

Snipe **BULLETIN**

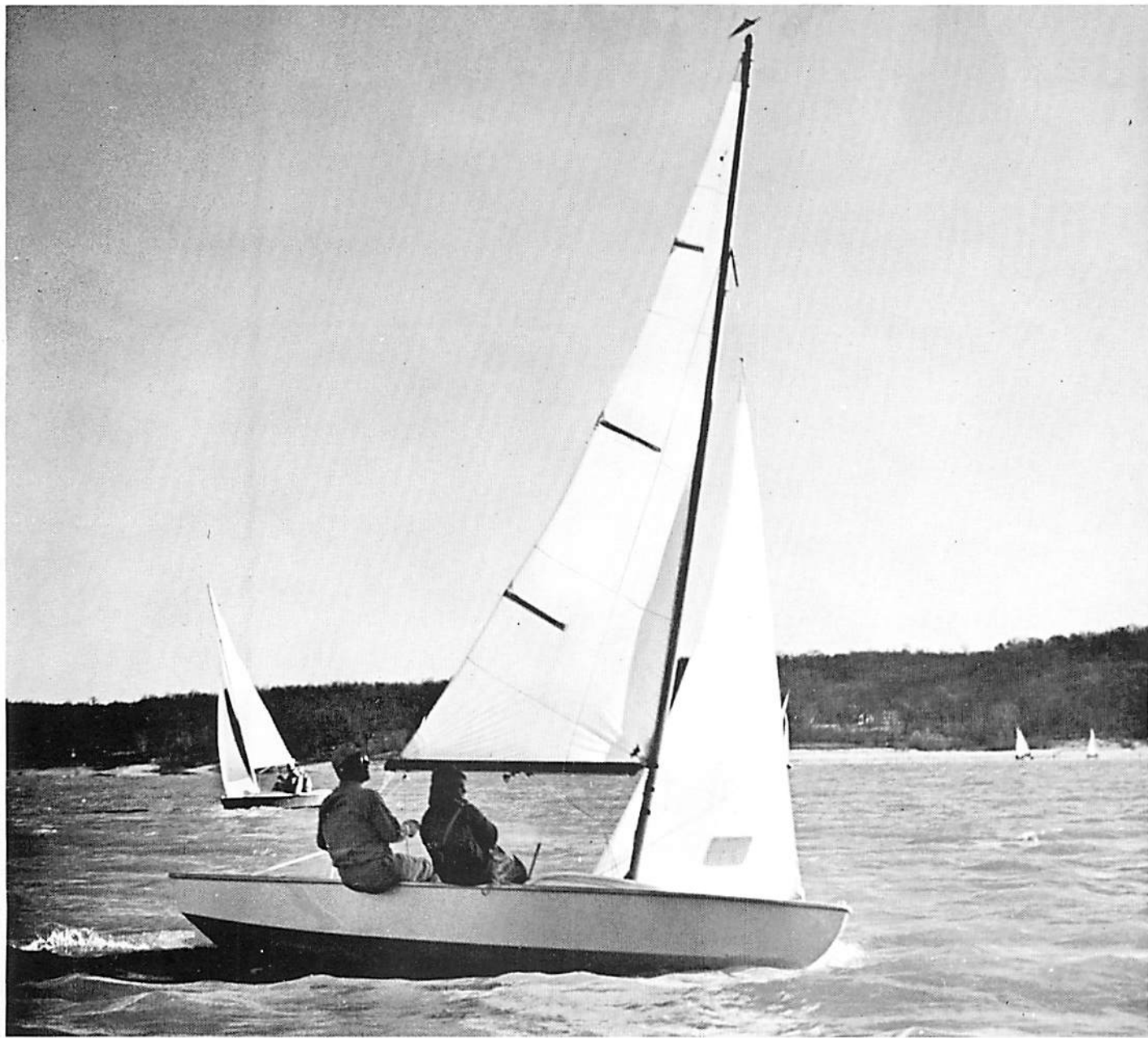


FEBRUARY 1967

Vol. XVI No. 9



LOFLAND... THE WINNER'S CHOICE...



SNIPE



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Voice Of The People

AN INTERESTING STATEMENT FROM IAN PROCTOR

"As always, I was interested in reading 'Wells Wanderings' in the Snipe BULLETIN of December 1966. In his investigation into the relative performances of wooden and fiberglass Snipes, he reluctantly concedes that hull speed can be affected by juggling the small tolerances on the Snipe hull.

I am always grateful to see the name of my firm mentioned in connection with masts for Snipes, but I also spend a great deal of my time designing centreboard sailing boats and light displacement keel boats, and in recent years have several times produced designs for the conversion of classes of boat formally built in wood into fiberglass construction.

In these cases, the Class Associations have always been insistent that there should be no demonstrable difference in performance between the wooden and fiberglass versions. The opinion has been that it would be equally unfortunate for the fiberglass boat to be faster than the wooden version, or slower.

Therefore, I have done a good deal of my own investigations on these problems and have found that, even where hull shapes are precisely similar, there can be quite a different performance under certain conditions.

These performance differences are, in my opinion, invariably due to the relative disposition of weight throughout the hulls, weight in the ends of the boat always detracting from performance when the water is anything other than quite smooth.

In certain cases, I have found it difficult to avoid a relatively greater weight in the decking of fiberglass boats, and, of course, this too detracts from performance.

Unfortunately, I have not at hand the current rules of the Snipe Class, and maybe this point on the distribution of weight is covered under the rules. If it is not, then perhaps it might be advisable to consider such legislation.

Wishing the Snipe Class continued success during 1967 and the future."

— Ian Proctor
London, England.

Minimum thickness and weight of all materials used in building the sides, bottom, and keel of wood, plywood, and fiberglass hulls are definitely specified in the rules; in all cases, uniform thickness is required throughout the sides and bottom of the hull; the thickness of the (fiberglass) hull must be uniform except where reinforced locally at certain definite locations. The intention is definitely to have even weight distribution throughout the hull, and that all hulls must be exactly the same in every respect. Perhaps recent conclusions indicate that a close study of the problem with a view of detailed clarification of the existing rules covering the subject would be timely.

SNIPES ON THE MOVE IN COLOMBIA

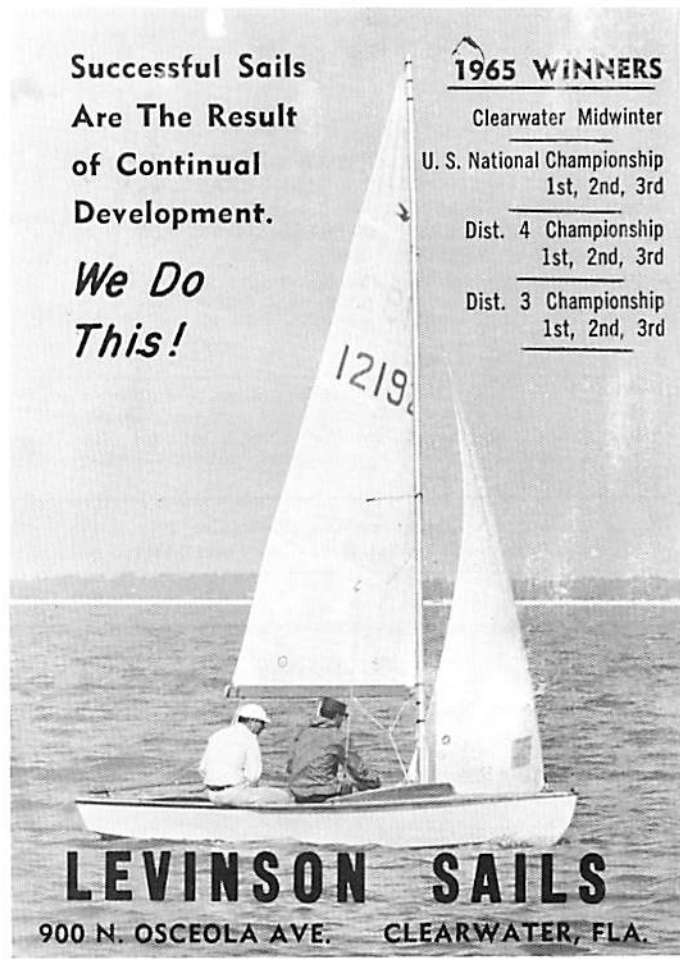
"I am trying very hard to have more Snipes in our new Fleet 624, and I think that in this year I will be able to get at least 4 more boats. In Bogota, I found a group of 6 or 8 young people who are thinking of developing the Snipe Class there. They sail as crews on a larger class boat, but they want to have a more easily available and economical boat for themselves. They sail in a water reservoir near Bogota, Lake Muna. I have talked with a Snipe builder here in Barranquilla and got a very good deal on 5 boats. Building them here is more convenient for them and also for me, for I will measure them here before delivery. In Bogota, there is a Sniper (Senor Gabriel Anzola) who will act as my delegate. I expect to go there and teach them a little about the boat and how to sail it. Perhaps the SCIRA film might be available sometime?"

