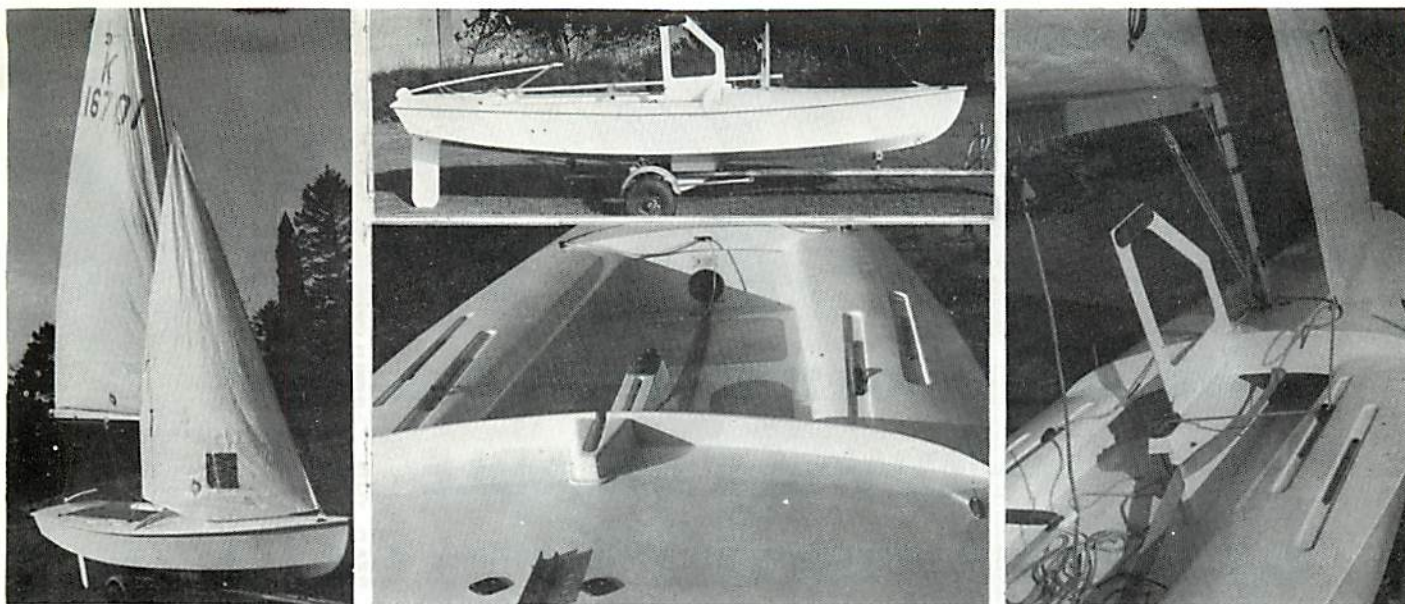
We introduced our NEW SNIPE early this year for those who consider racing performance the only criteria of value. The results have been very gratifying to us and to those who chose our Snipe. Ours were the winning boats in the following 1966 Regattas:

- 1st & 2nd Hoosier Harvest Regatta - Ted A. Wells
- 1st & 2nd Indiana Open Championship - William Hancock
- 1st U. S. National Championship - Wells Series - Berkley Duck III
- 1st Muncie Spring Regatta - Gene Lemke
- 1st Northeastern International Championship - Buzz Levinson
- 1st Chicago Indian Summer Regatta - Gene Lemke
- 2nd District III Championship
- 2nd Ohio State Open Championship
- 2nd Decatur Labor Day Regatta
- 1st Jackson Hospitality Regatta - William Hancock

If you are looking for a little extra speed for next year, drop us a line.

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 9226 Gleannloch Dr. - Indianapolis, Indiana 46256

Snipes are Exhibited in London Boat Show



Once again, Peter Harris announces that he will exhibit fiberglass Snipes made by his company, Olympic Boats of London, at the Earls Court Boat Show in London January 4-14. He will share occupancy with Jack Holt, Ltd., in a large stand #Q 6 located on the ground floor near the main Warwick Street entrance. All Snipers are cordially welcome to make a call.

