

Snipe **BULLETIN**

JULY 1965
Vol. XV No. 2



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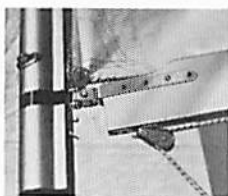


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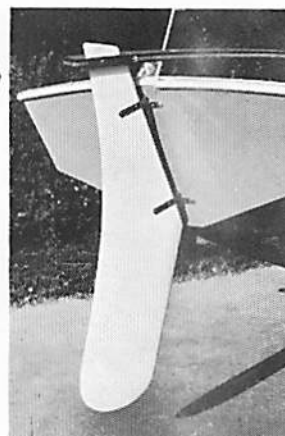


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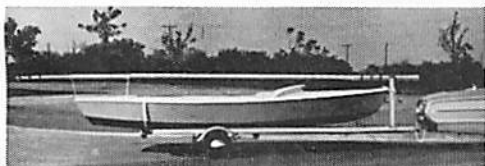


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As Others See It

Voice Of The People

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"This sailing enthusiast is Viennese born. Having run across inconsiderate motor boats which not only with their noise and exhaust shatter the peace of the landscape, but often are not aware that a sailboat has the right of way, I'd like to call to the attention of my fellow skippers the following fact:

Austria has for a long time enacted an ordinance to protect swimmers and sailors from needless noise, water impurities and bodily harm. Motor boats have been prohibited on all lakes and rivers except the international waterways of Lake Constance and the Danube. It was particularly the indiscriminate water skiing that brought about a ban of all motor boats to discourage actions which could endanger sailors and swimmers in their vicinity.

There are separate water skiing schools and reserved lake areas especially for motor boats and water skiing. But the indiscriminate use of motor boats on lakes that constitute a reserve for recreation and recuperation is prohibited.

I feel strongly that the same type of laws that were created for protecting the national parks in the interest of all America against the encroachment of a limited minority, should be extended for the protection of our beautiful lakes. The interest of a few manufacturers of noisy motors and the exhibitionist activities of a few water skiers and motor boats should not interfere with what to many of us is a last reserve of recuperation and true peaceful recreation.

If we who sail Snipes make a beginning, it may grow into a movement that would protect some of the most precious natural resources of America. Legislation of this nature would have long range significance not only now but for the generations to come."

-- Dr. Erwin J. Saxl
Pres. TENSITRON, Inc.
Harvard, Massachusetts.

(Since TENSITRON is a maker of instruments for the measurement, recording, and control of tension, Dr. Saxl is evidently aware of the human phase of his work, too.)

SNIPER NOT PARTICULAR AS TO WHAT HE SAILS

"By the way, the TICONDEROGA shown on the cover of the April BULLETIN is the boat which I raced to Acapulco, Honolulu, and Tahiti in the last 18 months. I got off the boat in Tahiti just before it returned to Florida for the Southern Ocean Racing Circuit. It might have been of interest to some of your readers to know that it was a Sniper who had been sailing her.

Presently, I am preparing the 84-foot schooner SERENA for the forthcoming Transpac race to Honolulu commencing July 4th, but hope that I may return in time to participate at Peoria."

-- Daniel W. Elliott, Jr.
Long Beach, Calif.

DISAPPROVES OF ANY WEIGHT REDUCTION

"I have been a loyal Snipe fan for over twenty years - ever since my Dad built #4579, which I am still sailing. Therefore, it was with considerable regret that I read the article on BFG Plastic in the June BULLETIN that there had been "pressure put on the reduction of the overall weight of the Snipe." I am sure that most readers of the BULLETIN are familiar with the pros and cons of the idea: How a large weight reduction would make every existing boat obsolete; the possibility of splitting the class into two groups; the constant threat of additional changes being made because this one was so easy. I am opposed to a weight reduction for these reasons and also because I feel that it violates the basic principles of "one-design." I think you would lose many good SCIRA members if the weight is ever reduced."

-- John D. Braun
Wyoming, Ohio.

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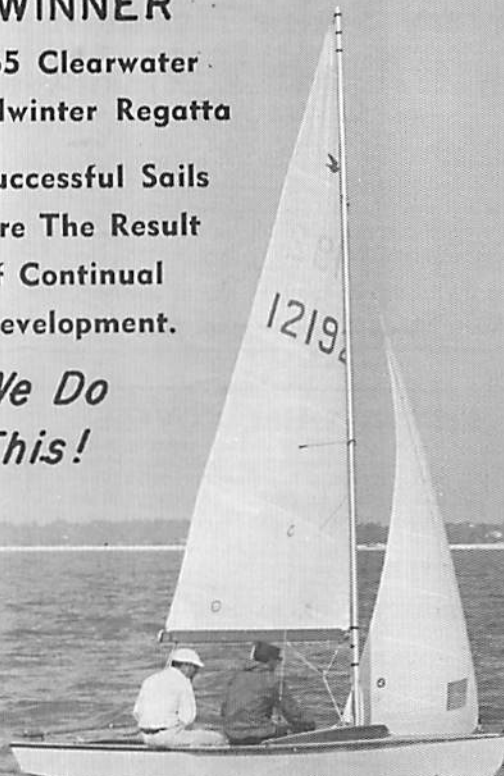
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SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron, Ohio 44303, U. S. A.

Subscription Rates.

\$2.00 Per Year.

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

Forms close on 10th of month prededing publication. Material received after that date will not appear until a later date. Printed in the U. S. A. at Akron, Ohio. Second-class postage paid at Akron, Ohio. Contract advertising rates on application. Notify Snipe BULLETIN of change in address, giving both old and new addresses complete.

The Cover

Here is a scene which all sailors who race will readily recognize - the hearing before the Protest Committee. It is enacted whenever sailors race and get into an argument - and at this time of year, that is plenty!

One team (skipper kneeling at left) presents his side of the case to the Protest Committee while the other team involved (skipper in black standing in rear) listens attentively. The PC Chairman has his rule book in his hand, so one can assume a proper decision will soon be rendered. Judging from the serious expressions on the faces of all - even the juvenile onlookers are deep in thought - this must have been a tough one! But it is all a part of sailing!

