

Snipe **BULLETIN**

DECEMBER 1968

Vol. XVIII No. 6



Commodore
Dr. Robert Schaeffer



Vice-Commodore
Dr. Angel Riveras de la Portilla
Spain

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



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THE OFFICERS OF SCIRA SEND THIS GREETING TO
ALL SNIPE SAILORS THROUGHOUT THE WORLD.



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Voice Of The People

NEW SAILOR WANTS UP-TO-DATE INFORMATION

"I've been a bit dissatisfied with the BULLETIN this past year. It seems to be lacking in new, up-to-date comments on racing or rigging.

Now I'm a new sailor, so I probably shouldn't criticize. But I have read the print off the pages of Ted Wells' book plus many others. Since I lack experience, I have made reservations about adjustments or changes that don't directly apply to a Snipe. Also, looking at other boats, many are completely different. I would like to see articles on rigging or outfitting a Snipe that are up-to-date.

Maybe finding authors is the problem. If you read Frank Levinson's article (December 1967 issue), he really doesn't give any numbers - just generalities.

Why don't you dig out articles which have been written for past Snipe BULLETINS, send each to the original author (if still active and racing Snipe), and ask them to up-date their comments? This would give them something to work on, and fellows like me something to read with profit."

—Thomas R. Rolfes
Cincinnati, OH

DISAPPROVES OF CHANGES

Dear Mr. Wells:

"In view of the current controversy in the Snipe Class — Self-rescuing, Spinnaker, Round bottom, whatever—this letter is sent in the hope that the Snipe Class officials and particularly the Rules Committee will do some careful analysis and consider some of these often stated points.

1. Why did most Snipe owners buy Snipe instead of some other class?

Answer: Because they believed it to be a one-design class — and that it would provide day sailing and one-design racing fun at moderate cost.

2. Of the large majority who are not cross-country regatta hoppers, how many want Snipe to be a development class?

Answer: Practically none.

3. When, several years ago, Fiberglass was legalized for Snipe construction, the rules stated that all boats were to be from the same plug; that the Snipes were to be nominal, that is, to the lines as designed.

4. Why has this spirit been abandoned and how can the current variation be corrected?

Answer: You, Mr. Wells, as a long-time influential executive of the Snipe organization, must bear a large share of the responsibility for this aberration and, I hope, for a return to a true one-design class. There is no valid reason for avoiding the spirit as well as the letter of the Snipe measurement rules. Any professional builder can build his Snipe to lines as designed without need for making little variation, to build a "faster" boat. The tolerances should only apply to the home-built Snipe where an amateur might have some difficulty building to close tolerances.

Here's hoping that these comments will see a resolution on the part of our officers. Give us a true one-design Snipe class.

Certainly there are those who want a Round Bottom, Keel, Center board, Planing, Trapeze, Spinnakered "Snipe". Those we may lose. Fine! Other classes may welcome them. But I believe that our long term solid growth depends on being honestly what we say that we are—One-design Snipers."

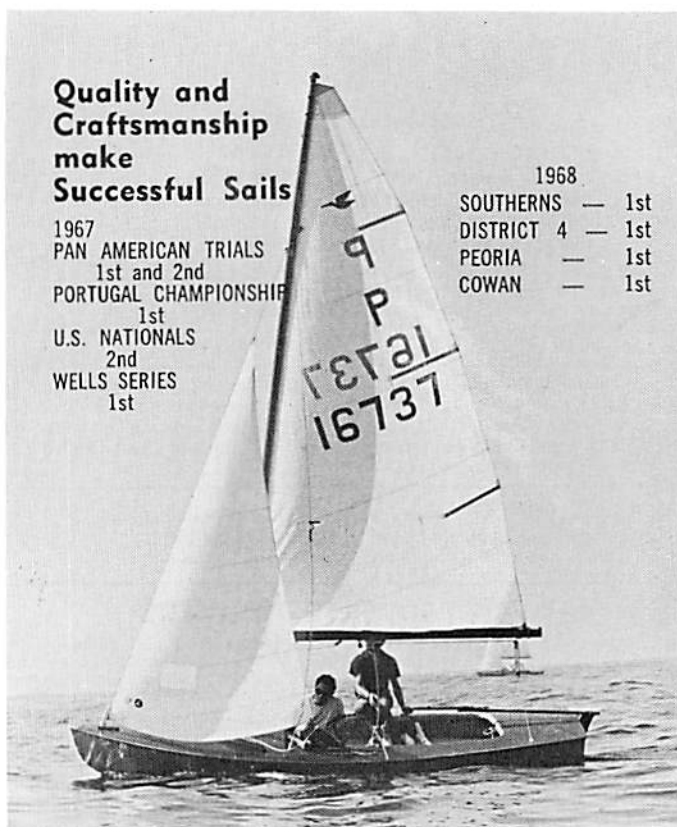
—Malcolm Price, 7595 Stuart St., Westminster, CO 80030

No individual or committee can make changes in SCIRA rules of any kind. The Rules Committee, after considering facts of a submitted proposal, passes it on with recommendations to the 17-member Board of Governors. They then accept or reject these recommendations by a majority vote. At the time the decision was made to allow fiberglass construction to use the same specifications as wood hulls referred to above, Mr. Wells cast one of the minority votes against it.

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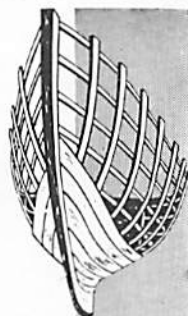
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THE COMMODORE SAYS

BEST WISHES TO ALL for the Holidays and for the New Year of Sailing. I can wish for you no more than that you may find as much joy in your sport as I do.

The majority of sailors are land-bound, office-bound, restricted and obligated most of the time. Sailing time comes bringing a relief and a change. This alteration of so many elements is at once a strong contrast — from solid land to changing water, from motor propulsion to natural wind power and from restricted avenues to unlined water. This opportunity for contrasts is usually tonic to the spirit and certainly demands elasticity and spring from the physical body. The wind is transported to an entirely new value system, one where pleasure and pain come with different exciting dimensions.

All this is recreation in the most literal sense — renewal, sport, solace. It contains the elements of skill and chance, tricks and high jinks, play and humor. Most all the time it brings joy to the heart.

Robert C. Schaeffer, M.D.