Since the World Championship is in the Carribean this year, we are going to work hard to try to get a team there from Colombia. Also, you may be aware that it is quite possible that the 1967 Pan-American Games will take place in Colombia. So you can see we have much incentive to develop the Class right away!"

— Daniel Moreno Grob
National Secretary for Colombia

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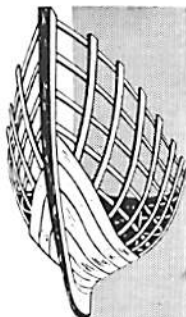
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The Cover

A familiar situation arises as these boats all approach a windward mark on starboard tack, but not on parallel courses. As 14656 (with buoy room) prepares to round, 14667 and 11769 realize they must give way to the boats directly ahead of them. 14667 "puts on his brakes" by luffing his sails and prepares to slip into the first legal opening he can find. 11769 starts to take a safer, but longer, way be veering off a little to port so he can follow the others around without danger of collision or losing way. Split timing decisions like these make racing an exciting sport. — A California Picture by Vern Warfield

— THE SCORE —

Numbered SNIPES — 16682

Chartered Fleets — 630

65 numbers were issued in the last 2 months, and that brings our total for the new year starting October 1st to 99 new Snipes — 7 less than last year for the same period and 12 under 2 years ago. Looks like the downward trend started last year is still continuing, but considering the impact of the present unrest throughout the world, one should not be too surprised.

Again, as in the last report, all the numbers went to countries in the Western Hemisphere — Venezuela tops the list with 10 (a fine start on Snipe development there); Paraguay took 8 (ditto on above remark); 2 each for Canada and Bahamas; 1 for Virgin Island; and the other 42 to the United States. It is going to be quite interesting to watch the score this year — that is, if you think figures mean anything!

District IV hit the jackpot as the only winner when Charter 630 went to a new fleet in Florida. No particular surprise to them, as neighboring fleets had been working on this group at the Jacksonville Yacht Club for a long time. They start with 10 boats, mostly new; Harry M. Graves, P. O. Box 2300, Jacksonville, FL 32203, as the first Fleet Captain; and St. Johns River Fleet as their official designation. SCIRA expects to hear a lot more from them in the near future!

No New Rule Book in 1967

Once again your attention is called to the fact that there will be no new rule book printed this year. As announced last year, it will be published every two years; the one printed then is for the period 1966-67; the next one printed next year will be for 1968-69. When SCIRA dues are paid now, only new members will get a copy, so don't look for another copy if you got one last year. If yours has been lost or otherwise disappeared, the only way you can replace it is to send in \$2.00 for another one. We have to do this, as the book is expensive and the supply is limited, so it will help everyone if you hang on to your copy. Incidentally, copies were mailed either direct-ly or to the FC for everyone who paid dues last year.

"A BIT ON SAILS"

by
KENNETH E. WATTS
Sailmaker

As far as the actual care and handling of sails are concerned, we certainly are a lot better off than we were in the days of cotton sails. Very little work is required in maintaining synthetic sails; however, there are a few helpful hints that will make them look nicer, last longer, and set better.

Unlike cotton, synthetic fabric's worst enemy is sunshine. Sunshine will rot dacron and nylon, therefore, if your sails are left on the boom of your boat, it is important that you use a sail cover. The sail cover is not to keep out the water and moisture but primarily to keep out the sunshine. Water and moisture do not hurt synthetics, so don't worry a bit about storing them damp. Acrilan covers are the best; acrilan, being synthetic and having greater sunshine resistant abilities than dacron, will last longer and protect the sails better.

As far as keeping the sails clean, I would make sure that someone wipes down the rigging before sailing if the boat has not been used for a week or so, and at that time, check over the spreader tips, cotter keys, and wiring as well as all miscellaneous items that could catch on or tear a sail. All cotter keys or sharp surfaces should be taped over or eliminated and filed or sanded smooth to the touch.

Sails should not be allowed to set at the dock and luff. They need not be dried after using; its O. K. to bag them damp. It is a good idea, however, to rinse the salt out of them periodically as the hardened salt has a tendency to make the sails stiff.

Sails do not need to be folded, except possibly on smaller boats where it is easier to do and surface smoothness means a great deal. Be careful not to fold the sails on the window.

Many of the newer dacron sails are quite stiff. This is a combination of heat setting, padding (adding of silicones and resin to the cloth and baking it into the fibers), and strong calendaring. This makes the fabric quite firm at first, with very little stretch. In fact, the processing and finishing can be done to such an extent that the cloth becomes plasticized and can even break, just like a plastic spoon. A compromise is made between the stiff, breakable material with no stretch and between a bit softer (in comparison), but firm material which will last a season or two and accept folding without cracking. After a sail built of firm cloth is used a couple of seasons, it will become softer as the filler or resins break down with use. This allows the threads to move, which means stretch or distortion. This is why folding your small sails is advisable; the less wrinkles, the less overall breaking down of the cloth; the less breakdown, the less distortion of shape in a breeze. We have been processing our own cloth for about ten years, and now also will be weaving the cloth. With this control over the weaving of the cloth, we will be able to get a tighter weave, one which therefore reduces stretch, and porosity. The sail can be smoother and softer without this filler and will be more responsive in the light drifters. More important, a cloth will need less padding to reduce stretch so will not have this tendency to break down after continued use.

The battens should be removed from the mainsail when it is furled or folded because they will become warped and often the uncoated wood surface will mildew and then stain the sail. It would be a good idea to varnish your battens to make them smoother and keep the water from rotting them. Also, tape them lengthwise so that the battens (if they break), will easily come out of the pockets in one piece. Better yet, are the fiber-glass battens, almost indestructible, which sell for \$12.00 per set for Snipes, and \$6.95 for the new half-width size.

A good sailor constantly looks for spots of chafe and inspects his sails regularly to see that there are no worn spots in stitching or reinforcements. Sails can be cleaned by a sailmaker for about 12 cents per square foot. It is not advisable to have any sails cleaned until they are at least a year or two old. You may clean them yourself with soap and water. Any kind of detergent is fine - dacron is almost indestructible. Bleaches are

(Continued top of Page 6)

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("A BIT ON SAILS" from Page 5)

O. K. if not too strong, but be sure and rinse the sails thoroughly.

There is no required "breaking in" period for synthetic sails like there used to be for cotton ones. However, there is a period of adjustment when new sails take their proper shape as they are exposed to the wind. As the sails take their set, wrinkles will slowly disappear. Generally, it takes several hours of sailing in a fair breeze for the sails to work into shape and stabilize themselves, depending upon the cut and weight of the cloth.

Most genoas and jibs come with an adjustable luff in one form or another. You will notice that when you first hoist the sail, the cloth becomes taut while the wire is slack just inside the luff. By tightening the halyard more, you will draw the draft forward in the sails which tends to flatten the after portions and will loosen the leach a bit. In light airs or while reaching or running, it improves the shape of the sail to loosen the halyard a little; while in a breeze or heavier seas, the tighter halyard is better. Many have adjustable tacks which, when eased, allows the sail more apparent draft, which is actually more fullness near the middle of the sail. This is quite good for light airs and downwind.

The very full genoas seem to be in vogue again with the Snipes, especially so with the very flexible Proctor spars. * The fuller sail on these spars seems to be the ticket for heavier winds as well as light airs, mainly because the spar falls off to leeward so much up high and bows forward and to windward so much down low, that the slot is opened between the genoa and the main.

Determining the position of the fairlead for genoas and jibs is a lot easier than most people make one believe. The headsail should luff evenly from head to tack when sailing on the wind. If the sail breaks first on top, move the lead further forward, and if the sail breaks first near the tack, move the lead aft. Of course, this is just a starting point in determining the lead. If you're not moving well, it would probably pay to adjust it a bit and try it fore and aft. Better yet, check the leads of the guy who is winning all the races as he has something going for him. By copying him, you'll save yourself a lot of time at first, but then try to improve on him.