THE SCORE

Numbered SNIPES — 15924

Chartered Fleets — 598

We thought SCIRA was doing pretty good when we bragged last month about 109 new numbers being issued in 30 days, but now the latest figure of 158 makes it look quite ordinary. We haven't taken the time to go through the records, but this could be the all-time monthly high. It also brings our 8-month total to 570 boats, so a record breaking year looms as very probable. At least, the number 16000 will be issued before long, and that is a very respectable goal for any one-design class.

Japan heads the top of the list with 60 new boats; Italy 30, Finland 25, Denmark 20, United States 15, Portugal 5, and Canada got 3. A nice world-wide distribution!

1965 World Championship Regatta

Actual details of the schedule of events for the World Championship Regatta at Las Palmas in September have not yet been received, but a letter dated May 24th from Dr. Angel Riveras says, "It was definitely approved that the Regatta be run between the days of the 9th and 15th of September, with delivery of the Trophies on the 15th." More information and entry blanks will be sent to each National Secretary shortly. All countries must be in good approved official SCIRA standing in order to participate.

All Snipe Owners Should Pay Dues Now

Section 21 of the Constitution says: If the owner of a measured boat... shall fail to pay his dues within one month of the start of his fleet's official racing season, such boat shall become ineligible to race. Such a boat shall lose his membership in this Association and all rights herewith.

The Fleet Captain is charged with the collection and proper remittance of dues for the members of his fleet, which means he must see the boats are properly registered (transferred if

necessary, etc) and measured before making an accounting. He distributes the membership cards and rule books and thus knows the official standing of each boat, and it is up to him to police participants in all official races. He should check constantly to see that all entrants are eligible to race in all regattas and make the display of SCIRA cards an automatic part of the registration of entrants.

This indirect collection of national dues (used by all national organizations) has been used successfully for over 30 years. It is the most efficient method and it eliminates untold bookwork and heavy load at national headquarters. SCIRA dues are relatively low - by paying now, you can avoid the August 15th Delinquent List. Incidentally, the annual cleanup for old 1964 crews took place in July. All were dropped except where notice has been given that they are still active; otherwise, many would get the BULLETIN who are no longer interested in sailing.

Solution to a Problem Proposed

In the early days of SCIRA, holding of international championship regattas presented no great problems. The small number of participating nations were usually in a restricted geographical area and it was not too difficult to make arrangements which were easy to meet and satisfactory to all. But now, with some 28 countries all over the world to be considered in working out details, things are different.

The major problem is one of timing. Racing seasons and schedules vary so much in different countries that it is almost impossible to pick the ideal time for everyone. The host country naturally knows when local sailing conditions are best, and so states their preference. Compliance with that request should be the first consideration and all other countries should try to adjust their racing schedule of qualifying races for their national championship and international entries with that time schedule in mind. Sometimes that is hard to do.

If located in the same latitude, the racing season becomes crowded in the rush to prepare for the world championship event. Many fleets do not get started until late in June (resort lakes), so that August is the nearest reasonable time for the national races. Thus that means that the World Championship is in September or October; the time for preparing is short, and a great rush is on. The new championship team, just determined, must hurry to make transportation arrangements for themselves and boat in addition to handling personal affairs at the last minute. This can add extra expense and might even be physically impossible. 4 or 5 weeks time (this year the U. S. entry will have from August 8th to Sept. 6th) hardly allows enough time to do the simple things, let alone make the psychological changes any successful national championship team must make for such an important event where top-level competition will be met.

Fortunately, there is a simple remedy, often discussed, but never enough pressure to force action. Simply this: have the national champion represent his country in the international events which occur in the year following his title victory instead of immediately taking over the responsibility. Last year's champ would sail this year, while this year's champ would sail next year. Thus the team would have plenty of notice of what they were going to do a year in advance—plenty of time to make all personal plans like vacations, medical shots, passports, etc., plus time to practice as a team.

At the Indianapolis meeting, it was suggested that the champ this year at Peoria should go to Las Palmas and, in order to correct the time-lag in the proposed switchover, that the 2nd and 3rd place winning teams be named to go to the Western Hemisphere Races in Uruguay in 1966. Thus the 1966 National Champion chosen next year would represent the United States in 1967 and the schedule would be permanently set up.

It sounds pretty good on paper (certainly most reasonable), and no serious objection has yet been raised, but it did not get beyond the discussion stage. The feeling was that it was something to be studied, with more consideration to be given to it at a meeting of the U. S. Board members in Peoria. In the meantime, comments and suggestions are most welcome.

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out of the
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"Neighbors" Run Off With the Ohio State Title

Richter from Indiana beats Jenkins of Michigan in close duel-Wheeler 3rd



Start of One of the Races -- Wooster Daily Record Photos



Commodore Mahan Presents Trophies to the Winning Team Tom Richter (center) crews for his Big Brother Jim.

"Chippewa Yacht Club Snipe Fleet 569 is host to the Ohio Open Championships at Chippewa Lake, Ohio. These races were co-sponsored by Chippewa Snipe Fleet and Portage Lakes Snipe Fleet. There were 22 entries representing Ohio, Michigan, New York, Indiana, Pennsylvania, and Oklahoma.

The first two races were held on Saturday at 12:30 and 3:10 P. M. Weather conditions were made-to-order; a beautiful summer day with winds at 12 to 18 knots, with some degree of variability.

Not being a large lake, (but free of power-boat activity), the "Chips" use four basic sailing courses. One and two are the conventional port and starboard triangular courses; which usually presents no problems. Three and four are what they call their "Pretzel" courses, which are a modification of the top three points of a five-point star. The "Pretzel" course was used for both races on Saturday. This course could have been a problem to a visiting skipper, but a race circular was available to all participants and the courses were discussed at the Skipper's meeting, preceding the races. In the first race, the first three places were taken by our out-of-state visitors; first, to Jim Richter of Indianapolis Sailing Club; second, to our National Champ, Jerry Jenkins; and third, to Fritz Gram of Cuba Lake, N. Y. The "Pretzel" course is also a good spectator course and Bruce Andersen put on a very fine show. He got caught in a bad wind shift when rounding the number one or home mark and lost his boat. Fortunately, Anne Austin was an alert crew who was able to recover her skipper without aid and Bruce continued on course. In the second race an Ohio sailor got into the act. Jim Richter again took the first position, followed by Jerry Jenkins and then by Jim Menzies of Cowan Lake.