For the Record:

A BRIEF HISTORY WITH ANALYSIS AND SUMMARY OF THE REASONS FOR CHANGES IN SNIPE SPECIFICATIONS AND RULES.

By Alan Levinson, 1959 SCIRA Commodore.

" Dear Mr. Price:

Gene Lemke showed me a copy of your letter to Ted Wells as printed in the Voice of the People column on Page 3 in this issue. I believe the letter and an answer would be of interest to all Snipers.

Snipe is indeed a one-design class and Ted Wells and his Committee have been instrumental in avoiding any major changes in the boat that could not be made in existing boats. Changes or modifications are not always as black or white as they seem.

It is very hard to write a set of rules or lay down specs which tie everything down completely for all time. Nor is it desirable! The Snipe in the 30's and 40's was considerably different than today and the variation in speed between fast boats and slow boats was much greater then than now.

Consider masts: original Snipe masts were square, heavy and with metal track instead of slotted bolt rope. Mast and rigging became lighter and lighter until synthetic sails forced

a reversal to stiffer masts. Then several years ago, the aluminum mast was perfected and this has given the class a uniformity not enjoyed before. In the days of wooden sticks a fine mast was a sailor's "pride and joy."

Consider sails: cotton sails used to require breaking in, and extreme tender care. Synthetics introduced uniformity in sails that is amazing. At regattas nowadays it is hard to find a Snipe that does not have good looking sails. This took a period of development as sailmakers did not learn to use the new materials and adjust to aluminum spars overnight.

Consider the hull: originally Snipers were 3/4 inch plank-ed hulls and the difference between a Thompson or Wolverine mahogany hull and a Varalyay of choice California cedar was catastrophic in the early days. After World War II with cedar scarce (and to ease construction methods), plywood was allowed. Meanwhile, builders were finding measurement loopholes here and there that allowed slight advantages in rocker on the keel or waterline length, which the Rules Committee continually tightened. All new boats had to conform to tighter specs.

Then in the early 50's, fiberglass became a boatbuilding material and the Snipe Class was one of the first to advocate its use. A plug was made and all glass boats were to be made off of this plug to insure uniformity. Meanwhile, wooden boats must still be built according to plans. This sounded fine except for two fallacies. First the plug that was made for glass was not taken from an actual Snipe and there was disagreement as to its optimum lines. Second, glass construction was still in its development stages and improvement in weight distribution and stiffness of hull and deck were constantly being made. The result was that wooden boats dominated the class in National Regattas and fleet racing. This was unhealthy in light of modern fiberglass trends.

Meanwhile, Snipe was trying to get Olympic Status through the International Yacht Racing Union. That is a long story in itself, but the part that is pertinent is that IYRU recognized Snipe as an International Class, but required that a tighter tolerance be made. Today, they are extremely tight.

The Snipe Class then allowed glass builders to build their own plug with the only restriction that the glass Snipes conform to the same tolerances as wooden boats. Meanwhile, building methods with glass have improved.

The results have been excellent. Fiberglass boats have dominated the Nationals and most major regattas the past several years. Wooden construction is no longer necessary to insure top performance. Snipe is one of the few major classes that have made this transition successfully and it is most important.

All these changes that I have mentioned have been evolutionary in nature and have produced a better Snipe Class. I'm sure no one would want a planked hull, wooden track mast, steel daggerboard, cotton sail version of Snipe today.

However, our class is the finest racing class in the world, and I emphasize the word "racing". Racing sailors enjoy their sport and go after each other full tilt. Thus, all the conversation and dialogue concerning changes are both healthy and necessary to a racing class. This has always been present in the Snipe Class and has resulted in healthy growth to our present fine class. Rest assured that the Snipe officers are working for you - a one-design skipper to keep your Snipe Class what it is today - the world's largest one-design racing class."

The New SCIRA Folder

You will soon get a copy of the new SCIRA folder which was described on Page 6 of the October BULLETIN. This is being done so all will know about it by actually seeing one, and thus be able to prescribe its use, when fitting. And any number of copies will be available at 6¢ each, less than half the actual cost. It must be seen to be appreciated.

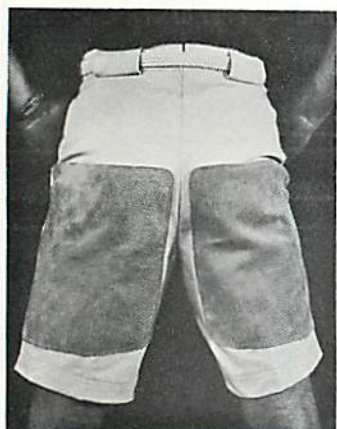
Text and pictures can be up-dated whenever reprinted, but the format can not be changed until present printed stock is exhausted. Any suggestions along this line will be welcomed (we already know about a couple of errors, changes, etc). When 2nd class details are worked out with the P.O., they'll be mailed.

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Savin Hill YC Holds Regatta

FIRST LETTER

On August 25, 1968, the Savin Hill YC in Dorchester, Massachusetts, located on Boston Harbor, will sponsor a promotional Snipe Regatta. This is being done to re-generate an interest in small sailing craft and to cultivate a junior and senior program. Through the cooperation of Snipe Fleet 244 at Winthrop; 77 at Winchester; and 651 at Town River this regatta will be made possible.

We now have two Snipes in the club which sail with fleet 244 on weekends, but we hope to add more boats this coming fall by influencing members who are on the fence to acquire a Snipe. Interest in our two Snipes (which have been racing informally against each other), has created an interest in the boats, but no one has taken the first step yet.

Our club is a prominent club in deep-water sailing craft, but our development and participation in small racing classes has deteriorated over the past few years. If I could prevail on you for whatever promotional literature you could provide, I can put this in the hands of our interested members. I hope that this regatta along with your class publicity will be all that is necessary to add more Snipes to Massachusetts Bay and provide the foundation to a very fine Yacht Club in developing young sailors.

SECOND LETTER

I would first like to thank you and the Snipe Association for providing me with the literature and information that I requested last month. It culminated with our Invitational Regatta held on Sunday, August 25th.

The Savin Hill Yacht Club gave an enthusiastic welcome to the Snipe sailors who participated in our regatta. Brisk, gusty winds up to 30 mph kept the starters down to eleven boats from three fleets. They provided some great thrills, not only for the skippers themselves, but the spectators, also.