With the legalizing of the "Cunningham Hole" at the tack, came a whole new method of building Snipe mains and in trimming them. This is a real improvement! On the Snipe, there is no limit to the length of the luff on the main, as long as it is not carried outside the mast bands. Now most mains are at least 6" longer on the luff than previously. ** Now it is possible to have a maximum size sail in light airs and, as the wind increases, or as you change course to windward, the "Cunningham Hole" is used to put proper tension on the luff and move the draft further forward. The gooseneck is more or less in a fixed position now, the sole downhaul action is by use of the "Cunningham". As the breeze increases while on the wind and the main is sheeted harder, the mast takes quite a bend aft. This bending aft loosens the leach while the bending forward near the center removes the draft from the forward section of the sail. This gives the appearance of the draft moving aft. Further use of the "Cunningham Hole" moves still more draft forward and by sheeting harder, the mast bending again removes it, thus flattening the sail. This can go on for quite a while until there is no more room left to "Cunningham." If the spar is still brought to bend more, eventually deep creases will appear, running from the center of the mast aft to the clew. This means that the mast is bending too much to remove draft which isn't there, or far enough forward to be removed.

Naturally, the more roach the sailmaker puts on the luff of the sail, the more the mast is going to be allowed to bend.

With the Proctor E section, the harder the main is sheeted, the more the mast bends fore and aft. The more it bends fore and aft, the more it bends athwartships. This athwartship deflection may look funny, but it has opened up a whole new concept as far as Snipe sailors are concerned.

The more the top of the mast falls off to leeward (the lower portions are bending forward and to windward), the easier the boat is to hold flat. Everyone knows that as far as a breeze is

concerned, the flatter the boat, the faster it will go. This stability/speed thing is nothing new - the more ballast a boat has, the more sail she can carry and the steadier she will be, and the faster she will go. However, this aspect of the mast falling off as the main is sheeted is an even better approach than adding ballast. For whole running and reaching, the lighter the boat, the better. Who knows - we may soon see those flexible spars which fall off to leeward on 50 footers; another development by the Snipes!

The Snipe is still the same boat I started sailing in over 35 years ago, but how the boat, its equipment, and its sails have changed!! They are still just as modern and up-to-date as they were 35 years ago, and still setting the pace and showing others what makes boats go. The Snipes have always been and will continue to be the great testing ground. Its good to be back!

* Comment by Ted Wells: Proctor B and F spars are very stiff; a Proctor E spar is stiffer than most wood spars. All spars will bend laterally. The chief advantage of the metal spar is that its flexibility is predictable.

** Additional comments by Ted Wells: My experiences and observations at regattas during the past year indicate that it is not advantageous to add this much length to the luff, even though it may be in theory. In practice, it seems best to have the luff just long enough so that there are no wrinkles in the cloth when the luff is at its maximum length between bands and no tension on the Cunningham rig. The mainsail with which I have done best in light winds is actually about two inches short on the luff when set for light winds.

Italy Has Good Scira Record

Last year Italy celebrated the occasion of her 25th National Snipe Championship Regatta, which established another milestone in SCIRA history. With 42 active fleets, Italy ranks third in size (U. S. is 1st, and Spain 2nd with 43), and activity there is always at a high level. Outstanding has been the attention given to the youngsters, attested by the holding of the 14th National Junior Championship last summer. Most countries have just recently added this important event to their sanctioned national schedules. Italy has been a leader in this respect.

During the meeting of the Italian Fleet Captains in Genoa in November 1966, Rag. Enrico Rosso was re-elected National Secretary for another two years by unanimous vote.

Final Results - XXV ITALIAN CHAMPIONSHIP - (top 10 of 31)

Bellano, Lake of Como — July 11-16, 1966

BOAT- NAME	SKIPPER	CREW	Fin.
12124 Dodo III	G. Gorla	A. Dal Grande	1
11332 Hazel II	S. Morin	S. Michel	2
14876 Golden Hind	R. Bargoni	D. Lupidi	3
14877 Capriccio	M. Pavia	R. Lucca	4
9701 Portorose	M. Zucchi	G. P. Monza	5
9193 Punta Salvore	D. D' Isiot	R. Armaleo	6
15796 Bisticcio	L. Brambilla	R. Scaglia	7
10731 Rotarino	S. Agnissetta	M. Torrielli	8
15790 Barbanera IV	G. Brezich	S. Pugliese	9
15800 Sarchiapone	A. Sommariva	A. Gnocchi	10

Final Results - XIV ITALIAN JUNIOR CHAMPIONSHIP

Antignano, Leghorn — July 28-31, 1966 (top 10 of 18)

BOAT - NAME	SKIPPER	CREW	Fin.
11853 Topo Matto	M. Savelli	F. Morgantini	1
14876 Golden Hind	R. Bargoni	M. Barontini	2
12802 Donatella II	A. Solerio	V. Donato	3
12128 Barbarossa	G. Terdoslavich	G. Radin	4
12812 Aloutte	A. Buffoli	G. Lombardi	5
10348 Gambacorta	F. Favilla	A. Favilla	6
14155 El Diablo	F. Robles	C. Veronese	7
14859 Draculino	D. Lupidi	M. Provenzale	8
12800 Romicollo	F. Gavazzi	R. Rattistella	9
11589 L'M L'M	F. Sellari	S. Sellari	10

Hancock Wins Another One

JACKSON YC FIRST HOSPITALITY REGATTA A SUCCESS

1. **Turnout** - This was the Jackson Yacht Club's first annual Hospitality Regatta, open to 10 classes, plus cruising class. The Snipe Class had the largest fleet of 33 boats. About 750 dinners were served Saturday evening to skippers and crews of 186 boats of all classes. There were 24 visiting Snipe skippers and 9 local sailors.

2. **Location and Facilities** - The Jackson YC is located on the large Ross Barnett Reservoir, about 15 minutes drive from Jackson. The clubhouse was just completed this year, and dedicated at this regatta. The reservoir is one of the largest expanses of inland sailing water in the South; the clubhouse adequate and excellently located overlooking the race courses; the ramps, piers, and parking facilities excellent. All areas

3. **Favors and Trophies** - All visiting skippers were given attractive zipper-type plastic bags with name of regatta in large letters. Trophies were pewter pitchers for 1st place and pewter mugs for 2nd through 6th.

4. **Caliber of Skippers** - In addition to many well-known skippers in District IV, there were also several nationally known figures. Ted Wells was very much in attendance and seems to have overcome his previous problems of this year in making his boat move in light airs. Buzz Levinson crewed for Bill Hancock of Indianapolis. Skip Boston of Mt. Clemens, Michigan, and Dan Wesselhoft of Peoria, Illinois, were very much in competition; Harold Gilreath of Marietta, Ga., and Past SCIRA Commodore, sailed a borrowed boat, and everyone knew that Clif Hogg, 2-time Georgia State Champion, was on the lake.

5. **Winds** - Winds were very light for all 3 races, being from 2 mph with gusts up to 5 mph. All races were barely sailed within the time limit with the 2nd Saturday race ending after dark (for most of the fleet) and the 3rd race (Sunday) postponed 3 or 4 times waiting for the wind to come up. However,

as is usually the case, the top skippers always managed to master the light and shifty winds, as shown by the score.

6. Bill Hancock of Indianapolis did an excellent job in taking first place with 1-1-3. Friend Buzz Levinson helped, of course! At the end of the 2nd race, Wells and Wesselhoft were tied for 3rd, with Boston holding on to 2nd by a narrow margin. Clif Hogg was in 5th. But in the 3rd race, Wells displayed the ability and masterful sailing technique which has won so many championships for him, by getting an excellent start and getting out in front, stayed there, and increased his lead on every leg.

7. In spite of the light and shifty winds, this was a very fine regatta, and it is noteworthy that not one protest was lodged by anyone in the Snipe fleet.

This regatta will be an annual affair, and it is hoped that the Snipe class will be well represented in the future. Snipe Fleet 604 will be looking forward to bigger and better competition!