After the racing activities and storage of boats, came the re-hashing of the days races. This continued at the cocktail party which was arranged for in the private bar of McKees Restaurant, which is near-by. It was also the location of the group dining suggested by the Host Club. A family style



Always Time to Talk Things Over Between Races

chicken dinner was enjoyed by all.

The Sunday race was a three-lap triangular course, with marks to starboard. Chippewa had arranged a wind-shift and a bit more velocity than on Saturday; in addition to the wind-shifts, they also arranged some gusts. They enjoyed offering these variations to all the visiting skippers. After a short post-ponement, to allow the committee boats to relocate the starting marks because of another wind shift, the race was on. It was again a battle for the first position between Jim Richter and Jerry Jenkins. This being the third race for Jerry's new boat, he had now gotten acquainted with it and gave Jim a hard fight. Jerry finished first in this last race of the series. Jim Richter took second, Carl Zimmerman took the third spot.

The 1965 Ohio State Championship for Snipes is now just a record of events. Bob Mahan, Commodore of Portage Lakes Yacht Club M. C. 'd the balance of the program by awarding the trophies. Trophies were awarded to the Skipper and Crew of the first three places and to the skipper of the 4th to the 8th place. Bob introduced Birney Mills, the Executive Secretary of SCIRA, to the members and guests. It was a pleasure to have him in attendance, which gave many of us an opportunity to meet him in person and to talk to him. Bob Mahan called on Art Kenat, Chippewa Snipe Fleet Captain and Chairman of the Regatta for his comments. Art thanked all those workers who participated in these races and expressed his gratification for the fine job they did. Also, to the participants of the races—"Good luck and come back."

FINAL RESULTS - 7th OHIO STATE CHAMPIONSHIP

June 19-20, 1965 - Chippewa Lake, Ohio

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pos.
13008	Jim Richter	I.S.C.-Indpls., Ind.	1	1	2	1	
11676	Jerry Jenkins	Detroit, Mich.	2	2	1	2	
12900	Larry Wheeler	P.L.Y.C.-Akron, O.	6	7	4	3	
11800	Hamilton Johnson	Gr. Rapids, Mich.	7	6	5	4	
11930	Joe Williams	Torch Lake, Mich.	4	4	11	5	
15040	Jim Menzies	Cowan Lake, O.	5	3	12	6	
13087	Fritz Gram	Cuba Lake, N. Y.	3	5	13	7	
11905	Bill Kuehnling	P.L.Y.C.-Akron, O.	10	8	6	8	
13007	Carl Zimmerman	P.L.Y.C.-Akron, O.	9	13	3	9	
11732	Bob Jarasek	Deep Creek Lake, Md.	8	12	7	10	
11603	Dick Crandall	Detroit River, Mich.	12	11	8	11	
11866	Cap Rhonemus	P.L.Y.C.-Akron, O.	13	10	10	12	
12711	Dick Riggs	Oklahoma City, Okla.	15	9	15	13	
13456	Len Lewis	P.L.Y.C.-Akron, O.	14	15	16	14	
11490	Henry Young	P.L.Y.C.-Akron, O.	11	DSQ	14	15	
9900	Bruce Andersen	P.L.Y.C.-Akron, O.	16	DSQ	9	16	
13900	Ed Metzger	C.Y.C.-Chippewa, O.	18	14	19	17	
11211	Charles Parke	P.L.Y.C.-Akron, O.	DNF	17	17	18	
13037	C. K. Parke	P.L.Y.C.-Akron, O.	DSQ	16	18	19	
12401	Chuck Bartsche	C.Y.C.-Chippewa, O.	DNF	18	21	20	
11077	Dave Kenat	C.Y.C.-Chippewa, O.	19	DNF	20	21	
3083	John Brinkerhoff	C.Y.C.-Chippewa, O.	17	DSQ	DNF	22	

SAILS - SENSE



"Jerry's got it!"

1964 U.S.A. NATIONAL SNIPE CHAMPION, Jerry Jenkins, Crescent Sail Yacht Club, Grosse Pointe, Michigan, also took top honors for the highest total point score in both the eliminations and the U.S.A. finals, using Boston-developed Karnac sails exclusively.

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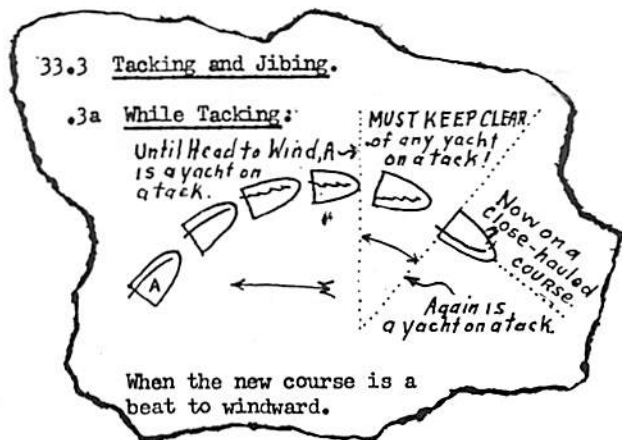
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SNIPE NEWS IN BRIEF

