

SNIPE BULLETIN

JULY 1967

Vol. XVII No. 3

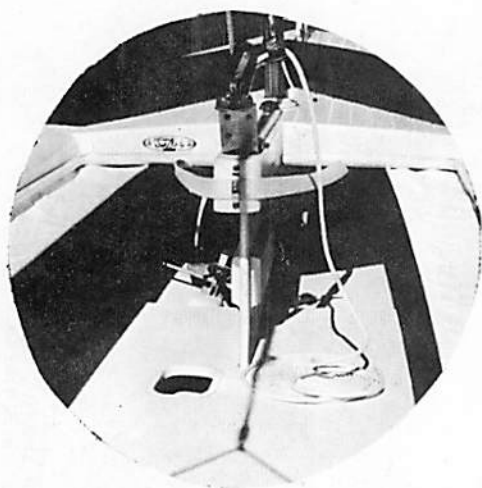


Ted Brown

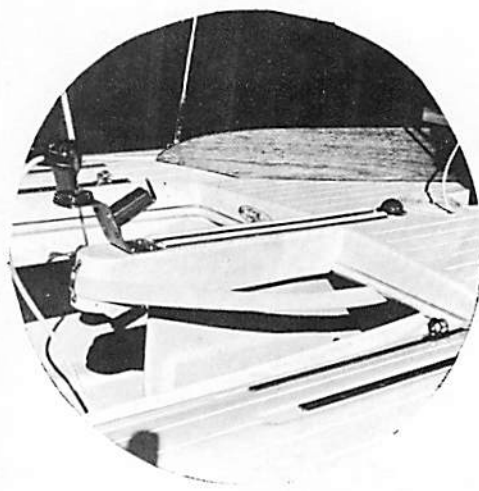
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Voice Of The People

WANTS USE OF SPINNAKERS THOROUGHLY TESTED

"Recently I read the report of the meeting of the class national secretaries of the Western Hemisphere held in Montevideo, Uruguay. It seems they discussed at length the possibility of running some tests to determine the feasibility of the use of spinnakers on Snipes. Somebody allowed as how they had already done all that testing stuff and it wouldn't work, so then Bud Hook made a motion that there should not be any testing and it carried. That was all.

Well, I'm not able to tell from that report whether that means there won't be any testing and the whole spinnaker idea is dead, or whether the spinnaker is really a grand idea and it is not necessary to test it, and some more will be said on it in the future.

I think the addition of a spinnaker is a real good idea, if it works. If it has really been thoroughly tested in recent months and found it will not work, I think the masses should be officially informed of all the facts and findings - what tests were run, and conclusions as to why it won't work. If it has not been thoroughly tested (and I think surely it has not under conditions involving competitive sailmakers attempting to get up something that would work), then I think it is deplorable if the whole idea is hip-pocketed without any real testing being done.

I read Elvstrom's comments in "One Design and Off-Shore Yachtsman" and I couldn't help being impressed that he might be right. He usually is. I wonder if we could be brought up-to-date on how SCIRA is presently viewing the spinnaker."

— Wilby C. Coleman, Valdosta, Georgia

START SPINNAKER USE AT ONCE ON LOCAL BASIS

"The best news for a long time, as far as promoting Snipe racing is concerned, is the little quotation from the November BULLETIN below: (European Secretaries Meeting).

"It is expected that spinnakers could be tested, approved, and allowed for Snipe racing season of 1968."

From my limited experience from other racing classes, I strongly believe that spinnakers would, at a very modest cost, tremendously increase the fun of Snipe racing and the resultant popularity of the Snipe Class.

If the opposition of second thoughts (rather probable, I guess, in an Association as big as SCIRA), brings pressure to postpone the introduction of spinnakers beyond 1968, maybe the example and experience of the Scandinavian Folkbat-Class - with a rather sizable number of actively racing boats - would help. For a number of years, the spinnaker was optional and the regatta organizers could decide whether or not the spinnaker was to be used in the race they arranged.

My suggestion: SCIRA should announce at once 1967 dimensions and measuring rules for the Snipe spinnaker to be used the balance of the year. If the no-spinnaker-party gets too noisy, make the use of spinnakers after 1st of January 1968 optional with use to be decided and announced by the arrangers of the regatta, thus starting on a local basis."