— Eldon Howell

Final Results - HOSPITALITY REGATTA - (Top 18 of 30 boats)

Boat	Skipper	Club	Races	1	2	3	Pts.	Fin.
16508	Bill Hancock	Indianapolis	1	1	3	4644	1	
16025	Ted Wells	Wichita	2	5	1	4417	2	
15505	Dan Wesselhoft	Peoria	5	2	2	4338	3	
13027	Spike Boston	Mt. Clemens	3	3	7	4044	4	
11391	Clif Hogg	Columbus, Ga.	4	4	5	4034	5	
14394	W. Webb	Dallas	7	6	9	3405	6	
11660	Lloyd Cox	Chattanooga	6	8	10	3275	7	
10818	Phil Neiman	Chicago	8	15	4	3134	8	
15471	C.O. Hardy	Shreveport	11	9	8	3013	9	
10585	Bill Wise	New Orleans	16	10	17	2162	10	
16211	Frank Jones	Memphis	14	16	13	2138	11	
14281	Bill Fanning	Jackson	18	7	21	2085	12	
14107	Eldon Howell	Jackson	23	11	12	2065	13	
16100	R. Caspari	Wichita	10	28	11	2030	14	
16115	J. Fernon	New Orleans	dnf	14	6	2018	15	
10548	J. Fowler	Memphis	12	24	20	1571	16	
16261	H. Gilreath	Atlanta	13	17	DNS	1424	17	
15757	J. McKee	Shreveport	17	13	DNF	1424	17	

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BERKLEY DUCK AND JIM RICHTER TAKE 2ND AND 3RD

DICK BUCKINGHAM
WON CALL SERIES

Eighty-one (81)
Snipes are entered.

LILLY TROPHY

Other contestants watch as Bill Hancock gets his trophy from Charlotte Watkins, Sesquicentennial Queen. Winnie Levinson, who crewed for Bill, is kneeling in left front foreground.



Indianapolis Snipe Fleet 409 was host Sept. 10-11 to the 12th Annual Indiana Snipe Open Championship races, held at the Indianapolis SC at Geist Reservoir. The regatta was designated as an official event of the Indiana State Sesquicentennial observance and was probably the largest invitational-type meet ever held in the history of Snipe Class competition.

Of 81 boats competing, over one-half were out-of-staters. Fleets from neighboring midwestern states were well represented, and several sailors came from as far away as Georgia to sail. Lars-Eric Nilsson, last year's Swedish Champion, was also on hand.

Skippers had the choice of racing for honors and trophies in either of two series; the Lilly or Call. The more seasoned contestants were encouraged to race in the Lilly Series, and 47 chose it. In order to avoid possible starting line chaos, the Lilly Series was divided into 4 separate divisions for three races, with each division racing against each of the other three.

The first race Saturday was sailed in light winds. Bill Hancock of Indianapolis and Stu Griffing of Cowan Lake, Ohio, posted 1sts in their respective Lilly divisions, and Tom Howard of Birch Lake, Michigan, headed up the Call finishers. As sails were being hoisted Sunday morning, the winds picked up nicely, and the second and third races were sailed in moderate breezes. Hancock's consistency proved too much for the rest of the pack, as he gained another 1st and 2nd to finish on top in the Lilly Series, followed by Berkley Duck (5-1-4) and Jim Richter (9-2-2), both of the home fleet. Local sailors also predominated in the final results of the Call Series with Dick Buckingham and John Ransel in the two top places, while Jim Bigham, of Cowan Lake, was 3rd with 9-3-6.

— Andy Steffen

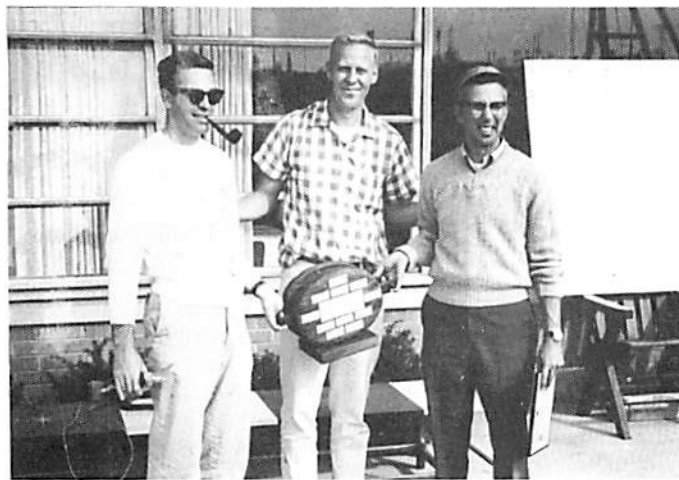
Final Results - LILLY TROPHY - Indiana State Championship (13 of 47 entrants)

Boat	Skipper	Club	Races	1	2	3	Pts.	Fin.
16508	Bill Hancock	Indianapolis	1	1	2	4	4721	1
16396	Berkley Duck	Indianapolis	5	1	4	4	4265	2
13008	Jim Richter	Indianapolis	9	2	2	4	4066	3
15400	Kit Sommer	Peoria, Ill.	8	3	3	3	3977	4
14147	Paul Zent	Indianapolis	10	6	1	3	3786	5
11908	Bob Blomquist	Cowan Lake, Ohio	8	8	4	4	3547	6
15509	Stanly Salzenstein	Peoria, Ill.	10	3	8	3	3494	7
9299	Buddie Leonard	Diamond Lake, Mich.	6	14	3	3	3398	8
12375	Lars Erik Nilsson	Goteborg, Sweden	11	5	7	3	3352	9
15520	Tom Head	Indianapolis	5	DSQ	1	1	3220	10
15607	Sue Bertermann	Indianapolis	2	18	8	3	3139	11
13865	J. B. Parks	Indianapolis	17	4	7	7	3101	12
13858	Mark Schoenberger	Cowan Lake, Ohio	4	15	9	3	3069	13

Final Results - JOHN CALL SERIES - (top 13 of 35)

Boat	Skipper	Club	Races	1	2	3	Pts.	Fin.
11422	Dick Buckingham	Indianapolis	3	5	2	2	4261	1
8600	John Ransel	Indianapolis	11	1	2	3	3944	2
16114	Jim Bigham	Cowan Lake, Ohio	9	3	6	3	3693	3
14333	Jack Montague	Muncie, Ind.	8	6	5	3	3610	4
14009	Tom Howard	Birch Lake, Mich.	1	4	16	3	3594	5
15219	Dick Madden	Indianapolis	12	2	11	3	3262	6
15221	George Maddox	Diamond Lake, Mich.	6	10	9	3	3210	7
15700	Terry Wilkinson	Crystal Lake, Ill.	4	8	15	3	3134	8
16401	Frank Levinson	Indianapolis	5	DNF	1	1	2977	9
14387	John Johns	Ann Arbor, Mich.	2	DSQ	4	1	2954	10
15500	Bob Hague	Birch Lake, Mich.	15	9	7	2	2856	11
15515	Bob Forbes	Indianapolis	10	13	8	2	2834	12
14894	Rich Fritz	Decatur, Ill.	7	14	20	2	2326	13

Lemke Won at Chicago Regatta



WINNER GENE LEMKE (l.) and crew Buzz Levinson get trophy from Fleet Captain B. Sheldon (center).

September 17-18 Chicago's Burnham Harbor Snipe Fleet 86 Hosted their annual Indian Summer Regatta in conjunction with the Illinois State Championship.

A good representation from the midwest trailed in from Kansas, Michigan, Wisconsin, Minnesota, Indiana, and Ohio. 43 boats registered, and for those who correctly contend that quantity is not necessarily an indication of a successful regatta, allow us the society page indulgence of dropping a few names: Gene Lemke and crew Buzz Levinson; Jim Richter; Dan Wesselhoft, last year's champ; Spike Boston; Phil Peterson; Bill Hancock, and our local heavyweights, Phil Nieman, Lee Kellerhouse (District III Champ); and the intrepid Alfred E. Neuman.

Sailing conditions: light to moderate air with a beastly Lake Michigan chop.

Course: Two 3 mile equilateral triangles.

Saturday provided two back-to-back four mile races with Lemke applying the coup-de-grace to local egos by nailing down top position by going into Sunday's final race with a 1st and 2nd. Hancock added insult to injury with a 5th and 1st, good for 2nd. Nieman saved a vestige of local pride with a 2nd and 4th, thereby looking to Sunday from 3rd position.

Sunday's final 7 mile event, with good air, witnessed Lemke romping home with another 1st, good for overall honors. Kellerhouse was 2nd, bouncing back from an earlier DSQ, but

far short of the hardware. Nieman was 3rd, and accompanied with the cheers of the local gentry, placed 2nd overall. Kit Somer, with a 5-5-5, placed 3rd since Hancock magnanimously decided to share the glory and therefore graciously settled for and 8th place in this race, which dropped him into 4th overall.