Indianapolis reports that they expect to have 45 boats registered this year—and that is certainly good news! The fleet has grown steadily every year since its inception in 1965 and should be the largest in the United States. Grand Rapids 137 in neighboring Michigan runs a close second, while Quassapaug 231 in Connecticut and Winchester 77 in Mass., are the two largest in the East. Winchester just received 35 1965 membership cards. Reports from all over the country are very optimistic, both in activity and growth. Cuba Lake, Fleet 442 in New York State says they have "the most ever," and expect to be the biggest in District 5. That is quite an ambition! Peoria is trying to get 28 boats registered so they can have 6 entries in the Nationals. Nothing stirs up dues collections like having the National Championship close by. Wish these fleet members would become permanent. The fleet is rightfully happy that one of their Snipe racing photos was selected for an all new official city folder entitled "Peoria Has More." This folder is sent all over the country and world in answer to enquiries about Peoria and its facilities. This official recognition by the city of Snipers and their National Championship influence on the name Peoria is a compliment to Fleet 131. . . . Tom Wilson, 1900 N. Garland Ave., Fayetteville, Arkansas wants information on forming a Snipe fleet in his state. Guess there is lots of new water out there and sailing is now a possibility. If you live in the area, get in touch with him. . . . Don Graham of La Grande, Oregon, thinks he has Snipe #123. He says this old boat has been refinished several times and is in excellent condition. It is just about 35 years old now. . . . R. C. Stevenson of Montreal, Canada, says they have 5 new fiberglass boats there now and as soon as they are measured and other details attended to, will apply for an official charter. This is certainly good news for Canadian Snipers, as this fleet will close in the gap between Ontario and the Maritime Provinces a little. Canadian prospects are exceptionally good now. . . . Marcos Brieua Ayuso of Valapraiso, Chile, is back again active in sailing and his goal is to popularize Snipe in Chile with the ultimate result of at least one Snipe fleet. He has all the information, plans, etc., and his group is starting from scratch. Western Hemisphere sailors wish them all success and hope to sail against them sometime in the future. . . . John Goldsworthy, 568 Delmar St., Gretna, La., has been visiting the Shreveport Fleet and recently bought a good Snipe from one of its members. He says he has located 5 other Snipe owners in his home town area and they are getting together to sail and have hopes of forming a fleet. New Orleans would be a wonderful area for an active fleet. If you are in a position to help, please do so. . . . Marshall Smelser of Eagle Lake (Michigan) Fleet 145 just bought a Snipe and will start racing for the first time, although he has been sailing for the last 30 years. He is now 51 years old. There are lots of Snipers in that category, and they have great fun. . . . John Brown claims he has located Snipe #10 on Lake Fairlee in Vermont. Well, it could be, but there is a scarcity of information in the files on that boat and the burden of proof will be on the boat. We hope he can substantiate it in some way. . . . From Tom Steffan: "I am extremely interested in building a Snipe here in Bombay, India. I sailed them back on Lake Michigan and the surrounding lakes and now I yearn for a boat to sail on the Bay of Bengal. I intend to fabricate them here. "Years ago there was a group of Snipes in India, but they all had short masts which did not meet SCIRA specifications. They claimed they were necessary on account of the strong prevailing winds there of monsoon variety. . . . Some of the Delta Fleet 407 at Memphis have organized a non-profit Mississippi Corp., the Arkabutla Sailing Association. They leased a 5-acre site on that Reservoir 30 miles south of Memphis and will eventually have their own private club and launching ramps. These improvements at Arkabutla have created considerable interest and they expect a fine sailing club there in the near future. . . . Frank Levinson of Clearwater has built himself a new boat and he expects to sail it in the Nationals, using his own sails. We'll be watching the former FD Champ!

Guidelines for Local Regatta Public Relations Chairmen

Submitted by Mrs. Tom (Judy) Head of Columbus, Indiana

Public Relations for a local Snipe fleet is a broad term, covering the whole range of how the public feels about Snipe sailing, and publicity is one small but important part of it.

An analysis of why good public relations matters to your fleet will help you plan: it seems to be a basic American assumption that "more is better" and Snipers usually assume that more Snipers mean more sailing pleasure. So if your goal is to create an atmosphere in which the whole community will be eager to buy a Snipe and sail in your races, plan accordingly. You will want to emphasize the availability of good boats and equipment at reasonable prices, ease of trailering, the inclusiveness of the sailing crowd in which age, sex or muscular ability is not a limiting factor, good sportsmanship and the helpfulness of the local, national and international associations.

You will need to persuade your own fleet to plan events which will enhance these ideas, such as races for novices or non-boat owners with experienced skippers as crew so prospective sailors can try for themselves. Perhaps it would be a series of short races for special categories such as kids under 16, or women only, or skippers over 60. Perhaps it would be a special evening in which dealers can display their wares and/or show films of outstanding regattas.

All of these events enhance your image and expose prospective members to Sniping. (Such events are also good publicity.) If your local club has limited memberships, you will want to arrange a way for those unable to join your yacht club still to participate in Snipe races, a ticklish matter if you have been beating the drums for new Snipers.

Another reason for good public relations (if you have a crowded starting line already!) concerns arrangements for your own races and regattas. Lucky the fleet that does not have to dodge power boats, fishermen, water skiers, etc. Public relations matter here. Probably those other users of water don't at all know why the waves they create spill wind from your sails... and always at crucial moments in a race, it seems. You need some way to let them know and when they understand, the situation will improve. You may need to decide with your own members how to deal with the power man who just waves back when you try to wave him away (he may not even know a race is going on, you know!) and calm down your own member who swears and throws loose equipment in such cases. You want good public relations when you plan a regatta, again for the cooperation of other users of the water, from local officials in some cases, from local businesses in many cases. If you have cultivated their good will throughout the years, many of your regatta problems will be eased.

There is another somewhat subtle reason for good public relations and that is the well-being your members feel when participating in an activity which the world knows and admires.

Some of the ways you accomplish this are listed above. In addition you should cultivate the local news media... newspapers, radio and TV. Before the season is underway, make an appointment with all sports editors or directors. Ask which reporter will handle sailing news and get well acquainted with him. Most reporters know very, very little about sailing; thus they stick to the obvious: listings of standings, pictures of graceful sail patterns on the water or of attractive girls leaning against the mast, etc. They would like, professionally, to be knowledgeable on the subject, and it is your job to see that they are. (As an aside, don't confuse them with the Snipe scoring system which means little printed in a newspaper.) Invite these reporters to Snipe meetings, regatta planning meetings, to trophy dinners. Take them out on a Snipe with your best skipper, and let them take the tiller.

(Continued bottom of Page 14)

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Governor Dan Williams Takes Southern Snipe Title



TIRED BUT HAPPY WINNERS - Seated left to right, Dan Williams, Chattanooga; Brad McFadden, Atlanta; Buzz Lamb, Chattanooga; Mark Schoenberger, Cincinnati; Herb West, Atlanta. Standing are Brainard Cooper, Jr., Chattanooga; Ted Samons, Atlanta; Margie Lamb, Chattanooga; Dr. Sam Norwood, Atlanta; and John Wesley, Chattanooga.

This year's Southern Snipe Regatta was marked by good winds, several breakdowns and spills, and a win by the only skipper to have sailed in all fourteen Southern Snipe Regattas. Local sailor, Dan Williams, finally won the Cartter Patten Trophy after trying every year since 1952. His crew was ex-Snipe sailor, Brainard Cooper, Jr.