— C. Hagelstam (Snipe 16175), Helsinki, Finland

SCIRA looks at spinnaker from this position: Bill Crosby, Snipe designer, asserted that the boat was never designed for spinnaker use, and contemporary sailors, after some experimenting, agreed with that statement. But over the years, the question has arisen periodically, and the ultimate decision has been in agreement with the original logic.

In the last year or so, another generation of sailors is loudly demanding adoption of a spinnaker, and once again the argument rages over the world. The European National Secretaries passed a recommendation that it be adopted; the Western Hemisphere Secretaries, viewing the same facts, split tacks, recommending that it not be adopted. That is the way it stands now - wide open; some for it; some against it. The Board of Governors at Nassau will decide on any formal testing program after studying all recommendations and proposals.

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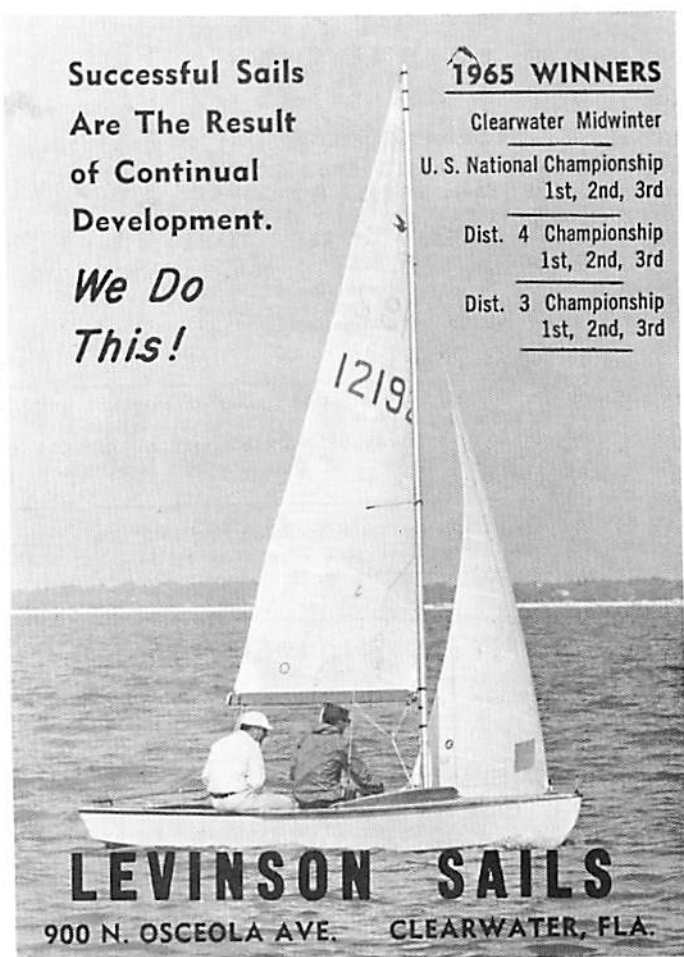
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1st, 2nd, 3rd

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1st, 2nd, 3rd



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- 1st & 2nd — Mission Bay Wells Wandering Regatta, San Diego, California.
- 1st, 3rd, 4th & 5th — Lake Havasu Regatta.
- 3rd — 1966 Western Hemisphere Championship, Montevideo, Uruguay.

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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,
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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

When, right after World War II, the glass industry turned its attention to developing fiberglass and applying it to various products, the Owens-Corning Glass Corporation was a leading pioneer in entering the boating field. They even got a copyright on the word FIBERGLAS. Some of the first hulls they helped develop and sponsor in 1947 are still in good shape and active today, 20 years later.

At that time, there were a few farsighted Snipe sailors who started to experiment on their own time and expense, and in the early fifties, they had a hull which they presented to the class for serious consideration. The usual and expected opposition developed, but fortunately for the class, there were a few men on the Board of Governors who had the foresight to recognize that conditions constantly change, and that regulations must change with conditions in order to permit the Snipe to maintain its dominant position in the small boat racing field. So, in 1953, SCIRA officially approved of fiberglass hulls - the first important one-design class to do so. The wisdom and success of that move, written in the class annals over the last 14 years, is now history.

Owens-Corning Fiberglas Corporation is currently featuring fiberglass boat hulls in a continuing series of advertisements in ONE DESIGN AND OFFSHORE YACHTSMAN. The cover is the illustration used for the Snipe.