1-2-1 Lemke took home the 45 lb. traveling Clipper Block Trophy (good for measuring mast deflection), symbolic of the Indian Summer Championship, and by the time he got it home, a strong back. The Illinois State Championship is awarded to the Illinois Sniper making the highest score in this regatta, so the title moved to Chicago with Phil Nieman adding to his numerous honors with 1st place, with Somer 2nd, and Wesselhoft 3rd.

Saturday night yacht club festivities highlighted, or degenerated into (depending on your age), a battle of frugging Snipe sailors. No question but what the entourage from Minnesota-Stickler, Bandilla, Horn, Fox, et al - won the party hands down. One might venture the opinion that the Lake Michigan chop on Sunday was somewhat unforgiving to those headaches.

-- John L. Pilon

Final Results - INDIAN SUMMER REGATTA -Chicago, Ill.

SKIPPER	FLEET	Races	1	2	3	Pts.	Fin.
Gene Lemke	Indianapolis	1	2	1		7381	1
Phil Nieman	Chicago	2	4	3		6894	2
Kit Somer	Peoria	3	5	5		6536	3
Bill Hancock	Indianapolis	5	1	8		6465	4
Dan Wesselhoft	Peoria	7	7	6		5897	5
Jim Richter	Indianapolis	17	3	4		5669	6
Spike Boston	Mt. Clement	5	10	9		5561	7
Rich Reifler	Chicago	4	17	7		5301	8
Dick Ver Halen	Chicago	13	6	13		4913	9
Ed Probeck	Chicago	8	12	12		4891	10
Frank Pontious	Diamond Lake	11	8	14		4818	11
Don Campion	Chicago	14	13	11		4413	12
Lee Kellerhouse	Chicago	10	dsq	2		4126	13
Gunnar Stickler	La Crosse	15	9	19		4084	14
Wong-Brown	Chicago	9	15	27		3636	15
Joe Bartells	Kansas	18	18	17		3334	16
Phil Peterson	Springfield	12	11	dsq		3265	17
Mrs. John Ake	Akron	29	14	22		2694	18
Rose Fitzek	Chicago	22	26	16		2691	19
Bill Shapera	Chicago	15	38	18		2554	20
Henry Young	Akron	35	21	15		2452	21
Jim Lambeth	Chicago	20	24	24		2419	22
Nick Longworth	Indianapolis	23	22	25		2301	23
Jim Horn	La Crosse	26	25	23		2085	24
Mike Isaac	Chicago	28	20	29		1974	25

Stovy Brown Competing Again

FIRST IN NEW COLONIAL REGATTA AT ANNAPOLIS
DONALD AND LAMB IN 2ND AND 3RD

Snipe Fleet 532 in conjunction with the Severn Sailing Association conducted its first sanctioned Snipe Open Regatta on August 13-14th. In keeping with the atmosphere of historic Annapolis, the Cup was named the Colonial Cup and a fleet of 21 boats competed for possession.

The 3 race series was conducted on a permanent Olympic circle located in Chesapeake Bay off Annapolis. The first race, sailed in a 6-8 knot breeze, saw Stovy Brown on top and followed by his brother Taylor in 2nd and David Lamb 3rd. The second race, in a dying 2-5 knot breeze, saw the lead change hands a number of times as the wind shifted here and there, but Stovy Brown came from 17th place at the start to cross the line first. Brother Taylor saw his chances evaporate as he drifted into the finish line marker.

Sunday's winds were just right at 12-15 knots with fine sailing in a moderate chop. Taylor Brown got first, closely followed by Robert Donald of Annapolis and Ray Tallau of Lake Mohawk, N. J.

Competition was stimulated by the presence of 6 skippers who had raced against each other at the Nationals a week earlier.

Free housing accommodations were provided by Fleet

members for visitors from afar plus a cocktail party and dinner at the new Severn SA clubhouse completed a full weekend of activities. The visitors seemed impressed with the facilities, sailing waters, and the organization of the regatta. With such good reports, we hope to see many more Snipers sailing in our waters next year.

-- Robert B. Donald

Final Results - FIRST COLONIAL REGATTA - Annapolis, Md.

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
14002	George (Stovy) Brown	Annapolis, Md.		1	1	4	4569	1
13302	Robert Donald	Annapolis, Md.		4	5	2	4186	2
13901	David Lamb	Annapolis, Md.		3	4	6	4038	3
14238	Charles Eshelman	Pine Beach, N.J.		7	3	5	3896	4
14702	W. Taylor Brown	Annapolis, Md.		2	dnf	1	3521	5
11554	Hugh C. Donald	Annapolis, Md.		5	6	11	3421	6
15412	Robert Lane	Annapolis, Md.		14	2	10	3211	7
14850	Raymond Tallau	Lake Mohawk, N.J.		9	15	3	3144	8
14154	Linda Bartlett	Annapolis, Md.		12	8	7	3086	9
11402	Michael Cannell	Annapolis, Md.		8	9	13	2897	10
16131	Stanley Watkins	Potomac River		10	-16	9	2610	11
8568	Peter Gottschaulk	Potomac River		15	13	8	2549	12
15223	Robert Mills	Potomac River		6	7	dns	2381	13
16337	Frank Cooper	Lake Mohawk, N.J.		18	12	14	2099	14
15319	Maurice Matthews	Deep Creek, Md.		19	11	15	2060	15
13902	William Gibson	Annapolis, Md.		13	dnf	12	2025	16
16410	Philip Kilkeary	Annapolis, Md.		20	17	16	1642	17
15937	Maurice Ringenbach	Annapolis, Md.		11	14	dns	1629	18
10373	Antonio Riva	Potomac River		17	10	dns	1537	19
10508	Richard Bowe	Annapolis, Md.		16	dnf	dns	1025	20
13428	Jeffrey Vowles	Annapolis, Md.		21	dnf	dns	800	21

Seavy Big Spook at Atlanta for Sixth Time

Buzz Lamb 2nd-Clif Hogg 3rd. Rick Wilkerson Won Goblin Series



SPOOKS - (l. to r. 1-3-5) Winners Francis Seavy, Buzz Lamb, and Clif Hogg, with crews. — Photo by Charlotte Ferris.



WINNING GOBLINS - (left) Rick Wilkerson (1); in white sweater Garnett Puett; 3rd from r. -Paul Whittier (3) — Helen Gregory.

67 Snipes, representing 22 fleets from 14 states and the Bahamas, were on hand at Lake Allatoona as Francis Seavy put his hand on the tiller again to win the 13th Annual Halloween Regatta held by the Atlanta Yacht Club November 5-6th.

Always among the most popular of regattas, this year's autumn championship set a record for widespread participation. Guests came from as far away as Texas, and talent was certainly not short, for this aggregate would seldom be equalled outside of the nationals. Five SCIRA Commodores attended: Basil Kelly (present incumbent), Sam Norwood, Alan Levinson, Carl Zimmerman, and Harold Gilreath. State and area champions swarmed all over the place - a dime a dozen!

As is customary in this regatta, the skippers voluntarily divided themselves into two fleets called "Spooks" and "Goblins." The Spooks were the more experienced and proficient sailors, while the Goblins ranked themselves otherwise. Most of the Goblins had never won silver and might be classed as novices. Both fleets sailed the same course, and duplicate prizes were awarded to the top ten skippers and crews in both fleets.

Seavy took command of the 42-boat Spook fleet in the 1st race. Ron Payne of Indianapolis was 2nd, and Lowry Lamb of Chattanooga 3rd. Means Davis led the Goblin Fleet of 25 boats, with two other Atlanta skippers, Rick Wilkerson and Paul Whittier, taking 2nd and 3rd. But no skipper was destined to

win more than one race. Dan Williams of Chattanooga nosed out Seavy in the next race while Lamb got another 3rd. Wilkerson again took 2nd in the Goblins and Garnett Puett of Hahira, Georgia, came through with a 3rd.

At the end of the day, Seavy was firmly in the lead while 4 clubmates from Chattanooga's Privateer Fleet were holding the next 4 positions: Lamb, Williams, Pete Duvoisin, and Lloyd Cox. Harry Levinson had a 11-7 and was not yet out of the running.

While the winds had been fair in the first 2 races, Sunday's race was a real Halloween ghoster. The fleet strung itself out behind Seavy, reached down the line, and headed into a gentle zephyr. All kept close to the lee shore, drifting very slowly. The Goblins, ten minutes later, found themselves on broad reaches shortly after crossing the line, and so drifted straight down the lake toward the first mark. The result was that both fleets reached the same mark about the same time, with some Goblins rounding ahead of the Spooks.