Second place was taken by Brad McFadden, Jr. from Atlanta and another local skipper, Buzz Lamb, got 3rd.

Just before the start of the first race, Henry Jewell, Chattanooga, had a chain plate pull out, forcing him to withdraw from the Regatta. The rest of the fleet sailed off in the 10 knot wind on a one lap triangular course with the start and finish line in the middle of the windward leg.

After the first and second marks, a group of boats including John Wesley, Chattanooga, Herb West, Atlanta, Lamb, Williams, and McFadden traded the lead between them on the long run to the leeward buoy. Buzz Lamb rounded first and went on to win, followed by Williams, second and Wesley third.

The second race was more of the same. This time the long run was enlivened by a spectacular roll-over perfectly executed by Frank Johnson, Atlanta, while wind-and-wing. At the leeward mark, McFadden and Lamb held a lead over Williams and Wesley. During the long beats back to the finish line, Williams located a private lift and finished just ahead of McFadden, Lamb and Wesley, respectively.

Sunday morning's race was sailed in a 15-20 knot wind. During the windward leg, Glen Young, Chattanooga, broke a stay and mast. Don Arthur, Chattanooga, rounded the windward mark first and planed off toward the reaching mark. Approaching this mark, Don reached for a hiking strap with his foot; missed; fell overboard still holding on the main sheet; climbed back into the boat, now headed back the way he came; went in irons twice trying to get turned around; finally rounded the reaching mark; jibed; turned completely over; and retired from the day's racing.

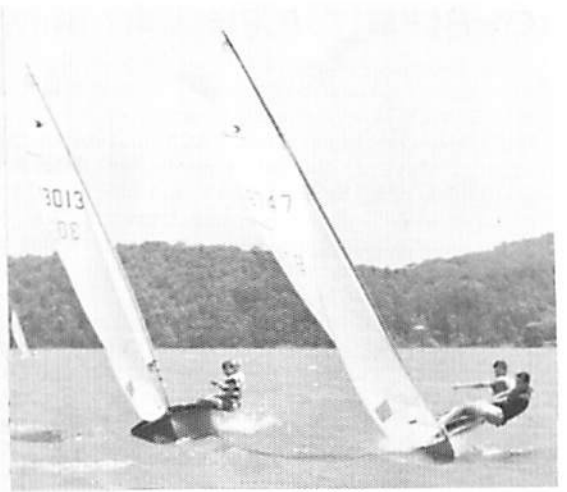
Bob Bigham, Cincinnati, and Pete Duvoisin, Birmingham, also went over after jibing around this mark. Bob recovered nicely to finish seventh, but Pete eventually had to drop out.

On the downwind leg, the lead changed hands several times between Mark Schoenberger, Cincinnati, Jane DeLoach, Chattanooga, Sam Norwood, Atlanta, Williams and McFadden. Jane finally turned over during her second downwind jibe. McFadden sailed the beats to the finish line beautifully to just nose out Schoenberger for first. Williams held on to a very slim margin over Dr. Norwood to take third and Betty Abbott, Memphis, finished fifth.

Final Results - 14th ANNUAL SOUTHERN SNIPE REGATTA

Chickamauga Lake, Chattanooga, Tenn. - May 15-16, 1965

SKIPPER	Crew	FLEET Races	1	2	3	Pts.	Fin.
Dan Williams	B.Cooper, Jr.	Chattanooga	2	1	3	4565	1
B.McFadden, Jr.	T.Samons	Atlanta	5	2	1	4417	2
L.Lamb	M.Lamb	Chattanooga	1	3	12	3885	3
M.Schoenberger	J.Bowman	Cincinnati	9	9	2	3569	4
H.West	T.West	Atlanta	4	10	6	3555	5
S.Norwood	L.Bowen	Atlanta	dnf	5	4	3026	6
J.Wesley	V.Wesley	Chattanooga	3	4	dnf	3137	7
B.Abbott	F.Abbott	Memphis	dsq	8	5	2709	8
C.Hogg	O.Bain	West Point	8	6	dnf	2638	9
T.Bowers	T.Gorf	Atlanta	6	dnf	11	2486	10
P.Crowe, Jr.	J.Barrett	Chattanooga	11	11	15	2476	11
B.Bigham		Cincinnati	10	dsq	7	2441	12
R.Ely	E.Ely	Cincinnati	12	13	13	2409	13
E.Howell	A.Wesley	Columbus	17	16	9	2225	14
L.Cox	D.Cox	Chattanooga	16	7	dnf	2105	15
F.Johnson	H.McFadden	Atlanta	14	dnf	10	2051	16
D.Arthur	J.Arthur	Chattanooga	13	12	dnf	1949	17
P.Whittier	B.O'Neill	Atlanta	18	15	14	1934	18
P.Duvoisin	B.Moreau	Birmingham	7	dsq	dnf	1804	19
G.Young	B.Young	Chattanooga	15	14	dnf	1729	20
J.DeLoach	N.Griffin	Chattanooga	19	17	dnf	1384	21
G.Tomlinson	J.Tomlinson	Cincinnati	dnf	dsq	dnf	1009	22
B.Hof	J.Camosano	Chattanooga	dns	18	dnf	853	23



SOME INTERESTING SHOTS

(ABOVE) Close hauled for the finish, Dan Williams (9747) held on to a slim lead over Dr. Sam Norwood, 13013, to finish 3rd in the final race and win the Southern Snipe Regatta. Dr. Norwood took home 6th place silverware. (LEFT) A Classic Port and Starboard situation in the same regatta. Near the finish line, Cliff Hogg, West Point, Georgia, 11391, tacks a little too late causing Bob Bigham, Cincinnati, 14769 to alter course. Hogg dropped out and Bigham finished 7th after having turned over earlier in the race. (BELOW) National Regatta Chairman Stan Salzenstein sails around in front of the IVY Club while he keeps an eye on the two girls in the foreground. (They probably wish they had a Snipe, now!)



New Activity in the Carribbean

"On March 20, 21, and 22, we had the Carribbean Mid-winter Regatta sponsored by Don Q. Rum and the Club Nautico de San Juan. It was the first event of its type since 1949 Comet Midwinters here and was held in order to raise interest in sailing. Several classes participated: Snipes, Finns, Jet 14's, Rhodes 19's, Sailfish and some others. Francis Seavy came over with Tony Waller as his crew. They are two fine gentlemen of whom I am sure everyone in the Snipe Class feels proud of being their friends. Also Jerry Guardiola was here, whom we had met before and who has been a long-time friend. In total we had 16 boats competing, ten from P. R., two from Florida, and 4 from the Virgin Islands.