He expects to have 4 to 6 Snipes of various construction (wood, fiberglass, combination of both, etc) and will emphasize that they will export anywhere in the world and make boats to customers' individual requirements.

The photos above show his all-fiberglass hull. The details are quite interesting and reveal several innovations; the split mold produces better splashboards giving the effect of wood;

both the rudder and tiller are fiberglass; spars are all metal; self-bailing cockpits are optional; centerboards are steel plate covered with fiberglass, etc.

Peter works day and night for the interest of Snipe and SCIRA and hopes, through his company, to make available a reasonably priced high-quality hull in quantity so anyone can afford a fine boat. His records show that, in 1964, he wrote 270 SCIRA letters and 61 Olympic Boats letters; in 1965 the had increased to 511 for SCIRA and 268 for the company. This is the recorded list - obviously, there are a few others as well plus telephone calls of which no record was kept. We should all stand and salute Mr. Harris, who works so hard - and so successfully - for Snipe!

THE COCHRANS WIN TWO BIG SOUTHERN TITLES

DR. DON COCHRAN, JR., of Clearwater won his 1st Southern Championship title in the regatta held on Lake Chickamauga, Tenn. May 14-15. In a strong field of 27 entries, Don got off to a bad start with an 8th, but came back in the last 2 races to win both of them and the title.

The first 2 races were held in near perfect winds on Olympic courses. Brad McFadden took the lead from the start at the first gun and led at every buoy with Peter Duvoisin and Buzz Lamb, of the host club, following him. Dan Williams, who had sailed to a very fine 2nd, got a DSQ for being over the line early.

The 2nd race was sailed in equally fine winds and Dr. Cochran found this to his liking and won without challenge. Phil Nieman added a 2 to his previous 4, and Brad a 4 to his 1, thus giving Brad a 1 boat lead Saturday night. He went to bed early!

The final race was sailed in moderate air that dropped to a complete drifter. Nieman got a nice lead at first but lost out as no wind hit him. McFadden started at the wrong end of the line, went from 13th to a final 19th. With the gate thus wide open, Don sailed right through to a fine first and overall victory.

BRUCE COCHRAN, not to be outdone by his father Don, demonstrated college absence had not taken away his tiller touch when he won the biggest title of District IV at the Florida YC, Jacksonville, Fla., June 11-12. 27 boats competed for the coveted Roberts-Seavy Trophy in light to medium air.

The 1st race (8-10mph) saw Francis Seavy, Don Cochran, Brad McFadden, and Gonzalo Diaz out in front. Suddenly Bob Brown came up on starboard, took the mark to port, and sailed off south. Diaz was 2nd, took it to starboard and sailed north. All followed Diaz until screaming Dan Williams came along and went after Brown. With Diaz shouting in Spanish, all finally got straightened out, but Brown won by a country mile, Bruce 2.

In the 2nd race, Pete Duvoisin worked up to a fine lead with Bruce right behind him for another 2nd. Brown fouled out.

The final race Sunday saw a hard-blowing wind that dropped steadily. But Bill Aicardi liked this, held the lead to lose it just before the finish to Don Cochran with Bruce again in 2nd. The three 2nds gave Bruce his 2nd District IV Championship.

Final Results - DISTRICT IV CHAMPIONSHIP - Top 14 of 27 entries

SKIPPER	CREW	CLUB	Races	1	2	3	Fin.
Bruce Cochran	Mike Walcott	Clearwater	2	2	2	1	
Gonzalo Diaz	Gonzalo Diaz, Jr.	Miami	9	3	4	2	
Pete Duvoisin	Jane Duvoisin	Chattanooga	4	1	12	3	
Dan Williams	Charles Wesley	Chattanooga	7	5	10	4	
Sam Norwood	Beth Norwood	Atlanta	3	8	14	5	
Bill Aicardi	Bob Aicardi	Miami	13	6	6	6	
Francis Seavy	Richie Kieg	Clearwater	5	12	8	7	
Cliff Hogg	Bonnie Hogg	Columbus	14	9	3	8	
Don Cochran, Jr.	Mike Cochran	Clearwater	12	16	1	9	
Bob Brown	George Stebbins	Miami	1	dsq	5	10	
Herb West	Tom West	Atlanta	6	11	11	11	
Brad McFadden	Bob Brophy	Atlanta	dnf	4	7	12	
Bert Verwey	Billy Schell	Miami	10	10	13	13	
Robert Burns	Beverly Burns	St. Simons	16	7	15	14	