Three races were held over a 3½ mile Gold Cup course, and the results are listed below:

— John N. MacPherson, 68 Glover Ave., N. Quincy, MA 02171

Final Results - SAVIN HILL YC REGATTA - Aug. 25, 1968

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
17463	Chuck Loomis	Cottage Park	2	1	3	5	3/4	1
15999	Russ Cook	Winchester	6	2	1	8	3/4	2
17462	John Kelly	Cottage Park	3	3	5	11		3
15703	Bud Freel	Town River	4	6	4	14		4
15006	Ronald Morley	Town River	5	7	2	14		5
13010	Joe Zambella	Cottage Park	1	5	10	15	3/4	6
9872	Bob Ford	Cottage Park	7	4	9	20		7
12559	Ed Frederick	Port Norfolk	8	10	6	24		8
14692	Randy Wood, Jr.	Cottage Park	9	8	8	25		9
16567	Ken Wells	Savin Hill	10	9	7	26		10
9436		Cottage Park	dns	dns	dnf	27		11

Portugese Snipers Race at Setubal

Last August, and during the SETUBAL FAIR, the Club Naval of Setubal, a small town about 40 kms. south of Lisbon, held a 3 race championship series called "V TROPHY SANTIAGO." One race was held Saturday afternoon and the other 2 Sunday the 4th.

During all races winds were from light to strong. 29 Snipers at the starting line represented the best skippers of this part of Portugal. But 11 boats did not finish the last race due to the wind conditions. Below are the first 9 finishes:

Final Results - SETUBAL FAIR Regatta, Portugal, Aug. 3-4

SKIPPER	- CREW	Races	1	2	3	Pts.	Fin.
Helder Oliveira	-Dulio Severo	1	1	1	0	1	1
Augusto Correia	-Luis Gouveia	4	3	3	19.4	2	2
Zeferino Pereira	-M.Rodrigues	10	2	2	22	3	3
Antonio Oliveira	-Gomes da Costa	8	6	7	38.7	4	4
Gilberto Sousa	-Jose Alfaia	13	5	5	39	5	5
E.Santos	-J.Mariano	6	10	10	43.7	6	6
Rolando Oliveira	-P.Mendonca	2	4	dnf	46	7	7
M.Vidal	-A Guimaraes	11	13	6	46.7	8	8
Jaime Sacadura	-Mario Palma	14	8	8	48	9	9

Portugal is host for the 1969 Snipe World Championship Regatta.

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Dear Snipe Sailor,

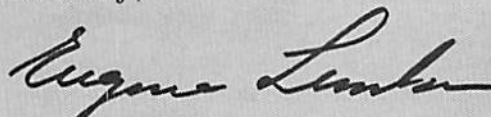
This has been a very busy year for us with the completion of the Western Hemisphere boats, expansion to our new and modern facilities, incorporation of our super stiff and light weight hull sandwich construction which also made it possible to produce for the first time a very light glass deck, plus many, many other refinements too numerous to mention.

As we look back, our efforts have been quite rewarding to us and to those who have purchased our snipes. The all glass snipe won the Indiana Open Championship this year against 93 boats, the largest assembly of snipe competition in the world. Our snipes also took 2, 3, 4, & 6th. Outside of sheer number of competitors what is significant is that this represented the type of lake sailing conditions in which better than 90% of snipes are raced. Noteworthy is the fact that boats that finished 1, 2, & 4th used the new EX mast which we developed with the cooperation of Proctor Ltd. The unintended implication that our snipes show superior performance only under lake sailing conditions is contradicted by a number of outstanding race results in open water. On Lake Michigan, for instance, which is about as open as you can get--in the Chicago 1968 Indian Summer Regatta our boats finished 1 & 2 overall. First place took all three firsts, and in both cases, by sailors that come from small lakes! There is strong evidence elsewhere that our snipes will perform at least as well in open water as snipes that have been compromised in design to give outstanding open water performance at some sacrifice in smooth water speed. Other wins of regattas with large participation include the Northeastern International Championship--1st; Cowan Lake Riff-Raff Regatta--1st (with a 1, 1, 2); Slauson Memorial Regatta, Peoria, Ill. --1st (with a 1, 1, 1); Diamond Lake Regatta, Michigan--1st; and others.

For 1969 we are going to continue our all glass snipe and we will still make the wood deck version for those who prefer it for appearance reasons. The wood deck will feature the same shape as the glass deck that was so well received by competitors at the Western Hemisphere Championship for ease of hicking. Changes will be limited to those that improve appearance and minor refinements. The big news in '69 will be a substantially improved level of quality. Each boat will receive a thorough going over before it is approved for delivery.

If you are contemplating a new boat for next year drop us a line and let us tell you why we feel we have the best and fastest all around snipe available today.

Sincerely,



Eugene Lemke

Hoosiers Happy after "Oxford Incident"



WINNING SKIPPERS AND CREWS display their trophies, John Call holding the largest.

— Photo by Bruce Peters.

John Call wins Ohio Open Championship as Indianapolis sweeps first four places.

Snipe Fleet 515 was host for the 1968 Ohio Open Championship September 21 and 22 at Acton Lake, Hueston Woods State Park, near Oxford, Ohio. Led by John Call, Indianapolis skippers swept the first 4 places and also captured 8th.

Second was Jimmy Richter, former 5-time winner, who recently took the same position in the Southern Championship. Third and fourth place finishes were scored by Berkeley Duck and Tom Townsend, respectively. Tom also received the Junior trophy which was a contribution of District III Governor Stu Griffing.

The Indianapolis skipper in 8th position was Bud Hook, former International Commodore and U. S. National Secretary. The best anyone else could do in the large field, that included 61 Snipes from as far away as Canada and Wisconsin, were the 5th, 6th and 7th place finishers Mark Schoenberger, Bob Rowland, and Rex Ely, all from the Cowan Lake.

1. Turnout - 61 boats from 14 fleets representing 5 states and Canada. Forty-eight were visitors.

2. Favors - unique medallions with a Snipe silhouette commemorating the "Oxford Incident."

3. Trophies - Silver Revere bowl for first and pewter mugs for 2nd through 5th. The first five crews received bronze medallions. Sixth through 20th received bronze medallions mounted on walnut plaques.