It really blew during those days and at one time I'm told it reached 35 mph. (by the way, the race committee I'm sure feels sorry it did not cancel that race). Several masts were broken in other classes but the only two Snipe masts which broke were of the thin California type. We gave Mr. Seavy a brand new Portuguese built boat thinking it was in the best shape. Unfortunately, it had a few bugs because it was new; some of the jam cleats didn't work right and it had them in a relatively uncomfortable position. Francis had a DNS, 3rd and 4th but all of us here are completely positive the outcome of the regatta would have been very different should they had brought their boat with them. The undersigned's luck was with him and came through with two firsts and a third, with hardly an advantage over John (Garry) Hoyt who had one first, a second and a third. Garry had been a Snipe sailor in New England some years ago and is very fond of several of you old (but young) Snipers. Roberto Mieres, former Star Class Champion of Argentina, made a close third with one second and 2 fourths. Seventeen year-old Jaime Otero, who had only 245 lbs. total to keep his boat right up, came through the blow beautifully and demonstrated he is a top competitor who should be watched in the near future.

We learned a lot from this Regatta and hope to correct all of the errors which were made. Among these is that Snipes definitely have to compete in a separate course and start. For example, we passed Rhodes 19's and some Finns which had started 10 and 5 min. ahead respectively. As a matter of interest, Peter Barret & Bruce Kirby made the 6 mile course only 1 min. faster than us. Everyone felt that Snipes proved to be as fast as any boat around, especially to windward.

-- Miguel A. Casellas, Jr., Captain of San Juan Blue Fleet 591

Dick Tillman N.A. Finn Champion

Snipers have always known that Dick Tillman was an able sailor and always dangerous competitor. Raised in Snipes, he has represented the U. S. in many international events as a national champion, and he has won so many honors he has ranked as one of the best small boat sailors in the country. A few years ago, he took up Finn sailing as a sideline, and being an adept athlete, he has been in the top 10 in many regattas, including Olympic tryouts, etc.

So it is with no surprise to learn that he sailed on the Great Sound in Bermuda in May as if he owned it and won the North American Finn Championship over a fleet of top competitors for the first time with 1-1-1-2-2 (throwing out a 5) for 9412 points - well ahead of the 8634 for Glen Foster of New York and 7062 awarded to Olympic Silver Medalist 1964 Pete Barrett of Wisconsin. James Schoonmaker, a strapping big Star Class campaigner from Miami Beach, who was a sensation the week before when he won the Bermuda Championship with 5 firsts, was 4th and Ted Norquist of Alameda, California, finished 5th.

Winds varied from calm to blustery conditions, which caused many upsets and broken masts during the week's sailing. The races were hotly contested and only a few seconds divided the leaders in most events. It was a fine and convincing victory for "Our Boy."

Dick was invited to sail in the Finn Gold Cup (World Championship) in Poland, but has decided in favor of the U. S. Snipe Nationals in Peoria in August. He won in 1959 and went to the World Championship that year in Porto Alegre, Brazil. A trip to the Canary Islands this year would suit him fine.

Indiana Sailor First at Memphis

TOM HEAD WINS COTTON CARNIVAL REGATTA - DAN WESSELHOFT OF ILLINOIS 2nd - PETER DUVOISIN 3rd.

The Memphis Cotton Carnival was initiated by the 11th annual Cotton Carnival Regatta held by the Delta Sailing Club, May 8th and 9th on McKellar Lake in Memphis, Tennessee. The weatherman was kind as the sailors found mild temperatures and 12-15 knot winds for the 3 race series. In attendance were the Snipe Class Commodore, Bud Hook, and Past Commodores, Eddie Williams and Carl Zimmerman.

The first race, held Saturday morning, saw Tom Head of Columbus, Indiana quickly solve the sometimes tricky wind patterns of McKellar Lake to take the first race followed by Dr. Peter Duvoisin of Birmingham, Alabama and Don Wesselhoft of Peoria, Illinois.

After lunch in Riverside Park, the second race was started and the leaders swapped positions as Wesselhoft won, followed by Head. Bud Hook, sailing Carl Zimmerman's boat with Zimmerman as crew, came in 3rd in this race.

The evening's festivities were held on the Memphis Showboat, which the sailors, crews, and guests boarded on the Memphis waterfront for dining and dancing. They cruised down the Mississippi River and into McKellar Lake, the scene of the regatta.

The last race of the series, which was sailed on Sunday morning, featured a duel between Head and Wesselhoft, who were in first and second place in the regatta at this point. Happy Jones of Memphis took an early lead in this race and held it until the last seconds when Dr. Duvoisin passed her to finish first. Mrs. Jones was second with Tom Head, who had been covered by Wesselhoft for most of the race, breaking thru into 3rd place. Wesselhoft finished 4th.

After lunch aboard the Showboat, the King and Queen of the Cotton Carnival awarded the trophies to the first five boats

Final Results - 11th ANNUAL COTTON CARNIVAL REGATTA

May 8-9, 1965 - McKellar Lake - Memphis, Tennessee

BOAT	SKIPPER	CLUB	RACES	1	2	3	PTS.	FIN.
11220	Tom Head	Columbus, Ind.	1	2	3	4565	1	
15505	Dan Wesselhoft	Peoria, Ill.	3	1	4	4413	2	
13274	Peter Duvoisin	Birmingham, Ala.	2	6	1	4346	3	
15315	Happy Jones	Memphis, Tenn.	7	7	2	3833	4	
14205	John Doggett	Memphis, Tenn.	4	4	9	3762	5	
14225	Charles Cash	Memphis, Tenn.	5	9	5	3616	6	
14236	Frank Abbott	Memphis, Tenn.	8	5	8	3474	7	
13007	Bud Hook	Indianapolis, Ind.	6	3	15	3345	8	
14281	Bryan Lesley	Jackson, Miss.	9	9	7	3080	9	
15001	Ed Geelz	Chicago, Ill.	10	12	12	2643	10	
9780	Eddie Williams	Letawana, Mo.	12	13	11	2525	11	
14399	Girl Scouts	Memphis, Tenn.	11	16	10	2486	12	
14107	Eldon Howell	Columbus, Ga.	DNS	8	6	2314	13	
10508	Jack Fowler	Memphis, Tenn.	DNF	10	14	2266	14	
10225	Bill Fowler	Memphis, Tenn.	13	DNF	13	2097	15	
10850	Dease Ryan	Memphis, Tenn.	14	14	17	2034	16	
12098	Alan Lightman	Memphis, Tenn.	DNF	15	16	1877	17	
12654	Vernon Reed	Memphis, Tenn.	DNF	17	DNS	1152	18	