The work of Ted Brennan, the beautiful scale drawing is most accurate - the best we have ever seen. It is a real work of art. Owens-Corning sent a framed copy for the SCIRA office. And believe it or not, they have made a limited number of copies available for this office to distribute on a "Members Only" basis as a very special deal. For only \$4.00, you can get an 11x14 copy in a 15x18 black frame, accented in gold. It's the bargain of the year - thanks to Owens-Corning's generosity and interest in Snipe. Send your orders in now - it will take about 4 to 6 weeks as each one is framed separately and to order. You'll never regret it!

— THE SCORE —
Numbered SNIPEs — 17048
Chartered Fleets — 639

79 numbers were issued last month - an ordinary amount for this time of year, but three things make this bunch a little different.

First - Last month comment was made on the fact that the rest of the world took 1 more than the United States for the first time in memory; but this month, it was a real wallop - 59 to only 20 for the home team! Denmark ran away with a fine total of 40; Canada 15; Virgin Islands 2; Portugal and England 1 each. The 1967 total is now 431, just 44 less than our 35-year average of 475 boats. We'll make that figure easy, with a chance to go well past the 1966 total of 539. Goin' to be

a good 'un!

Second - Another milestone was passed when 17000 hit the water! It took 36 years to reach that happy place (we recall one prominent one-design class that took 10 years to issue 1000 numbers), but it was with pleasure that Peter G. Harris, National Secretary for England, stepped forward to receive it. SCIRA is proud that he has it, for if anyone deserves a special favor for hard work done for SCIRA in the recent past, it is Peter. As a leading advocate for Olympic recognition and Snipe promotion in England, he has done an outstanding job. 17000 on his sails will attract a lot of attention in the Land of Dinghies and that is what Peter (and SCIRA) wants! May she have a long and wet life!



SNIPES # 17000 Heads for the Starting Line Prior to Sailing in her First Race.

Third - A series of special numbers was issued to Canada to designate the official Pan-American Snipes. In the future, whenever you see the numbers 17001-17014 inclusive, you will be looking at the boats actually used in the Games. They are beautiful boats built by Ontario Yachts of Oakville, and all competitors will have the pleasure and satisfaction of sailing identical boats in the Games.

All-in-all, a most interesting series of numbers: 16969 to 17048.

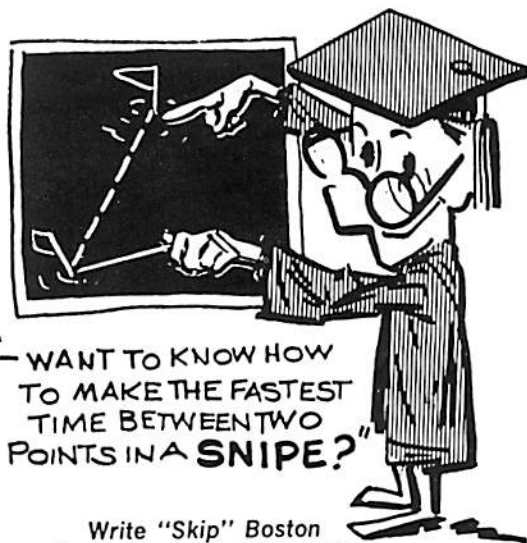
As predicted when Uffe Josephsen retired, the new National Secretary for Denmark took a firm grasp on the tiller of SCIRA/Denmark at once. In his first letter asking for 20 new numbers, he also announced the formation of two new fleets and requested charters for them. Accordingly, Charter 638 went to the Hellerup Fleet and Charter 639 to Ålsgård. No other information was furnished at the time, but he pointed with pride to the fact that now they have 9 active fleets in Denmark. SCIRA is proud of that fact, too!

Fernando de Avellar of Brazil Retires

The file for SCIRA/Brasil contains correspondence back for 14 years, and practically every official letter therein is signed by Fernando de Avellar, National Secretary. His name first appeared in the 1964 Rule Book and he has occupied that office ever since. So, when after 21 years of devoted service to his first and only love (Snipe), word comes that he is retiring, there is a sense of loss and deep regret when one realizes his interesting letters will come no more. (As a native Cariocan, Fernando is full of charming stories about his beloved Rio and romantic Guanabara Bay).