4. Competition - Outstanding and included such excellent skippers as Howie Richards, Canadian champion, Jim Menzies and Bob Bigham from Cowan, and, of course, the always top sailors from ISC.

5. Junior participants - Youngest participants were Robbie Hill and Lee Griffith on Snipe 4340. They are eleven years old and finished 47th out of 61.

6. Winds were 5-10 kts. in the first race, dropping to 3 kts. or less in the second race on Saturday. The 3rd race on Sunday was delayed for 30 minutes until zephyrs appeared.

7. Top skippers were able to move in the light winds as well as the heavier breezes. The boats were divided into

4 fleets which raced a round robin series.

8. John Call and Berkeley Duck were tied with a 1st and a 3rd after the first two races, although John had the edge by virtue of winning the race in which they both competed. Jim Richter, former Open Champion, was tied with Tom Townsend with a 1st and a 4th. The ties were resolved with 1st's by Call and Richter on Sunday.

9. The banquet was held in the Wyandott Room of beautiful Hueston Woods Lodge. Visitors were extremely pleased with their rooms at the Lodge, the cabin and camping facilities.

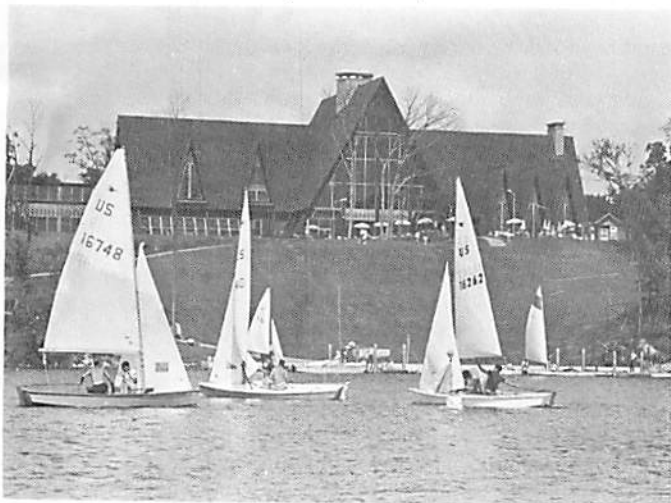
10. The Ohio Open Championship will be held at Chippewa in 1969. Fleet #515 hopes to host an "Oxford Incident" next year. More information on this later.

—E. L. Griffith, FC.

Final Results - OHIO STATE CHAMPIONSHIP (Top 26 of 61)

Boat	Skipper	Club	Races	1	2	3	Pts.	Fin.
17422	John Call	Indianapolis	1	3	1	5.7	1	
13008	Jim Richter	Indianapolis	4	1	1	8	2	
17671	Berkeley Duck	Indianapolis	3	1	2	8.7	3	
16856	Tom Townsend	Indianapolis	1	4	5	18	4	
16734	Mark Schoenberger	Cowan	3	4	3	19.4	5	
17910	Bob Rowland	Cowan	5	2	4	21	6	
14144	Rex Ely	Cowan	6	12	4	37.7	7	
17109	Bud Hook	Indianapolis	2	10	13	38	8	
11908	Chas. Wright	Hueston S.A.	6	6	12	41.4	9	
17465	Geoffrey Andron	Bernham Park	2	dnf	2	42	10	
10175	John Eilers	Cowan	4	11	11	42	11	
17556	Don Hite	Lake Angelus	5	16	5	42	12	
15040	Jim Menzies	Cowan	13	8	6	45	13	
13440	Stu Griffing	Cowan	dnf	2	3	45.7	14	
17046	Jerry Callahan	Hueston S.A.	8	3	20	45.7	15	
18104	Tom Rolfs	Hueston S.A.	12	10	7	47	16	
12900	Larry Wheeler	P.L.Y.C.	15	7	8	48	17	
18120	Bob Hill	Hueston S.A.	7	5	20	49	18	
16262	Chuck Ellery	Crescent	14	9	8	49	19	
17560	Ralph Townsend	Indianapolis	17	6	9	49.7	20	
12452	John Stanley	Hueston S.A.	11	15	7	51	21	
11899	Dick Glen	Chippewa	8	12	15	53	22	
16711	Bob Blomquist	Cowan	9	13	14	54	23	
13629	Ed Geiser	Hueston S.A.	15	9	16	58	24	
12575	John Cory	P.L.Y.C.	10	13	19	59	25	
13303	Ken McGarr	Chippewa	14	19	10	61	26	

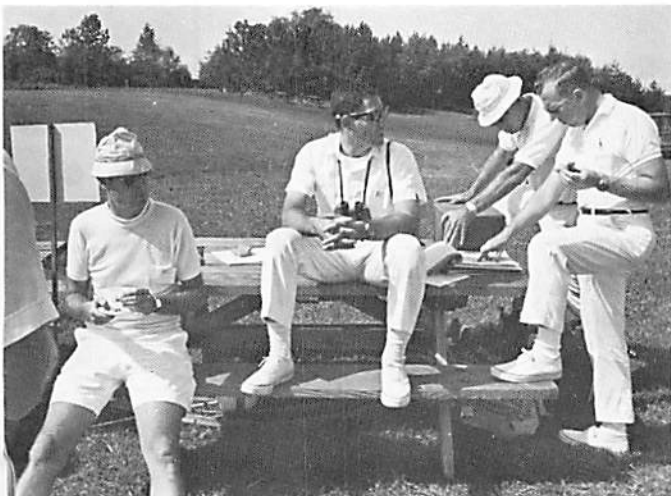
Ohio Championship Pictures



Emile Werk (16748), Chuck Ellery (16262), and Jim Menzies in 15040, round the windward mark which was placed in front of beautiful Hueston Woods Lodge. Ellery is holding the boom to avoid hitting the mark.



Jim Richter in 13008, John Cory in 12575, and John Call in 17422 are already running to the 2nd mark. Bob Bigham in 16400 is just getting ready to set the whisker pole. Despite his seemingly poor position, Call won this race with excellent boat handling on the final beat.



The Race Committee wore white because they wanted to be known as "good guys." And that they were — only had to resolve 2 protests! Good courses and splitting the 61 entrants into 4 fleets helped. — Pictures from Bruce Peters.

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Approves of BULLETIN Articles

By W. P. McMillen, WCA.