THIS IS WHAT IT LOOKED LIKE as 67 Snipes "snuk" in on a dying wind from every direction to get around that itty-bitty flag in the center of the picture.

The resulting commotion - mess - riot - or what have you, - was something out of this world. For one thing sure, everyone was thankful for the favors given by the Atlanta Club to identify the fleet. The Spooks flew a set of black feathers; the Goblins, orange. It was the only way people knew who they were, let alone know where they were. They made quite a sight - and a lot of noise as they drifted around the crowded turn. Frank Pontius of Glen Ellyn, Illinois, led Seavy, Levinson, and Cliff Hogg of West Point, Ga., in the Spook Fleet. Levinson flipped to a star-board tack while the others held to port and sailed to the lee shore again. Levinson made the wrong choice, for Pontius held his lead to the finish; Seavy was 2nd; and Asger Anderson of Indianapolis 3rd.

Whittier was 1st in the Goblin Fleet, with Ham Clark 2nd. Young Rick Wilkerson was 3rd. He was sailing a boat (Snipe #16330) presented to him by the Atlanta Yacht Club to sail for a year - an annual presentation the fleet makes to the most promising young sailor in the club. Rick is 16 years old, and the Atlanta Fleet was certainly proud of his performance as he confirmed the wisdom of their choice.

Final results put Seavy easily ahead with 1-2-2. Lamb was second with 3-3-11, and Cliff Hogg's 10-10-5 was enough for third place. Cox and Levinson took 4th and 5th. Chattanooga's tough fleet placed 4 sailors in the top ten, while host Atlanta drew a zero in the pewter department.

In the Goblin Fleet, however, Wilkerson's first and Whittier's third offered a little consolation to them. Garnett Puett took 2nd overall.

This was the 6th time Seavy had won the Halloween Trophy. In 13 years, the only other sailor to win the series even as

much as twice is Harold Gilreath, who was the defending 1965 champion. He was 14th this year after fouling out at the start of the third race. Seavy has also won the Midwinter Championship Series at his home fleet at Clearwater 6 times and is the present defending champion there. It will be interesting to see if he can break his tie with his Atlanta record next March. In addition, this veteran has a record of 2 in a World Championship Series; 1-3-3-3 in 4 U. S. Nationals; and 5 times District IV Champion. How can you beat him?

It was the biggest, fiercest, and most enjoyable Halloween Regatta that has ever been staged by the extremely hospitable Atlanta Yacht Club. You'll all come next year! - Garnett Puett

Final Results - GOBLIN SERIES - 2nd Division

Halloween Regatta - Atlanta YC - Allatoona Lake

Boat	Skipper	Club	Races	1	2	3	Pts.	Fin.
16330	Rick Wilkerson	Atlanta, GA		2	2	3	4486	1
9126	Garnett Puett	Hahira		4	3	4	4182	2
7198	Paul Whittier	Atlanta		3	8	1	4133	3
15323	Bob Haynes	Springfield, IL		5	6	5	3817	4
15593	Wilby Coleman	Valdosta		6	4	11	3421	5
12097	Ham Clark	Columbus, GA		dnf	1	2	3377	6
11747	Ken Lacey	Virginia Beach, VA		9	5	16	2945	7
13288	Tom Bowers	Atlanta		7	15	8	2921	8
14014	Skip Wade	Marietta, GA		17	9	10	2561	9
15492	Luther Rollins	Atlanta		8	10	19	2534	10
10351	John Friis	Valdosta		13	14	13	2297	11
10984	Dave Schmidt	Indianapolis, IN		14	dnf	7	2141	12
11006	John Chapman	Valdosta		12	dnf	9	2121	13
10778	Bob Beal	Elmwood, IL		19	11	14	2113	14
12884	Means Davis	Atlanta		1	dsq	dnf	2081	15
11376	Jake Blanton	Marietta, GA		dnf	7	18	1941	16
10901	Bob Green	Atlanta		dsq	12	12	1907	17
9995	Glenn Young	Hixson, TN		10	17	22	1898	18
10482	Martin Burnup	Marietta		15	13	21	1860	19
16238	J.D. Drake	Jackson, MS		11	20	20	1782	20
13487	John Moore	Chesapeake, VA		20	16	15	1742	21
12056	Dan Brown	Miami, FL		dsq	dnf	6	1706	22
12488	Herb Topping	Atlanta		18	21	17	1505	23
15349	Harry Hall	Atlanta		16	18	23	1478	24
16485	Carl Shapiro	Valdosta		21	19	dnf	1140	25

Final Results - SPOOK SERIES - 1st Division

1966 Halloween Regatta - Atlanta YC - Allatoona Lake

Boat	Skipper	Club	Races	1	2	3	Pts.	Fin.
6995	Francis Seavy	Clearwater, FL		1	2	2	7302	1
7428	Lowry Lamb, Jr.	Chattanooga, TN		3	3	11	6208	2
11391	Cliff Hogg	West Point, GA		10	10	5	5478	3
11660	Lloyd Cox	Chattanooga		8	9	8	5462	4
12192	Harry Levinson	Indianapolis		11	7	9	5300	5
13274	Pete Duvoisin	Chattanooga		6	6	16	5275	6
6156	Bruce Colyer	W. Palm Beach, FL		31	4	4	4818	7
13027	Spike Boston	Mt. Clemens, MI		4	14	17	4734	8
9747	Dan Williams	Signal Mtn., TN		12	1	25	4697	9
16607	Asger Anderson	Indianapolis		17	19	3	4484	10
13361	Delkin Jones	Atlanta		7	dnf	6	4042	11
14397	Frank Pontius	Glen Ellyn, IL		22	27	1	3917	12
16397	Ron Payne	Indianapolis		2	31	18	3890	13
12999	Ralph Swanson	Winchester, MA		14	23	10	3834	14
13300	Henry Wade	Marietta		30	8	12	3811	15
16261	Harold Gilreath	Marietta		13	5	dsq	3641	16
7435	Derek Peters	Atlanta		15	11	24	3625	17
15940	Carl Zimmerman	Akron, OH		33	13	13	3212	18
14640	Don Hite	Detroit, MI		27	16	14	3170	19
13026	Pete Peterson	Springfield, MI		5	dnf	20	3158	20
13019	Dick Chastain	Indianapolis		23	32	7	3081	21
6258	Franklin Johnson	Atlanta		24	18	19	2842	22
11468	John Wesley	Chattanooga		19	24	22	2594	23
13013	Sam Norwood	Atlanta		16	25	27	2477	24
16155	Bryson Lesley	Jackson, MS		18	30	23	2314	25
16400	Bob Bigham	Cincinnati, OH		25	12	dnf	2278	26
14634	Buss Brown	Miami, FL		9	33	dnf	2169	27
8054	Dick McCarthy	Atlanta		21	22	33	2065	28
15025	Bob Elwell	Kansas City, KS		26	15	dnf	2002	29
14108	Herb West	Atlanta		29	17	32	2001	30
12968	Frank Suesz	Piqua, OH		20	26	31	1986	31
9020	Lee Thompson	Dallas, TX		28	28	21	1958	32
9123	Joe Harmon	Atlanta		32	34	15	1946	33
16488	Basil Kelly	Nassau, Bahamas		36	21	26	1750	34
8653	Brad McFadden, Jr.	Atlanta		dsq	20	29	1509	35
16322	Wally Broadhead	Crystal Lake, IL		34	39	30	874	36
15711	Jack McNeary	Charlotte, NC		35	dsq	28	849	37
13484	Ted Sammons	Atlanta		38	35	34	714	38
15327	Don Arthur	Signal Mtn., TN		dnf	29	dnf	646	39
12883	Ellen Horan	New York, NY		dnf	37	35	533	40
16262	Leon Irish	Walled Lake, MI		37	36	dnf	502	41
13181	John Bush	Charlotte, NC		dnf	38	dnf	331	42

IS IMPROVING RACING RESULTS YOUR GOAL?



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:

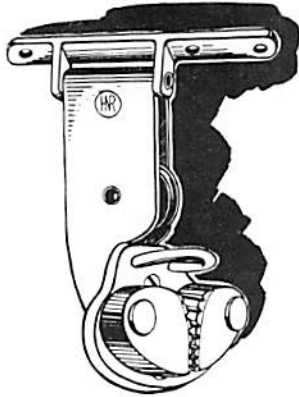
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- 1st & 2nd Indiana Open Championship - William Hancock
- 1st U. S. National Championship - Wells Series - Berkley Duck III
- 1st Muncie Spring Regatta - Gene Lemke
- 1st Northeastern International Championship - Buzz Levinson
- 1st Chicago Indian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

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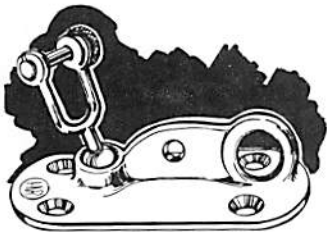
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This is the fitting that makes anything else up for'ard, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lose pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.