He and Leopoldo Geyer of Porto Alegre are the two "Grand Old Men" of Snipe sailing in Brasil. They have taken great pride in seeing "our boys" rise to the top in world competition. Fernando says he is going to take it easy, but bets are he will be very much in the future unofficially. World-wide SCIRA owes a deep debt of gratitude to this fine gentleman and scholar for establishing a stronghold for Snipe in South America. We all wish him a good "Abraco". His last official report is below:

(CONTINUED Top of Page 6)



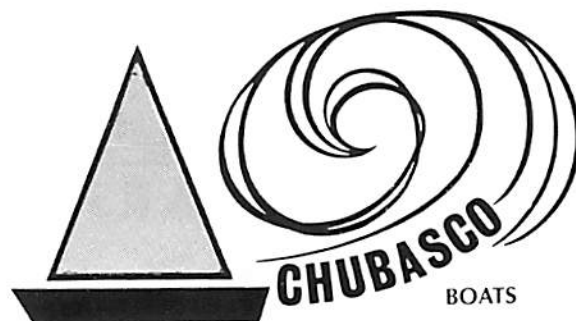
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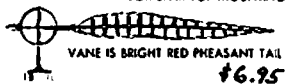
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(FERNANDO DE AVELLAR from Page 5)

" Mr. José Evaristo San Roman, Rua Mexico 41, 19, was elected at Sao Paulo during the meeting of the Snipe Fleets assembled for the recent Nationals as my successor. Mr. San Roman, in his late thirties, is a man of ability. A chief of sea scouts in his youth, he has given a good account of himself, even as a yachtman, competing, acting as a member of Racing Committees, a Commodore of the Carioca Sailing Class, and now as a President of the Carioca Sailing Federation (the last step for the presidency of Confederacao Brasileira de Vela e Motor, our highest national sailing authority (something like your NAYRU), and last, but not least, he is the Captain of the Flotilha de Snipes do Rio de Janeiro 159. We couldn't find a better man.

The 1967 Brazilian National Championship was raced on Guarapiranga Lake near Sao Paulo last February. Fleets from 8 states sent representatives and while a real battle was expected between the Schmidts, Conrads, and Piccolos, it ended up with Nelson Piccolo of Porto Alegre, using his homemade sails, winning the title; Reynaldo and Ralph Conrad were 2nd; Marco Aurelio Paradedá, also of Porto Alegre, was 3rd. The Schmidt twins dropped to 12th. Incidentally, they are concentrating on Stars presently with an eye on the next Olympics. The 5 top skippers of this regatta sailed the final Pan-American elimination series in April. Piccolo won. so on to Winnipeg!"

Have You Paid Your 1967 Dues Yet?

Every year a most unpleasant task is to notify erstwhile good Snipers and friends that they are delinquent in the payment of class dues and that they must pay up immediately to avoid severance of an otherwise pleasant relationship. Too bad it has to be done (how nice if one could simply deduct the proper amount from bank checking accounts as some banks now do for automatic savings, payment of utility bills, etc). But rules are rules and must be observed, or eventually there would be no organization of any value at all.

As in past years, the cut-off date is August 1st, which is a liberal allowance from the time dues are payable in April. The fact that many do not get started until after school is out in June and the sailing season really begins accounts for this grace period, but all stencils are being pulled now and this is the last BULLETIN you will receive as a 1966 SCIRA member. At the same time, all the old crews left over from the old 1965 season have also been removed unless they have been specified to receive the BULLETIN again this year. If you want your present crew to continue on the mailing list, please send in a notice to that effect. If you have already done so when paying 1967 dues, this is not necessary, as crews have been added according to fleet reports already received. If we didn't clean out the crews at least once a year, the list would build up and many would be getting the BULLETIN who are no longer active or interested in sailing, and it is wasteful to continue to send them the magazine.

Don't forget that your payment of class dues includes two copies of the BULLETIN for a year and you can send it to any interested party you choose, if not to your crew. Send it to an organization, yacht club, library, school, or any spot where it might be seen and attract attention. The BULLETIN is the best advertising the class puts out, and full advantage should be taken of this opportunity.

For your information, the schedule of dues is printed on page 145 of the 1966 Rule Book. One explanation: if two or more people are joint owners of a Snipe, each is considered a co-owner and each pays \$5.00; for 2 such co-owners, the total is \$10.00, and not \$12.50. Only one single individual owner of a Snipe pays \$7.50.

The fleet captain is charged with the collection of dues from fleet members. If he has not collected yours yet, give it to him now so he can make a formal report; or, if you are unable to do this, send it in to this office direct and thus save billing and mailing of future notices. It is most important that SCIRA has good collections, for the loyal support of Snipe owners contributing a small amount periodically is what makes SCIRA the strong organization it is today.

New Rule Book Due in 1968

STEVE TAYLOR GIVES ALL THE DOPE!