Final Results - 1966 SOUTHERN CHAMPIONSHIP - Top 15 of 27 entries

BOAT	SKIPPER	CREW	CLUB	Races	1	2	3	Pts.	Fin.
12453	Don Cochran	Mike Walcott	Clearwater	8	1	1	4	289	1
10818	Phil Nieman	Howard Harris	Chicago	4	2	4	4	259	2
13361	Delkin Jones	Helen Jones	Atlanta	10	6	2	3	370	3
13858	Mark Schoenberger	Jean Bowman	Cincinnati	7	10	3	3	356	4
13274	Pete Duvoisin	Jane Duvoisin	Birmingham	2	12	7	3	351.8	5
8653	Brad McFadden	John Clayton	Atlanta	1	4	19	3	345.3	6
7428	Buzz Lamb	Marge Lamb	Chattanooga	3	15	6	3	334.5	7
6258	Franklin Johnson	John Yates	Atlanta	9	8	10	3	307.8	8
11391	Cliff Hogg	Otis Bain	Columbus	13	11	5	2	298.0	9
15520	Tom Head	Eric Head	Columbus	5	3	dnf	2	293.9	10
11660	Lloyd Cox	Danny Cox	Chattanooga	6	9	18	2	277.8	11
15940	Bud Hook	Carl Zimmerman	Indianapolis	12	7	16	2	262.2	12
14108	Herb West	Tom West	Atlanta	11	14	11	2	252.9	13
9747	Dan Williams	Brainerd Cooper	Chattanooga	dsq	5	12	2	230.6	14
12097	Ham Clark	Lib Clark	Columbus	15	18	14	1	193.4	15

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Snipe and the Olympics —

Diligently pursuing the policy proposed and recommended at Las Palmas last year, the Olympic Committee under the Chairmanship of Commodore Kelly, has made considerable progress. Peter G. Harris, National Secretary for England and an ardent and determined worker in the campaign, reported that the subject of Snipe had been placed on the agenda of the International Yacht Racing Union annual meeting scheduled for November 8th in London.

The request, made by the necessary 5 nations of Spain, Bahamas, Norway, Yugoslavia, and America to the Class Plans and Organizational Committee was :

1. That the International Snipe Class be moved from Group B to Group A.
2. That the International Snipe be included as an additional Class to sail on the same course as the International Finn.

The letter published below was sent out to the President and all Members of the Permanent Committee of the International Yacht Racing Union in October.

Gentlemen:

In order that you may carefully consider the matter of moving the International Snipe Class from Group BO to Group AO and consider it as an additional Olympic Class in future Olympic Games, we have tried to outline briefly in fourteen points why you should seriously consider the above proposals:

1. The 15'6" Snipe Dinghy is a very efficient design which has been good enough to survive the years with enough evolution to make it modern, but not so much evolution as to render existing boats unable to alter accordingly.

2. The Class is always ready to adopt anything which is advantageous, as it has done with plywood, glass fibre construction, synthetic sails, metal aluminum masts, metal aluminum center boards, built-in buoyancy, self-draining cockpits and many other considered modern yachting devices. At the recent European and District Snipe Secretaries meeting in Sweden, it was agreed that further experiments be carried out with spinnakers. Trials have been carried out over the years without much success, but it was felt that with the continued development in sails, a suitable spinnaker to give lift to the nose of the Snipe may now be found.

3. The Class is the largest true one-design two man racing dinghy in the world with registered boats number over 16,500 and although spoken of by some ill-informed people as a dying class, nothing could be further from the truth, as last year alone 727 new boats were built. Over half of the National Authorities which are members of the I. Y. R. U., have Snipe fleets actively sailing in their countries. In addition, there are many more countries that are not members of the union who actively sail Snipes.