I read the editorial "As Others See It" and the Sandy Douglass article, "To Gadget - or Not To Gadget", as published in the Sept. issue of your BULLETIN, with great interest, and with by no means a small amount of admiration. SCIRA is to be commended strongly on an alert membership.

Since end of WW II, the boom in sailcraft construction has produced a refinement in both hull and hardware design. No two of these new crafts are alike - yet each has the potential to become a one-design class if enough are sold. Beyond doubt this is the hope of designers everywhere, and advertising is bent toward this purpose.

The effect on the public, however, is one of confusion; particularly to those new to the one-design principle. New type boats, if not immediately successful, are refined further by promoters by addition of new or improved hardware, or by addition of inner hull changes; perhaps even a new sail plan. Those who have bought the original soon wish they had either waited before purchase - or had bought an established class instead. But this is the way of selling practice, today and yesterday as well. Until a boat is a one-design, backed by a number of all-but-militant owners, manufacturers will continue to make changes until that precise note of a successful selling chord is discovered.

The Snipe Class, to the everlasting credit of its officers and owners everywhere, stands as an example to all other one-design organizations. Each one-design class worthy of the name recognizes SCIRA as a successful Association, which through trial of time, has repeatedly defended its basic purpose as a class; to insist that races be won by skipper-skill, rather than due to a change of design or addition of gadgetry. Regardless of pro-builders claims, it should not be the boat which wins races - but it's crew instead. "All Things Equal" might be termed the keynote of one-design success, relative to hull, sails, AND gadgetry... but one-design a crew, never.

I'm sending my lone copy of Sept. BULLETIN to all Windmill Class Officers on a round-robin basis, and because I do

believe SCIRA has made a point, not merely worth repeating, but worth shouting. In truth, the points made in this issue of the BULLETIN are not new to us... but a one-design class tends to forget all too often the one principle on which its success is based. So thank heaven for your Sept. issue; once more you've voiced an example no one-design class can afford to ignore.

The Fiberglass Mast

Bill Tritt of Santa Barbara is a pioneer in fiberglass, and has always had the determination to finally design a fiberglass mast which will have all the characteristics sailors are looking for. So successful is the new mast he has developed that Mr. Tritt has a patent pending on the unique forming method.

Of the more sophisticated small boat masts, work is being done on the Finn and Snipe Classes to start with. Other classes will follow. Some of the advantages of this method of making masts from fiberglass are: (1) fiberglass is 1/4 lighter than aluminum; (2) the mast does not increase in weight as do wooden masts due to the absorption of moisture; (3) the mast can, if needed, be foam filled; (4) fiberglass has an excellent memory response in flexing; (5) a pre-determined flex can be built into the mast. Stiffness is one area, and flex in another, can be determined by the number of laminates which can be varied along the length of the mast; and (6) any shape or configuration can be made. Another innovation is the flexible boom. This has worked well with aluminum and wood, but fiberglass promises even greater adaptability.

The spars will be built by Accurate Systems of Costa Mesa. Sales will be handled by T. P. Hanna & Company of 859 W. 18th Street, Costa Mesa, California.

It is evidently only a matter of time until the fiberglass industry enters the lucrative field of mast production, as already done with other boat equipment. But Snipers must bear in mind that, until the material and specifications have been approved by the Board of Governors, no fiberglass mast will be legal or allowed on Snipe except for testing and experimentation.

Look what Snipe Skippers using ELMS SAILS Won in the 1968 Winter Championships Around the World!



- 1, 3, 4 — Miami Don Q Regatta
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- 1 — Bicardi Cup, Nassau
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- 1, 2 — St. Thomas Midwinters, Virgin Islands
- 1, 2 — Cruzan Gold Cup, Virgin Islands
- 1 — Atlanta Open

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Merry Christmas and a Happy New Year!



WELL, WHAT DO YOU KNOW! Snipes are really sailed by old men (as has been critically emphasized in the recent past), but who would expect to see old Santa Claus and his brother in one?

Per and Mats Gothlin of Stockholm, Sweden, went out just before Christmas. It was 14 degrees F and the water was just go-

ing to freeze. Besides, it was rather cold. The main problem was the slippery deck when the water froze into ice. Now the coast is completely choked with ice and the ice-bears have invaded the streets (so they say!). "So there isn't going to be any Sniping for a long time now." — Picture by Stig Gustavsson, Foto Racing.

SNIPES WINTER RACING CIRCUIT

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2. SCIRA DON Q RUM KEG SERIES

Mar. 8-9. 5 races if conditions permit
Coconut Grove SC, Miami, Florida - Biscayne Bay

3. SCIRA MID-WINTER SNIPES CHAMPIONSHIPS

Mar. 11 - 14. 6 races with 1 throw-out.
Clearwater YC, Clearwater, FL - Gulf of Mexico

The Caribbean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Clearwater.

The first 10 skippers to register for the Nassau Series will get free round-trip transportation for their boats.

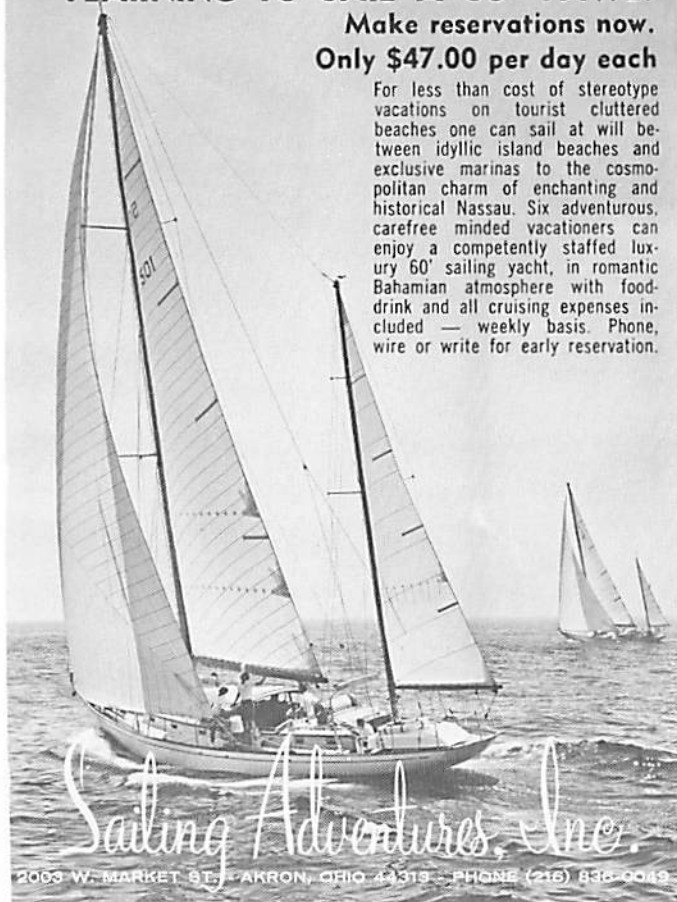
FOR FURTHER INFORMATION, CONTACT:

1. Peter Christie, P. O. Box 1628, Nassau, Bahamas
2. Charles A. Fowler, 3305 NW 5th Ave., Miami, FL 33127
3. Regatta Chairman, Clearwater YC, Clearwater Beach, FL.

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Richards Canadian Champ Again



AWARD OF THE LECKIE TROPHY - (l. to r.) Ben Poulsen, National Secretary and series runner-up, presents the championship trophy to Peter Baillie (crew) and Howie Richards, 4-time holder of the title.

The 1968 Canadian Snipe Championship for the John Leckie Trophy was hosted by the Shediac Bay Yacht Club of Shediac, New Brunswick, during the National Snipe Week from August 11th to 16th.

Approximately 4 miles in diameter, Shediac Bay is normally an ideal body of water for Snipe racing. This year, however, high winds of 35 to 45 mph prevailed, forcing many postponements and resulting in having to hold the series over an extra two days in order to complete the five scheduled races. A fine job was done by Race Committee Bill Martin and Tom Taylor who finally got off five well-run races under such adverse weather conditions. Co-Chairmen Don and John Storey, members of the local Snipe fleet, also did a fine job of organizing the shore activities, which, among other things, included a lobster feast, for which Shediac is famous.

Sailors of Snipe Fleet 321, Oakville, Ontario, dominated the series by taking the first three places. Five races are sailed for the Leckie Trophy with the skippers scoring their best four races. Howie Richards with crew Peter Baillie racked up a first and 2 seconds to give Richards his fourth Canadian National Championship title, having previously won it in the years 1963, 1964, and 1965. Ben Poulsen with crew Idwal Crook took the runner-up position with 2 firsts and 2 thirds, while Doug Keary with crew Craig Neal was in third spot with a second, 2 thirds, and a fourth.

Skippers Richards and Poulsen will represent Canada in the upcoming Western Hemisphere Championship Races in Florida during October.

1968 CANADIAN NATIONAL CHAMPIONSHIP - (Top 10)

SKIPPER	CLUB	Races	1	2	3	4	Pts.	Fin.
Howie Richards	Oakville		1	1	2	2	6	1
Ben Poulsen	Oakville		1	1	3	3	11.4	2
Douglas Keary	Oakville		2	3	3	4	22.4	3
Bob Pollock	Hamilton		1	3	4	5	23.7	4
John Storey	Shediac		2	4	5	8	35	5
Ted Hains	Oakville		4	4	6	6	39.4	6
Greg Jeans	Rockingham		2	5	7	9	41	7
Bill Evans	Barrie		6	6	7	12	54.4	8
Harry Henderson	Sydney		7	9	10	11	61	9
Jack Ryan	Rockingham		8	9	10	10	61	10

NO DEFINITE DATES YET FOR 2 IMPORTANT REGATTAS.

Many have requested the actual dates for the 1969 World Championship Regatta scheduled to be held in Luanda, Angola, Portuguese West Africa. The last word was that they would be held either in late October or early November. As soon as anything definite is received, notice will be published in the BULLETIN. Likewise, with the U.S. National Championships.

Lake Lotawana Regatta



END OF THIRD RACE at the Missouri Yacht Club. 16025 certainly looks familiar! —Photo by Clarence Gunn.

Winds clocked as high as 25 knots made for exciting racing at Lake Lotawana for the 22nd annual regatta of Fleet 49 on September 7 and 8. Early Saturday at the Missouri Yacht Club, 46 skippers representing eleven fleets registered for the three race series. This year there were two fleets, the Missouri Yacht Club Snipe Championship fleet and the Lake Lotawana Snipe Series fleet, a voluntary division based on the racing experience of the skipper.

Saturday's races saw many Snipes capsizing (several swamping) and eleven skippers didn't make it to the finish lines. The Sunday race was delayed an hour because of a forecasted thunderstorm, which passed to the north, but provided strong gusty winds for the start of the race and a calm sea for the last two legs.

At the trophy luncheon, following the Sunday race, trophies were awarded to the top three places in both fleets: The MYC Championship fleet: Ted Wells (Wichita) with Cathy Long crewing, first; Jim Hoyt (Lake Quivera) with Laura Kennedy as crew, second; Eddie Williams (Lake Lotawana) with Corby Calvin as crew, third. Lake Lotawana Snipers took home the trophies in the Lotawana Snipe Series Fleet: Doug Day, with Cathy Ruppert crewing, first; Bob Hund, with Bob LaScala as crew, second; and Garry Calvin, with Susie Sturgis crewing, third.

The Curran Memorial Trophy, awarded to the top Lotawana skipper, was won by Eddie Williams. The Anchor Man Trophy was awarded to Roger and Michel Moorman from Fleet 49. The "I Would Have Won, But—" Trophy (a mounted broken tiller) was presented to Lou and Sonja Joline, whose Snipe and trailer was burned to ashes in an unexplained fire shortly before the regatta (Who says fiberglass boats won't burn?).

— Mrs. Robert F. Hunt

Many clubs have "fun" trophies which they present just as regularly as the more serious prizes. They not only afford a little horseplay along with some laughs, but it is surprising the interest displayed and maintained by their use.

PLYC 110 at Akron has a Dunker's Trophy, consisting of a large tin funnel with handles soldered on along with other metal embellishments, capped by a rubber bulb, and with proper decorative ribbons. This is solemnly given to the last person to fall in the water no matter how, when, or where - off a boat or off a dock. He keeps it until the next accident, then, with fitting ceremony, the holder passes it on to the new unfortunate. Funny how embarrassed some people get when they receive it - especially the Brass, or the girls!