It has been suggested that a report be submitted to the BULLETIN regarding the "how" - "why" - "who" and "operation" of this Standing Committee. So here goes!

HOW - It was called to the attention of the Commodore at the 1964 Nationals at San Diego that there were many conflicting rules and errors in the Rule Book.

WHY - The Commodore formed this new Standing Committee - not to write any of the rules (that is the function of the Rules Committee), but to list as many errors and conflicts as discernible and offer suggestions for correcting rules to the Rules Committee for their consideration.

WHO - The current Rule Book Correction Committee is the same as that formed in 1964. The membership was appointed and is composed of Herb Shear, San Diego; William Krieg, Indianapolis; Birney Mills, Akron; Ted Wells, Wichita; and Stephen Taylor, Oklahoma City, as Chairman.

OPERATION - This is a non-profit, non-budget committee of SCIRA. Although the group offered over 1500 (sic) corrections and suggestions for the 1966 Rule Book, errors and omissions have shown up!! For this, we offer our sincere apologies.

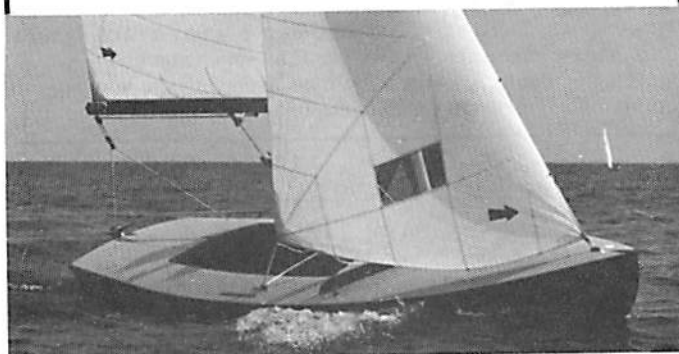
This brings up the case in point - This committee is getting ready to crank itself up and offer suggestions and corrections to the 1966 Rule Book to the Rules Committee for the 1968 edition.

We would not be the least reluctant to receive any correction or suggestion from anyone in SCIRA membership - so don't "beef" about your rules, do something about it - write to any member of this committee for results. (This offer is not open to other classes. Go mess with your own rules!).

If you have any major changes to suggest either in context or make-up of the present rule book, send them to me at 2908 Finchley Lane, Oklahoma City, OK 73120, if you want to.

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THE WEATHERGLASS

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Prepare for a blow;
When it raises high
Let all your sails fly!

As mariners have known for centuries, the shifting of the wind is the most trustworthy of weather forecasts. Its direction and force spoke volumes to old salts, some of whom could tell the time of year by the sound and taste of it. Many oldtimers could even boast of the different kinds of winds they had known - from the cold, wet Northeaster of New England to the warm, moist Chinook of the upper Pacific Coast.

Today the modern seaman depends on more than the voice of the wind as a weather indicator. He depends, too, in the many instruments used for gathering data necessary to forecast weather. Of them all, the barometer - used to measure atmospheric pressure - is by far the most valuable.

Ideally, the barometer should be used with the compass to determine air pressure and wind direction, the two most im-

portant elements in weather prognostication. However, a single observation of the barometer, without reference to the conditions prevailing at definite intervals preceding, is liable to be misleading. The important thing to know is: Has the rise of fall been a gradual one or has it been rapid? If the barometer is stationary, how long has this condition existed? Weather prognostications from barometer observations are based on a knowledge of all these conditions, and never from a single observation.

The U. S. Weather Bureau offers the rules in the accompanying chart as a loose guide to barometer-wind correlations. There are, however, exceptions to this rule existing in various areas of the country.

It was not until 1643 that Torricelli discovered the principle of the barometer. Torricelli's great teacher, Galileo, died without knowing why Nature abhors a vacuum, but he had discovered the principle of the thermometer. The data from the readings of these two instruments form the foundation of all meteorological science.

—Reprinted from TELLTALES permission of Owens-Corning.