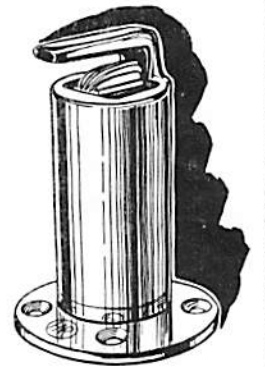
QUALITY FITTINGS



QUALITY FITTINGS

for the discriminating yachtsman

If your fittings just perform well, you only have half a Snipe. When your boat is equipped with Richards fittings, you have the complete Snipe. To be truly "with it" in Snipe racing you need hardware designed by a Snipe sailor, for Snipe sailors. Take the Jiffy Jib Jam, for example. The Schmidt brothers of Brazil used it in winning the 1963 and the 1965 World's Snipe Championship, as did the runners-up, the Levinson brothers of the United States. The Conrad brothers of Brazil used one in winning the 1964 Western Hemisphere Championship. To win, you don't need your brother as crew, but brother, you need a Jiffy Jib Jam. In fact, in 1965 the National Championship of eight countries was won by Snipes so equipped. Could a record such as this leave any doubt as to what is needed to get you up where the action is?

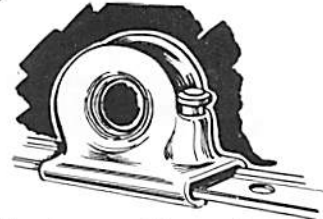


Jiffy Jib Jam

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The fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 3/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

(Stainless steel track, polished and drilled for plunger, available on request at \$2.50 per foot.)

Harry Henderson Maritime Province Champion

Thanksgiving weekend at Petpeswick was warm and cloudy with light airs of approximately 7 mph when five fleets from the Maritime Provinces met to compete in Musquodoboit Harbour in Nova Scotia. 16 teams entered.

Three former Dominion of Canada Champions - Harry Henderson, Dan MacKenzie, and Ina Sullivan - participated and Harry had the pleasure of winning the title again.

The first race saw Henderson take the lead right off the line to hold it all the way around the course. The second race was much the same only this time in favor of Claude Flemming, Jr., of Armdale YC. The third and fourth races were won by Don Flemming of Petpeswick YC and were good enough for a 3rd place position in the final standing.

The top five finishers received trophies and the Regatta Trophy was presented to skipper Henderson and his crew, Alex

Winstanley, from the Northern YC in North Sydney, N. S.

— Don Flemming

Final Results - MARITIME REGATTA - Nov. 24, 1966

Boat	SKIPPER	Club	1	2	3	4	Pts.	Fin.
11670	Harry Henderson	Northern	1	2	3	dsq	4565	1
5654	Claude Flemming, Jr.	Armdale	4	1	dsq	2	4490	2
15111	Don Flemming	Petpeswick	8	10	1	1	4289	3
16219	Bob Spence	Rockingham	2	4	6	7	4115	4
16343	Dan MacKenzie	Northern	5	6	4	3	4109	5
15178	Doug Redden	Rockingham	3	3	8	7	4044	6
13430	Jack Ryan	Bowring	11	8	2	6	3825	7
9435	Ina Sullivan	Petpeswick	9	9	7	4	3549	8
8386	Jack Brennan	Northern	13	12	5	5	3433	9
15153	Ross Pearce	Petpeswick	7	5	11	10	3413	10
16227	Bob Mardock	Rockingham	6	7	9	9	3405	11
15778	Tom Mitchell	Petpeswick	10	11	13	11	2761	12
	Darryl Burgess	Rockingham	dnf	14	10	12	2531	13
5891	Don Rowlings	Petpeswick	12	13	12	13	2466	14
12552	Tom Foley	Petpeswick	dnf	15	14	dnf	1405	15
3285	Gary Faulkner	Petpeswick	14	16	dnf	dnf	1354	16

FITTED SNIPE COVERS

Proven designs of heavy Army Duck treated with the best mildew water repellent obtainable. Extras include a bolt rope around edges for added strength, brass grommets, and snaps with double thickness stress points. Satisfaction guaranteed!

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2. **COVER FOR ENTIRE DECK**— Similar to No. 1 Snaps or ties under rub rail including snaps for boat **\$50.00**
3. **OVER BOOM, FULL DECK AND SIDES COVER**— With draw rope in bottom edge **\$75.00**
4. **TRAILING COVER**— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing **\$50.00**
5. **WINTER COVER**— Covers deck and sides but with no openings. **\$50.00**
6. **TRAILING COVER**— Choice of styles, similar to No. 4 or 5, with separate bottom cover **\$85.00**
7. **BOTTOM COVER**— Overlaps deck with draw cord **\$35.00**
8. **MAST COVER with Red Flag**— For protection when trailing **\$10.00**
9. **BATTEN BAG** **\$ 3.00**

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Semi-finished Snipe boom— **\$17.00**

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NOW AVAILABLE FOR DATES OF YOUR CHOICE

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"AND ONE BOAT FOR ALL" By John Biddle

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NASSAU — MIAMI — CLEARWATER

Come Join Us And Race Your Snipe

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IN BEAUTIFUL WEATHER DURING YOUR WINTER

1. **SCIRA WINTER CHAMPIONSHIPS AND BACARDI SERIES**

Nassau, Bahamas - sailed in Montagu Bay

2. **SCIRA BISCAYNE BAY SERIES**

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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FOR FURTHER INFORMATION, CONTACT:

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

Wells

Wanderings



by Ted Wells

FEBRUARY 1967

Protests

And I don't mean those on the Berkeley campus, although there are similarities at times in sessions before the Protest Committee. The protests I refer to result from infractions of the racing rules which can be generally classified in one of three categories. Note the terminology above. I don't use the word "foul" because it carries with it an unfortunate inference that there is a stigma attached to both protestor and protestee which sometimes causes protests to not be lodged when they should be, and makes the protestee feel that his character is being defamed. The three categories are as follows:


First, there are occasions, especially when the wind is light and shifty or none existent, when there will be accidental and at times, unavoidable rule infractions. The larger the fleet, the more likely is this type. These I don't feel should be protested. They also should not be griped about. This category can be expanded to include the inexperienced skipper caught with his mouth wide open wondering what happened to him. Explanation is more helpful than protesting in this case, at least the first time it happens.

The next category is one in which a skipper takes a calculated risk to gain a racing advantage and doesn't make it. If he realizes he hasn't made it, he should drop out promptly. If he does not drop out, he should be protested, as it is not fair to other skippers who have to race by the same rules and who didn't take chances. Here also - if the skipper who should protest, doesn't - he should keep his mouth shut. Nothing promotes bad feeling faster than the skipper going around complaining bitterly that so-and-so fouled him and kept on going. There is always the possibility that the complainer doesn't know what he is talking about and that the rule infraction (if any) was committed by him. Also, the one complained about may not have been aware (or did not honestly think) that he had violated a rule, and if the fact has not been promptly called to his attention officially, he does not deserve to be criticized in public.

The third category, which fortunately is very small, covers protests resulting from an intentional "tag out" of a competitor. There are times, especially before and just after the start on a fleet of any size, where almost anyone can be tagged out. There ought to be an escape clause by which a protest committee could throw out a protest which is obviously of this type, but there isn't. Incidentally, the sudden violent luff by a leeward boat being passed close aboard on a reach is sometimes considered dirty pool in the United States. In other countries, the viewpoint is that the skipper of the windward boat trying to pass close aboard is a dirty so-and-so and deserves anything the overtaken skipper can give him.

To summarize succinctly: Protest; keep your mouth shut; or explain the error of his ways to the errant skipper in private.