"Principal Sailing Rules" Appreciated

SCIRA is very proud and appreciative of its connection with Fearon D. Moore's famous little booklet. It ranks as tops with sailors everywhere and these unsolicited comments on the 12th Edition (1961) by well-known names show what was thought of the preceding edition. They might persuade you to get the new edition for 50¢ - if you include another 75¢, you will get the 1965 official NAYRU Rule Book, too. Excerpts from Mr. Moore's files:

"With regard to your lucid interpretation of the racing rules, I marvel—as with previous editions—at their completeness and accuracy. Only a student of the rules (like myself) can really understand the magnitude of your labors and accomplishment. . . is not only clear, concise and accurate, but is preeminently suitable for all ages and deserves the widest distribution."

* * * * *

"You have again come up with another of your concisely correct jobs. So clear; so succinct. . . I wish that every racing skipper, especially the Juniors, could have a copy. It would save Race Committees many headaches."

Wells Wanderings



by Ted Wells

SPRINGTIME

According to the poets, in spring a young man's fancy is supposed to turn to girl-watching. In addition to this, Snipe skippers (not all—but a fair number) also turn to inventing new gimmicks of questionable legality by means of which they hope to gain at least a temporary racing advantage.

One skipper wrote to a mast manufacturer ordering a rotating mast. He admitted that the rules prohibited rotating masts, but made his case on the fact that nowhere did the rules say you had to have a rectangular butt end or similar means to prevent rotation. He was just going to mount it on bearings and let it do what came naturally.

A perennial is the 4" deep boom, made of half inch strips rather loosely held together, which of course bends beautifully—and illegally.

Another idea was to have a mast which was extremely flexible in the top third, stiffened by a spreader or strut going forward at the jib stay, with a wire stay from the top of the mast, over the strut, back into the mast about five feet below the jib stay intersection, to an adjustable fixture below deck. This could, of course, include a mast which would have a built-in bend which it could assume with zero wind and a slack stay (a desirable condition according to some authorities.) Since this is obtaining or controlling bending by auxiliary means, it is illegal.

Another idea which showed up was a nylon cord running parallel to and in front of the jib stay. The length of this cord was adjustable from the cockpit. The avowed purpose of this was as a mast anti-flopper. What ulterior motive if any, there may have been, I don't know—but it has all the characteristics of not only an adjustable jib stay, but also a double one, both of which are illegal.

WEIGHT REDUCTION TEST

In the first place, I admit to prejudice when people discuss the great gains in performance to be derived from a weight reduction of 25 to 50 lbs. I'm opposed because of the effect on older boats—at least psychologically, and because I'm convinced that the gain in performance of even a 100 lb. reduction would be unmeasurable. Last weekend, I had an opportunity to check this out at the Fort Worth Boat Club regatta—and with the conditions under which a weight reduction should be most effective.

John Muller and I were sailing identical fiberglass hulls of approximately the same vintage, and with identical sails. Going into the Sunday morning race, I had to beat John by two positions to take second place in the regatta. The wind was extremely light and if the people who think a Snipe will be materially improved by taking off 50 lbs. were right—the result was a foregone conclusion as John and his crew weighed 115 lbs. more than my crew and I did. I assume John's boat was at minimum weight (mine is.)

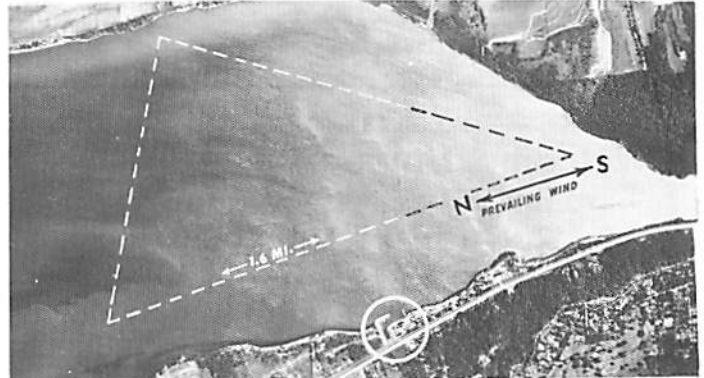
There were 38 other Snipes in the race, but it was a match race as far as we were concerned. We both got good starts and soon pulled out ahead of the fleet, but I had started on the best end of the line while John was way down on the other end. We held the same tack almost all the way to the windward mark as it was predominantly a starboard beat, and our speeds were identical. John had to approach the mark slightly blanketed by the shore (no slot here) so two other boats slipped in between us. I am, of course, very happy.

The next leg was a predominantly port beat. I tacked

immediately after rounding the mark, while John held the starboard tack for a while. We then sailed for about twenty minutes on parallel courses, with nothing happening, until a slight shift favored John and I just barely beat him to the mark. The next leg was dead before the wind, where light weight, like virtue, just had to triumph. It did for the first fifteen minutes as we eked out about a fifty-foot lead—which, unfortunately evaporated just before the leeward mark. At the mark John was ahead—which was just where he was when we finished the next leg which like the first one was predominantly a starboard beat. We each went our separate ways, but generally sailing parallel courses not far apart. I never did catch him.

I can't deny that light weight makes a boat go faster—but I do maintain that the amount is so inconsequential as to be over-shadowed by many other things.

SNIFE CLASS NATIONAL CHAMPIONSHIP



The Illinois Valley Yacht Club (IVY) is located on this broad expanse of the Illinois River (Lake Peoria) where the U. S. National Championship Races will be sailed the first week in August. The Club is located on Route 29, Galena Road, and is 1 mile north of the city limits and is easily found.