WIND DIRECTION BAROMETER REDUCED TO SEA LEVEL

SW to NW	30.10 to 30.20 and steady
SW to NW	30.10 to 30.20 and rising rapidly
SW to NW	30.20 and above and stationary
SW to NW	30.20 and above and falling slowly
S to SE	30.10 to 30.20 and falling slowly
S to SE	30.10 to 30.20 and falling rapidly
SE to NE	30.10 to 30.20 and falling slowly
SE to NE	30.10 to 30.20 and falling rapidly
E to NE	30.10 and above and falling slowly
E to NE	30.10 and above and falling fast
SE to NE	30.00 or below and falling slowly
SE to NE	30.00 or below and falling rapidly
S to SW	30.00 or below and rising slowly
S to E	29.80 or below and falling rapidly
E to N	29.80 or below and falling rapidly
Going to W	29.80 or below and rising rapidly

CHARACTER OF WEATHER

Fair, with slight temperature changes for one or two days.
Fair followed within two days by rain.
Continued fair with no decided temperature change.
Slowly rising temperature and fair for two days.
Rain within 24 hours.
Wind increasing in force, with rain within 12 to 24 hours.
Rain in 12 to 18 hours.
Increasing wind and rain within 12 hours.
In summer, with light winds, rain may not fall for several days.
In winter, rain in 24 hours.
In summer, rain probably in 12 hours.
In winter, rain or snow, with increasing winds.
Rain will continue one or two days.
Rain with high wind, followed within 36 hours by clearing, and, in winter, colder.
Clearing in a few hours and fair for several days.
Severe storm imminent, followed in 24 hours by clearing and, in winter, colder.
Severe NE gale and heavy rain; in winter, heavy snow and cold wave.
Clearing and colder.

Pan-American Program Successful

Probably by the time this is read, the Pan-American Elimination Series will be over and the United States representative for the Games in Canada in August will be determined.

22 sailors (3 from each of the 7 SCIRA Districts plus the current National Champion) were to race in Minneapolis July 13-16th. The list of entries has not been determined yet, but it is known that Louis Nelms, Dick Caspari, Ted Wells, Bill Hancock, Jim Richter, Buzz Levinson, Dick Tillman, and Earl Elms are on it. Some entries may not be members of SCIRA, as was allowed under District competition to qualify.

Harry Levinson, General Chairman, has done the difficult task of organizing and overseeing the elimination procedure. He also made the arrangements for the Snipe Class to get 22 new fiberglass hulls to be used at Minneapolis. A favorable contract was made with Francis Lofland, with SCIRA guaranteeing sale of the hulls. Lofland Sailcraft, Inc., produced some beautiful boats incorporating all the latest and most desirable features as publicized in the BULLETIN. The boats have been delivered to Minneapolis on schedule. They have all been sold for purchasers to take delivery after the series, and Francis Lofland wants to say "Thank you" to the many people who helped make this work so smoothly.

To sum it up: SCIRA undertook an ambitious program, setting high standards for choosing the best Snipe sailor in the United States. We have delivered on all our promises, and have well-deserved a gold star to be placed opposite the class name.

If Going to Ft. Gibson—Read This!

Once again, the same old familiar 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. If your boat has been measured in any two previous national championship regattas, it is eligible for a permanent green card, which waives measuring again at a future National. If you send for a card, please send details with application.

Don't let ignorance of the rules or carelessness in observing them mar your arrival. Complete information can be had from the U. S. Section of the 1966 Rule Book - the Juniors under the Duffy and the Nationals under the Crosby, Wells, and Heinzerling Trophies. In general, rules and conditions are the same as in the last year or so. ALL BOATS WILL BE WEIGHED WITH - OUT EXCEPTION (green cards N. G. here). Remember that only one board and one mast can be considered part of the boat, so don't expect to switch boards and/or masts at will.

Save time, disappointment, and last minute rush 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. As warned in WW in the June BULLETIN, those jibs which have no attachment of the jib tack to the luff wire, so limiting the luff to stretch, must have an external mechanical stop on the free luff wire insuring proper legal limitations regardless of the amount of pull on the tack grommet. An important item to check before you get there.

The Gram Boys Get Title Back



BRIODY TROPHY WINNERS - Front (l. to r.) Fritz and Lark Gram, the champions; (rear) Howie and Amy Richards, 2nd; Paul and Nancy Betlem, 3rd; Don and Sage Cutler, 4th; Bud and Sue Booth, 5th.

The 29th annual Briody Cup Regatta for the championship of the Lake Ontario region was raced June 3-4 on Cuba Lake sponsored by the Cuba Lake YC Fleet 442.

Fritz Gram of the host club won a battle with Howie Richards from Oakville, Ontario, Canada, the defending champion, to become a two-time winner of the event ('63).