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- Box of matches - 50 books - \$1.50 per box
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Full Schedule of Racing for England

As Snipes become more popular in England, more events are added to the racing calendar. Peter Harris sends in the listing:

- MAY 27-28-29 PWLLHELI (sic). Northwich S. C. National Championships.
- JUNE 3-4 Stone SC, International Open Meeting.
 - 6-7 Stone SC, Snipe Racing
 - 9-10-11 Thorpe Bay YC, Essex. North European Championship.
- JULY 1-2 Northwich SC, Snipe Meeting
 - 2 Blackwater and Colne Regatta, Stone SC
 - 16 Upnor. Medway Yc., Team Race
 - 22 - 23 Steeple Bay, Blackwater, Snipe open meeting.
 - 27- 30 Upnor, Medway YC, Medway Regatta.
 - 29 Maldon, Town Regatta.
- AUGUST 5-6 Maldon, Maldon YC, S. E. Championships
- 26-28 Maylandsen Bay Regatta
- 26-Sept. 2 Burnham Week
- SEPT. 16-17 Budworth, Manchester SA, N.W. Championship
- 23-26 Cliffe, Blue Circle SC, Open Regatta and Junior Championship.

" With Stone and Thorpe Bay close together and near to the continent, we hope for many foreign entries for the week's Snipe racing. Snipers visiting England at any time are always welcome to enter our regattas and sail at our clubs. "

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

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Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Massachusetts 04416.

LOOK! LOOK! - You can win a beautiful Custom Built laminated Vee Plank Snipe Boom. Furnish us with proof you have placed First or Second in a District or National Regatta during 1965 or 1966 while sailing with a Post Mast, laminated of clear sitka spruce. Our new mast is furnished with Holt-Allen shive cages, a string to pull your halyards through, and loose stay tangs. Average weight of deck-stepped mast is 15-1/2 pounds with 2" deflection. Priced at \$121.50 F. O. B. Post Woodworking Shop, 2020 East 1st St., Tempe, Arizona. 85821. Phone: 967-6751

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FOR SALE: SNIPE 16238 LOFLAND FIBERGLASS. North sails; trailer; cover; Proctor E mast. Dry-sailed. Perfect condition. **MUST SELL** - \$1250.00. J. D. Drake, Jr., Box 8098, Jackson, Mississippi. 39204. TEL: 601-355-7483

FOR SALE: IRISH RACING SNIPE - new 1966. Complete with 1 set of Boston sails \$1150.00. Jerry Jenkins, 4031 Los Angeles Apt. 9, Warren, MI Tel: 313-757-1948

FOR SALE: FULL SUIT - NORTH SAILS and one deck-step Varalyay laminated wood mast. Both two years old, but due to illness only have seen the equivalent of one racing season. \$100.00 each. Contact: Stan Salzenstein, 912 W. Fairmont, Peoria, Illinois. Tel: 691-6983. **IF YOUR PRICE IS RIGHT.** might sell 15509 fiberglass Varalyay over wood mold. It is completely equipped, ready to go. Same age, etc, as above. Contact quickly.

DO YOU NEED A NEW MAST? Get a complete set of plans for the **CHAMPION** round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. From **SCIRA**, 655 Weber Ave., Akron, Ohio 44303.

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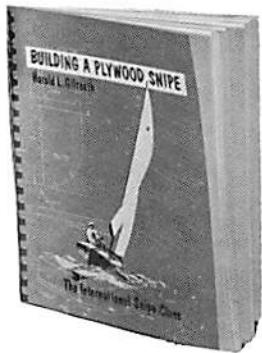
SANCTIONED SNIPE REGATTAS

- FEBRUARY 26-27 **BACARDI SERIES**, Montagu Bay, Nassau, Bahamas. Peter Christie, Box 1628, Nassau, Bahamas.
- FEB. 27- MARCH 1 **WINTER CHAMPIONSHIPS**, Montagu Bay, Nassau, Bahamas. Write to Peter Christie.
- MARCH 4-5 **BISCAYNE BAY SERIES**, South Biscayne Bay, Miami, Florida. Neal C. Owings, 567 E. 11th St., Hialeah, Florida 33010.
- MARCH 7-10 **SCIRA MIDWINTER CHAMPIONSHIP**, Gulf of Mexico, Clearwater, Fla. Regatta Chairman, Clearwater Yacht Club, Clearwater Beach, Florida.
- MAY 6-7 13th **ANNUAL COTTON CARNIVAL Regatta**, Delta SC, McKellar Lake, Memphis, Tenn. Frank Jones, 1416 Glen Oaks Dr., Memphis, TN.
- MAY 20-21 **NORTHEASTERN INTERNATIONAL Regatta**, Crescent Sail YC, Detroit, MI Open to District I, III, V, and Canada. Crescent SYC, 272 Lakeshore Dr., Detroit, MI 48236
- MAY 20-21-22 **SOUTHWESTERN Championship**, White Rock SC, White Rock Lake, Dallas, Texas. Ed. L. Haynes, 7236 Westbrook, Dallas, TX 75214.
- MAY 27-28 **WHITTEMORE - ST. JOHN** Invitational Spring Championship and **PAN-AMERICAN GAMES** Elimination Series for District I, Quassapaug YC, Lake Quassapaug, Middlebury, Conn. Luke Czarny, 4 Summerfield St., Naugatuck, CT.
- JUNE 10-11 **RIFF-RAFF Regatta**, Cowan Lake SA, Cowan Lake, Ohio. Jim Menzies, 8710 Mockingbird, Cincinnati, Ohio 45231
- JUNE 24-25 **SLAUSON MEMORIAL Regatta**, Illinois Valley YC, Lake Peoria, Peoria, IL. Louis J. Leber, 7034 N. Teakwood Ct., Peoria, IL.
- JUNE 24-25 **CONNECTICUT STATE Championship**, Quassapaug YC, Lake Quassapaug, Middlebury, Ct. James T. Fairclough, Hermitage Dr., Woodbury, CT.
- AUGUST 9-10 **JUNIOR U. S. NATIONAL Championship** 11-17 **U. S. NATIONAL Championship**, District II, Ft. Gibson Lake, Ft. Gibson, Oklahoma. William Kilpatrick, P. O. Box 3658, Oklahoma City, Oklahoma
- AUGUST 10-20 **CANADIAN National Championship**, Northern YC, North Sydney, Nova Scotia.
- 12-13 1967 **Centennial Championship**
14-15 **Province of Nova Scotia Championship**
15-16 **Maritime Province Championship**
16-17-18 **CANADIAN NATIONAL CHAMPIONSHIP**
Steve Astephen, Box 73, North Sydney, N. S., Canada.
- SEPTEMBER 3-4 4th **ANNUAL LABOR DAY Snipe Regatta**, Commodore Decatur YC, Lake Decatur, Decatur, IL. George K. Nichols, 62 Sand Creek Dr., Decatur, IL.
- SEPT. 16-17 **INDIAN SUMMER Regatta**, Burnham Park YC, Lake Michigan, Chicago, IL. Robert W. Sheldon, 8422 S. Seeley, Chicago, IL 60620
- NOVEMBER 4-11 **WORLD CHAMPIONSHIP RACES** of the International Snipe Class, Nassau, Bahamas. William McP. Christie, P. O. Box 1628, Nassau, NP, Bahamas.
- TEMPUS FUGIT!** Send for sanction application blanks and get your regatta approved so it will be listed here next month!

NORTHEASTERN INTERNATIONAL SNIPE CHAMPIONSHIP REGATTA

May 20-21, 1967
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BUILDING A PLYWOOD SNIPE

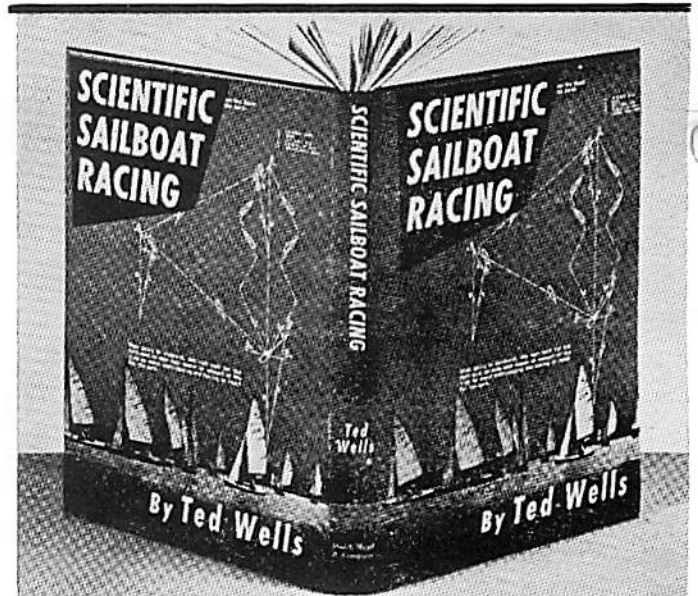
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