The physical characteristics of the sailing area are very good. The lake itself is unobstructed and the racing courses are in an area approximately 1 mile wide and 1 1/2 miles long. Depth is good to very near shore line. The west side of the river has a bluff which is set aside from the river about 1/2 mile. This bluff is not high, and since west winds are uncommon, it probably won't interfere. The east bank is low, flat land for a distance of a mile or tow with no interference. Winds are prevailing southeast and usually get a northeast switch. The river has a dam about 5 miles below the lake which holds back any severe current problems. The water is as clear as most rivers and free from any oily scums, etc.

Once again the Big Event is upon us! If you are entered, don't let ignorance of the rules or carelessness in observing them mar your arrival. Complete information can be had from the Rule Book - the Juniors under the Duffy Trophy and the Nationals from the Heinzerling, Wells, and Crosby Trophies. In general, rules and conditions are the same as last year. ALL BOATS WILL BE WEIGHED (boats with permanent green measurement cards are NOT excepted). Remember that only one board and one mast can be considered part of the boat, so don't expect to switch boards or/and masts at will.

The same old warning holds good! Don't show up at the Nationals with a questionable or controversial Snipe! Green card boats are accepted conditionally, while all others will get a thorough going-over. Save time, disappointment, and last minute changes by checking everything before you leave home, and, if in doubt, call on your Fleet Measurer for help. Pay particular attention to weight, mast bands, and sails. Also, don't forget that Juniors must own and regularly skipper their own boats in fleet races and use junior crews as well.

While the original date for closing of entries was published as of July 15th, it has been decided to extend that period another ten days to allow for the inclusion of more qualifying race results. Accordingly, the shut-off time will be midnight of July 25th. WE WISH YOU GOOD SAILING AND GOOD LUCK!

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SANCTIONED SNIPE REGATTAS —

JULY 24-25 BRIODY MEMORIAL Championship Regatta, Chautauqua Lake YC, Lake Chautauqua, Jamestown, New York. Charles Henderson, 16 Owana Way, Lakewood, New York

JULY 24-25 NEW ENGLAND Snipe Championship, Wessagussett YC, Hingham Bay, Mass. Lawrence T. Callahan, 38 Rinaldo Rd., Weymouth, Mass.

JULY 29-30-31 U. S. JUNIOR NATIONAL CHAMPIONSHIP Regatta, Ivy Club, Lake Peoria, Illinois River, Peoria, Illinois. 2 races each Thursday and Friday -1 Sat. A.M.

AUGUST 1-7 U. S. NATIONAL CHAMPIONSHIP RACES, IVY Club, Lake Peoria, Illinois River, Peoria. 5 race Crosby Series starts Sunday the 1st; 7 race Wells and Heinzerling Series Wednesday through Saturday August 7th. Stan Salzenstein, 213 SW Adams St., Peoria, Ill.

AUGUST 1-4 NORTH EUROPE DISTRICT Open Championship, Fleet 324, Viken, Sweden. Sound Week will take place August 4-8 at Skoshoved, close to Copenhagen, Denmark, thus affording another week of fine sailing and competition. Write to Svend Rantil, Box 115, Helsingborg, Sweden.

August 14-15 BOARD OF GOVERNORS CUP Regatta, Quassapaug YC, Lake Quassapaug, Conn. George Schwen, Upper Whittemore Rd., Middlebury, Conn.

AUG. 14-15 ROCKY MOUNTAIN Snipe Championship, Rocky Mountain SA, Shadow Mountain Lake, Grand Lake, Colorado. W. T. Scofield, Box 826 Rt. 3, Golden, Colorado.

AUGUST 14-15 NEW JERSEY STATE Championship, Pine Beach YC, Toms River, New Jersey. Charles Eshelman, 514 Rively Ave., Glenolden, Pa.

AUG. 14-15 OVERBOARD SNIPE Regatta, Overboard Snipe Fleet at Beckers Shipyard, Hempstead Harbor, Long Island. John Nicholson, 10 Engineers Rd., Roslyn Harbor, New York.

SEPTEMBER 5-6 DECATUR Snipe Regatta, Decatur Snipe Fleet, Lake Decatur, Illinois. Thomas S. Sly, 255 N. Summit Ave., Decatur, Illinois.

SEPTEMBER 9-15 1965 WORLD CHAMPIONSHIP Snipe Regatta. Gran Canaria Club Nautico, Las Palmas, Canary Islands. Under the auspices of Spain.

SEPT. 18-19 CHICAGO INDIAN SUMMER Regatta, Burnham Park YC, Lake Michigan, Chicago. Dick Ver Halen, 1031 Keystone St., River Forest, Illinois. 60305

(GUIDELINES TO PUBLIC RELATIONS from Page 9)

Next, find out the form in which news is wanted. All newspapers have specific styles. Radio and TV are more likely to accept telephone stories. Make it a habit to call in race results, regularly. Some will be used.

Regattas call for special plans. Arrange for spectator boats for reporters. Assign someone chatty and knowledgeable to accompany them. (This may be difficult as the sailors are busily sailing, but often a wife who has been around a while can do this well.) Have on hand a supply of newsy feature items. Not just who is present from where, but some of the little anecdotes everyone knows about the top sailors.

Invite some notable in your town to present the trophies, and have someone close at hand to keep him straight. Invite all photographers to meet the winners, plus the radio if they tape or have a cruising newscaster. Remember that news outlets are highly competitive with each other, and don't play favorites when you have genuine news.

Finally, as your skippers register, have each include the name and address of his hometown newspaper, and at the regatta's conclusion, invest in a telephone call to his paper if he places near the top. The paper is almost sure to run it with your town's dateline. Mail final standings to each skipper along with an invitation to come next year. Write a small "thank you" note to each non-Sniper who helped in any way.

And last, of course, send a full story with pictures to the Snipe Bulletin.

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CLASSIFIED ADS. Used Boats and Equipment

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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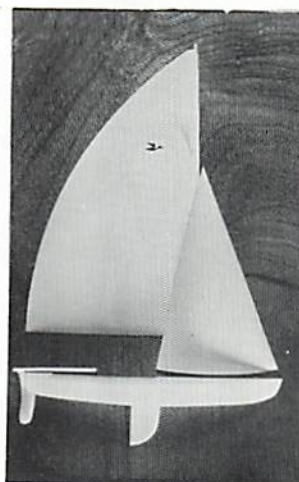
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