The regatta had been billed as psychedelic oriented ("turn on with Cuba Lake water") and it truly was a mind boggling 2 days. The weather was warm for the first time in the area this year and the wind was under full control of "Old Joe" with obvious assists from the hobbits of middle earth. Saturday provided no wind, as only one of the races scheduled for that day was completed in 2 hrs. 28 min. and 30 secs, on thermal puffs which emerged from all points of the compass and straight overhead. Gram, with brother Lark on loan from the Army as crew, won this race, which might just as well been settled on shore with a pair of dice or deck of cards. The high point of the race came as all 25 boats came abreast approaching the windward mark WITH THEIR POLES SET. The event was recorded on film and copies will be made available to those who seek the way and the truth.

Saturday evening saw the majority of the present minds bent in the accepted fashion - martinis and manhattans on tap.

Sunday morning brought the famous southwest winds which allow one to tack without changing heading. The velocity at the start of race 2 was 10 mph, and picked up continually throughout the morning. Light wind specialist Richards, with wife Amy, after suffering through a 14th on Saturday, came back in the moderate air to win 2 races with his new Proctor E mast. The Grams, however, backed into the title with two 5th places.

A "middle of the lines - built to plans" glass boat won the regatta, and was followed by 2 wooden hulls.

Final Results (Top 10) - BRIODY TROPHY - Cuba, New York

Fritz Gram	Cuba Lake YC	1	Leo Zilkowski	Silver Lake	6
Howie Richards	Oakville, Canada	2	Fred Jordan	Keuka Lake	7
Paul Betlem	Newport YC	3	Bob Perrigo	Cuba Lake	8
Don Cutler	Cuba Lake YC	4	Dick Edwards	Cuba Lake	9
Bud Booth	Onondaga YC	5	Larry Dietter	Cuba Lake	10

Louis Nelms Ties One On

HAS THREE FIFTHS AT SOUTHWESTERN CHAMPIONSHIP AND STAGGERS RECORD-SIZE FLEET.



SOUTHWESTERN WINNERS - (left) Louis Nelms and crew have their hands full of large trophies; (right) Second place Ted A. Wells checks list as he prepares to present other trophies.

47 Snipes sailed three races in winds from three different directions as Snipe Fleet 1 hosted its annual Southwestern Championship.

Rain fell Saturday morning, but stopped by midmorning to allow things to get started. The first race had light winds from the East. The second race, winds shifted to 10-15 mph from the Southeast and ended in rain enough to wash clean the blackest soul. Sunday's race, 15-20 mph out of the Northwest (we had something for everyone!!).

Louis Nelms took top honors with a 5th place in all 3 races. Ted Wells was second - just 23 points behind Nelms. Veterans of this regatta were quick to point out that they had NEVER seen better competition.

As Commodore, I have too many people to thank to list here, but great THANKS must go to the visitors from all over the mid-South and that ever-great RC Team, George Becker and Cris Cresswell! Below are the finishes. How's that for jumbled leaders?? Take a comparative look at the first 9 places - Nelms and Lee Thompson are standouts.

-Ed Haynes.

Final Results - SOUTHWESTERN CHAMPIONSHIP - (Top 30)

White Rock Sailing Club - Dallas, Texas - May 20-21-22

SKIPPER	HOME TOWN	Races	1	2	3	Pts.	Pos.
Louis Nelms, Ft. Worth, TX		5	5	5	5	6348	1
Ted Wells, Wichita, KS		1	3	12	6325	2	
Bryson Lesley, Jackson, Miss.		2	6	11	6026	3	
Dick Elam, Austin, TX		4	15	1	6005	4	
Lee Thompson, Dallas, TX		8	8	7	5634	5	
Jimmy Zars, San Antonio, TX		9	1	16	5489	6	
Dick Caspari, Wichita, KS		32	2	2	5163	7	
Henry Towles, Oklahoma City, OK		6	10	13	5150	8	
Pete Fenner, Dallas, TX		3	21	9	4968	9	
Andy Towles, Oklahoma City, OK		15	13	4	4949	10	
Bob Elwell, Kansas City, KS		10	17	6	4862	11	
Bill Wheeler, Dallas		17	12	10	4358	12	
Gary Boswell, Dallas		33	11	3	4228	13	
Bob Cummings, Dallas		7	9	dnf	3989	14	
Rita Bragg, Ft. Worth, TX		16	7	26	3786	15	
F. Riesencker, San Antonio		12	18	19	3634	16	
Don Hood, Oklahoma City		26	20	15	2882	17	
Jim Bookout, Dallas		30	27	8	2866	18	
Dick Fagin, Dallas		31	19	14	2793	19	
Barney Terrell, Dallas		35	14	17	2781	20	
Phil Shoop, San Antonio		18	26	22	2555	21	
Bill Kilpatrick, Oklahoma City		dsq	4	dnf	2507	22	
Bernie Landress, Dallas		11	32	dns	2441	23	
Mac Hall, Dallas		13	37	23	2424	24	
Jim Hoyt, Topeka, KS		27	24	18	2394	25	
Austin Young, Dallas		19	16	dns	2249	26	
Bob Gillespie, Ft. Worth		21	30	21	2241	27	
Vinney Beakey, Ft. Worth		23	35	24	1769	28	
Jerry Sama, Dallas		20	29	dnf	1734	29	
Bill Webb, Dallas		24	23	dns	1513	30	