4. The Snipe is a dinghy with a good all-round performance, which does not place a premium on age, crew weight, athletic ability, or wealth, but has a criterion of pure sailing skill and helmsmanship.

5. In the present Olympic classes, the Flying Dutchman and Star sail on one course together, whereas the Finn sails on another course alone. Thus the ready-made opening already exists for the acceptance of Snipe as an additional class to race with the Finn.

6. The I. Y. R. U. has stated a preference for an offshore class and catamarans, but the acceptance of Snipe in no way conflicts with this. Olympic classes, which now consists of a catamaran, four keel boats, and three dinghies would have more of an equal distribution if Snipe were added. Otherwise the dinghy sailors are going to be very poorly catered for by comparison.

7. With present Olympic classes the smaller countries... those whose sailing is not so developed, as in West Europe, do not have the opportunity for true participation because of smaller population and lack of money to afford changing from class to class.

8. It is said that because Snipe was designed in 1931, it can never be Olympic, but the Star designed in 1911 and the Dragon designed in 1929 are older than the Snipe, so what is to stop it from being elevated to Group A?

9. Every other sport is pressing to have its representation in the Olympics extended, and this has been done recently with swimming and rifle shooting. Unless the I. Y. R. U. puts forward proposals, the International Olympic Committee is certainly not going to approve further classes, and with the Snipe, there can be little objection over cost because SCIRA would place new identical Snipes at the disposal of all competitors, as has been done at World and Western Hemisphere Championship Regattas.

10. The cost of Snipe with sails at 245.0.0 pounds is half that of a Flying Dutchman and only a quarter that of a Tempest. This alone opens Olympic participation to many more yachtsmen, including those for whom a keel boat or Flying Dutchman is too expensive, and a Finn for which they have not got the weight or the physique.

11. The I. Y. R. U. has asked its national authorities to investigate classes sailed by, or suitable, for youth to sail. Again with Snipe, the boat is very widely sailed by youngsters throughout the world. Many countries hold their own National Junior Championships, and there are other events such as Junior European Snipe Championships. Another innovation of the class is a suggestion for a Women's World Snipe Championship.

12. The policy has been stated for classes to be announced four years beforehand to give yachtsmen time to make plans. This is hardly necessary in the case of Snipe, which is so well established. As was done to make Tempest International, Snipe could be recommended by the I. Y. R. U. to the International Olympic Committee to be included in the 1968 Olympic Games.

13. I. Y. R. U. General Rule 2.1, "The object of the Union is the promotion of the Sport of yacht racing throughout the world." Rule 11.2, "They shall have regard to the interests of the sport of yacht racing throughout the world as a whole."

14. The International Snipe Class is dedicated to the promotion of yacht racing throughout the world for all concerned, young or old, and will continue its efforts to eventually have Snipe sailed in every country of the World.

— Basil T. Kelly
Commodore
For the International Snipe Class

District 3 Meeting Announcement

Ivy Club — Peoria, IL — January 14, 1967

Board Meeting - 10:00 A. M. at 912 W. Fairmont

General Meeting - 3:30 P. M. at Ivy Club

Cocktails - 5:30 P. M. - Dinner 6:30 P. M.

Reply: Stan Salzenstein, 912 W. Fairmont, Peoria, IL

Check with local FC for agenda. EVERYONE INVITED!

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Wells Wanderings



by Ted Wells

December 1966

Fast Boats and Slow Boats

I hope this issue of WW, following those of September and October, will reduce the number of letters I have to answer. This all started with the Nationals when only three or four fiberglass boats qualified for the Heinzerling Championship series. There has been a firm conviction held by many good skippers for some years that fiberglass boats weren't as fast as wood ones. In the past, I have not agreed with them, but the evidence would seem to be preponderant that I have been wrong.