Also, a Temperance Cup, donated several years ago by an enthusiastic beer guzzler, is awarded at the annual banquet to the member who distinguished himself during the season. Sometimes he explains how he qualified and won it - how he did it!

The "I Would Have Won, BUT—" Trophy is another good idea. They really enjoy it at Lotawana, and Dottie Newcomb tells how it was awarded two years ago in 1967:

The "I Would Have Won, But --" Trophy is presented to the skipper who had the most difficulty (with equipment or otherwise) during the regatta, and this year's indisputable recipient was past SCIRA Commodore, Eddie Williams, of Lake Lotawana. Williams and his crew, Corby Calvin, had finished the first race and were relaxing between races when a sudden gust of wind caught them offguard, and the boat suddenly capsized. They got a quick tow to shore, and the boat was hand-bailed until it surfaced enough to be towed so that the selfbailer could be used. With sails down and Williams standing at the stern, Snipe 16840 set a speed record for towed sailboats until most, if not all, of the water had drained. Williams was now ready to raise his sails to start the second race. The only problem was that he couldn't find the crank to raise the mainsail! It had, apparently, gone overboard when the boat capsized. Another motorboat went charging off to borrow a crank, but, by the time it returned, the starting gun for Williams' fleet had already been fired. With a "never say die" attitude, however, he finished raising the sails and headed for the starting line. By this time, the second fleet was preparing to make its start, and, when Williams went zooming over the starting line four and a half minutes late, it appeared that he had crossed thirty seconds early. This caused great consternation among the judges who yelled, "16840, you're over. 16840, you're over". "But I'm with those guys up there" yelled back a greatly embarrassed Williams, pointing toward his fleet four and a half minutes down the lake.

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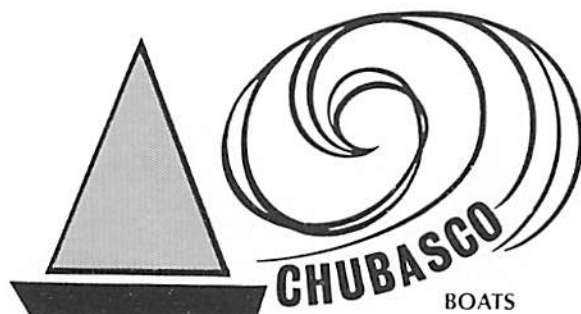
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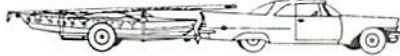
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Wells Wanderings



by Ted Wells

December 1968

FLOWER POWER (Western Hemisphere Version)

I've heard of spreading flowers on streets to welcome visitors, but providing a race course, anchorage and launching area covered with hyacinths is something new. San Diego and its kelp, Chautauqua and its weeds and little green things, and the occasional water lilies encountered in Texas are no longer with it--you haven't really had it until you try to sail through a patch of water hyacinths. We were assured it had never happened before and would not happen during the Nationals next year.

Old Joe's nephew, Joe Blfstk handled the preliminaries by bringing Hurricane Gladys within a few miles of Jacksonville the night before things started, at the same time as a cold front arrived that we had raced all the way from Wichita. Thereafter, Old Joe himself took over and did his customary thorough job.

FEARLESS FORECAST - 1969 Nationals

With the 1968 Western Hemisphere to stimulate interest, I predict the largest Nationals ever at Jacksonville. I also predict that the outcome will be completely unpredictable, except that lake sailors will have a better chance because of the probability of light shifty winds and the absence of heavy chop and large waves--although there is enough cur-

rent to be a factor at times.

The body of water on which the regatta will be sailed is a wide place in the St. Johns River--about two miles wide and three miles long. The Florida Yacht Club (a beautiful place) is about equally distant from two possible Olympic courses; and with the large number of contestants likely to be there, it might be a good idea to sail the Crosby series on two courses. Three large fleets sailing on one course in shifty winds present large size problems for the Race Committee.

The Western Hemisphere regatta was one of the best organized that I have ever seen, especially from the standpoint of stake boats, patrol boats, and radio communication with shore and all the boats. They should be able to come up with enough people, boats and miscellaneous equipment to fully implement two courses for the whole regatta. There would be complications sailing the Crosby series on two courses but the fact that both courses are in the Yacht Clubs front yard helps (the courses are even closer than at Fort Gibson).

CREW RECORD

Someone asked me recently who was crewing for me this year, and I couldn't give him a simple, quick answer. My regular crew last year and the year before had gone to college, gotten a summer job, and was sailing with his father as co-owner. (This happens every few years.) I'm not exactly sure, but the total--local and at regattas--is nineteen (I think.)