WW for October covered some racing I did in a fiberglass hull made from Buzz Levinson's wood hull with which he took second in the Heinzerling this year. Since then, at Jackson, Miss., and at San Antonio, Texas, I have raced a similar hull made from Buzz's boat by a different builder. In one race, with a fairly steady 5 mph wind, Bill Hancock beat me with a similar hull and Buzz Levinson crewing. Some good wood boats with good skippers were behind us. In another race with a fairly steady 5 mph wind, I finally figured out how to sail in light winds with the sails I had earlier written off as being only good for high winds (I had been pointing too high), managed to get a good start, and steadily improved my position. Danny Wesselhoft with a wood boat finished between me and Bill Hancock, and Skip Boston with a wood hull was farther back.

So - I now grudgingly conclude that you can affect hull speed by juggling even the small tolerances on the Snipe hull. I don't concede that the water knows or cares what the hull is built of, and I don't think it knows whether the hull is finished with epoxy

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paint, gelcote, or auto or marine enamel (I had epoxy paint put on a gelcote hull. No difference). I'm not voting yet on the relative speed of wetttable surfaces (sanded - not waxed - with maybe some detergent) or non-wetttable surfaces (waxed, teflon coated, etc). Further research required.

Also, I caution everyone that small things can cause large effects (I've said this before: I repeat!) There are lots of good sails, but not all skippers get the best out of them. Witness my erroneous conclusions on the sails I thought were only good for high winds. They just didn't look like I thought light wind sails ought to look. Recently, Gene Grossman, Jr., of Lotawana told me of a well-documented experience on the part of his son Gene. To shorten the story to its ultimate conclusion - with the mainsail young Gene was using, the difference between a consistent fifth or sixth place finish and an equally consistent first or second place was mast stiffness! In his case, he did better with a stiffer mast. With a different main, it could have been the other way.

The question of deck-stepped versus keel-stepped mast constantly comes up - and probably always will. Earl Elms used a keel-stepped Proctor E mast. Buzz Levinson used a deck stepped Proctor E mast. Earl went faster, but I'm not at all convinced it was because of where his mast was stepped.

In the "One Notch Up" regatta at San Antonio (so named because the Texas size fish pond on which they sail is now a bit shallow), the competition was all in fiberglass hulls. I won one race where there was a relatively steady 5 mph wind. There was another race which was a drifter which I didn't win. There was no third race.

There was one drifter at Jackson also which I didn't win (Bill Hancock won - so the hull can drift if the skipper can). As a matter of fact, in the first Heinzerling race in the Nationals in 1954, I was half a mile in the lead and a hundred yards from the finish line when the time limit ran out. I haven't done any good in a drifter since.

CORRECTION.

Lou Varalyay indignantly reminds me that there are four varieties of fiberglass hulls (see WW for September), the fourth being his, for which the mold was his wood hull like my old 6025. I stand corrected.

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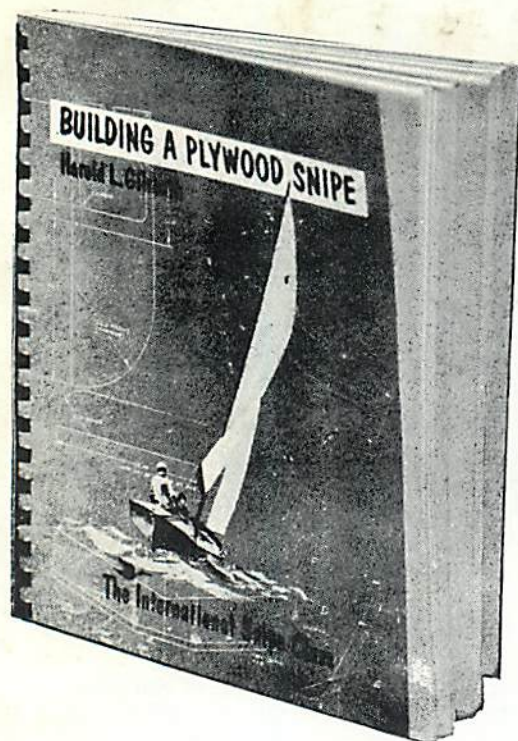
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