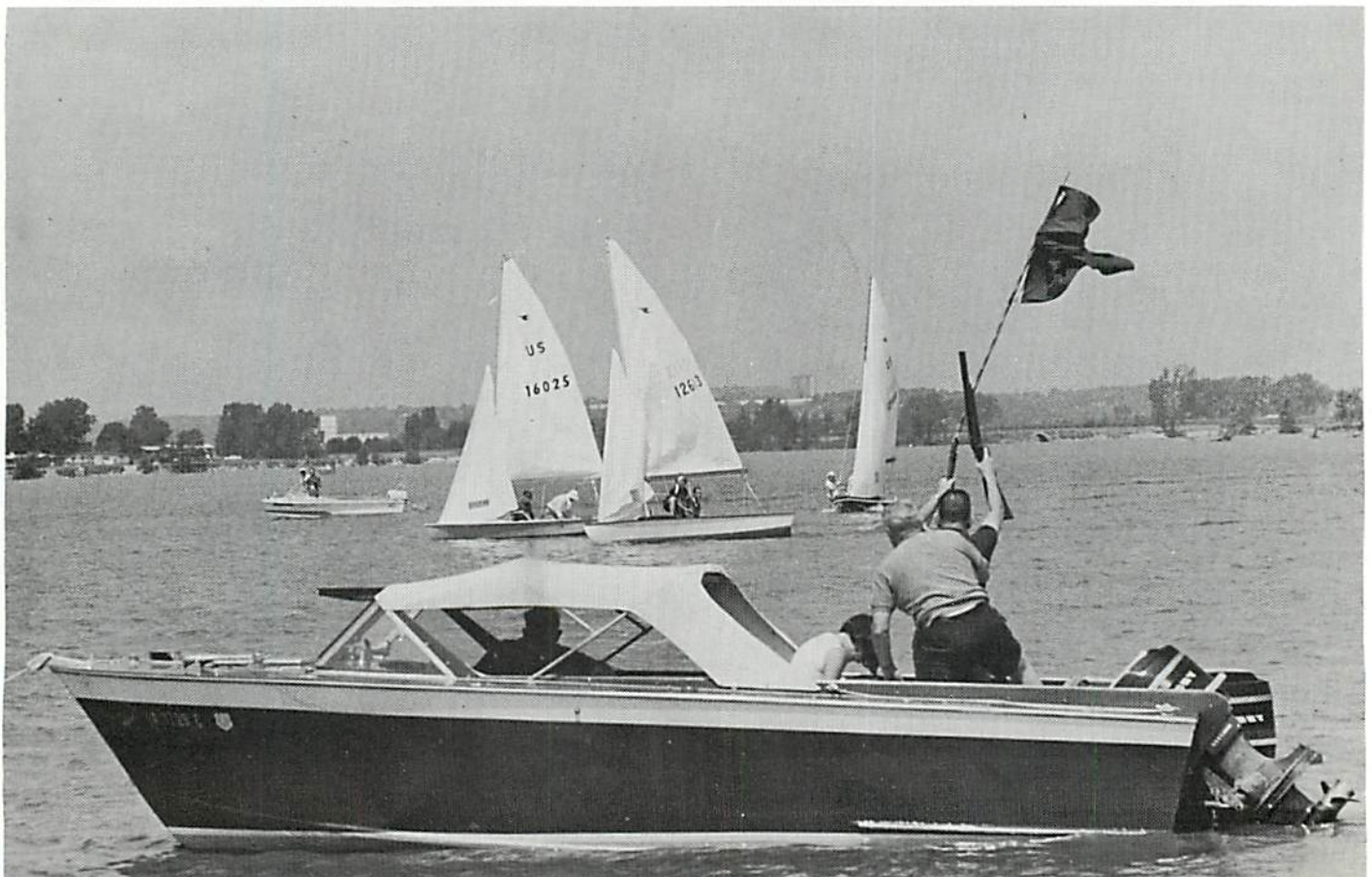
A CLOSE ONE!

Here is a real photo finish!

16025 has almost completed tacking from starboard to port

12613 (Bob Harding) is starting to tack from port to starboard.

Both are in position to shoot over the line. The mark on the other end of the line is obscured by the other power boat. Richard Janda took the picture.



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Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? **RESULTS WILL BE GOOD!** These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

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NOTICE TO DAY SAILORS! We have a few new and used masts, structurally sound, but not perfect. Will sell at 50% off. Deck-stepped spruce masts \$100.00 each. 2" deflection; average weight 15½ lbs.; Holt-Allen shive cages; adjustable stay tangs. Post Woodworking Shop, 2020 E. 1st St., Tempe, Arizona 82251.

FOR SALE: SNIPE TIE-TACS. Exact replica of a Snipe 13/16th" high showing every detail. It is made of polished sterling silver and has a stickpin clutch fastener. An excellent quality product of a nationally known jeweler. Can also be worn as a scatter pin for the ladies. **ONLY \$5.00 each.** Jim Richter, 801 Shortridge Rd., Indianapolis, IN 46219.

FOR SALE: VARALYAY SNIPE 8677. Minimum weight. Bilge Rat self-bailer. 80 lb. bronze and 40 lb. aluminum boards. Fully equipped with Duffy, Richards, and Race-Lite fittings. Standard and full sails by Morgan. Many other extras. Excellent racing record - \$800.00. Gator large wheeled trailer \$150.00 extra. Robert E. Longnecker, 228 Fountain Dr., New Haven, CT 06515. Tel: 203-389-5233

FOR SALE: SCHOCK FIBERGLASS SNIPE 15669. Boat, and trailer new Spring of 1965. 2 suits of Norths and one Morgan jib. Full traveling cover; stainless steel board; extras. \$1200.00. Tom Steward, 2133 Stockton St., San Francisco, CA 94133. Tel: (415) 986-1041

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MADE ESPECIALLY FOR SNIPE! A high quality screw button for yachting caps with a crossed anchor emblem. A red Snipe on a dark blue pennant with white enamel background - all outlined in gold. Can be worn in coat lapel, too. Obtainable only from SCIRA, 655 Weber Ave., Akron, O. 44303 at \$1.00 each. Fill that empty space on your cap with the proper Snipe Class insignia!

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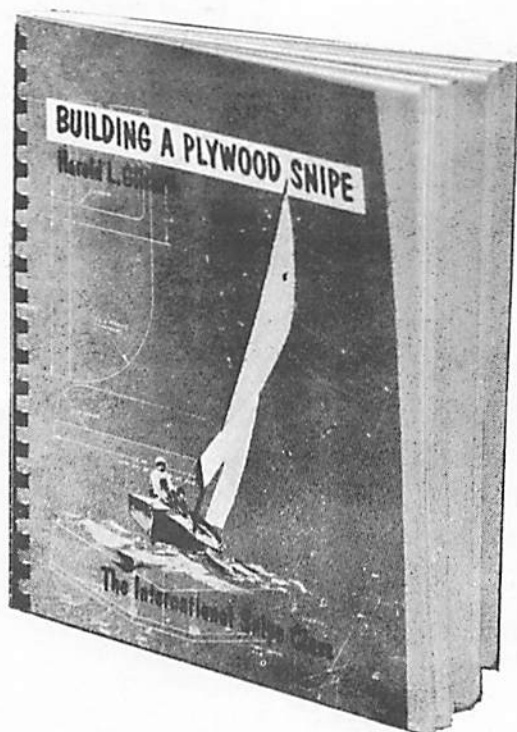
Written and edited by Harold L. Gilreath, 1956 SCIRA Commodore, Champion Sniper, and Lockheed Co. engineer, it is one of the finest DO-IT-YOURSELF construction books ever offered by any one-design class.

Consisting of 99 pages size 8 1/2 x 11, it contains 98 pictures, 47 plates of diagrams and sketches, and plans along with a text giving complete instructions for building a champion hull and finished Snipe with all outfitting and rigging details. Mr. Gilreath constructed Snipe #12345 as he wrote the book, so nothing is overlooked.

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