Interesting Note: If the Olympic scoring system had been used as advocated by some Snipers, the order would have been: Wells 23. 7; Elam-29; Nelms-30; Lesley-30. 7. More emphasis on a 1st!

New York Sailor International Hi-Point Score Champion

Martin Hellar Won Both Reichner and Minneford Trophies

In 1965, 10 sailors turned in scores over 1700 points; this year there were only 9, and there were no repeaters. The prominent names at the top of the list last year (Troeger, Becker, Simmons, Legere, St. John, and Wells) were replaced by 6 new ones (Hellar, Hardey, Harding, Lamb, Seavy, and Cummings). Remarkable how Seavy keeps near the top year after year!).

Martin W. Hellar from Fleet 412 sailing on Galway Lake in New York State, participated in 20 races during the latter part of the summer and had perfect scores in 18 of them, getting 2 seconds in the other two. That gave him 1742 points for the season and the two biggest awards for the feat - the International Reichner Trophy and the U. S. national Minneford Trophy (SCIRA's oldest award).

Joe Cacoperdo of Sequoyah 68 at Tulsa, Oklahoma, did almost as well with his 17 firsts in 19 races, but he had a second combined with a third, which dropped him into 2nd place with 1737, a closer margin than last year.

Chuck Hardey of Fleet 38 at Shreveport, Louisiana, winner of both trophies in 1958, came into contention again when he sailed 15 races; got 12 firsts, 2 seconds, 1 fourth for 1723 and 3rd place. The same score was good for second place last year.

Harry Henderson of Royal Cape Breton YC, Canada, former Canadian National Champion, participated in 44 races during the season and finished 13th in the list - quite a remarkable feat. Perusal of the list shows many fleets had schedules of from 30 to 45 races, indicating gradual increasing activity.

The three top winners all belong to small fleets which put from 5 to 10 boats on the starting line in a race. Which brings up the old question: Why not devise a system using an average score weighted with the number of contestants defeated in addition to the straight order of finish?



MAYBE YOU ARE NOT AS GOOD AS YOU THINK!

You will find your score here if
(1) You paid your dues last year as a member of SCIRA.
(2) You had a measured boat and were eligible to race.
(3) You sailed in at least five official point score races.
(4) Your Fleet Captain sent in the point-scores as required under the Fleet Charter.

....OR HAD YOU

BETTER CHECK UP?

If you don't find it - ask him "Why not?"

1966 SEASON HIGH-POINT SCORES

BOATS	SKIPPER	CLUB	No. of RACES	PTS.
16291	M. Hellar,	Galway, N.Y.	20	1742
13844	Joe Cacoperdo,	Sequoyah, OK	19	1737
15471	Charles Hardey,	Shreveport, LA	15	1723
12613	Robert Harding,	Iowa-Nebraska	14	1718
14771	Dave Edwards,	Muncie, IN	15	1713
11866	John Brinkerhoff,	Chippewa, OH	19	1712.7
7428	Buzz Lamb,	Privateer Y.O., TN	16	1711
6995	Francis Seavy,	Clearwater, FL	12	1700.4
13204	Jack Cummings,	Onondaga, N.Y.	20	1700.3
16495	Jim Hoyt,	Shawnee, KS	11	1694.3
16211	Frank Jones, Jr.,	Delta, TN	12	1694
14290	Barrie Cummins,	Dallas, TX	39	1692
11670	Harry E. Henderson,	Royal Cape Breton YC, Canada	44	1691.3
16645	Adalberto Silva,	Salgadinho, Brazil	16	1686.3
13653	James J. Horn,	La Crosse, WI	28	1686.3
16073	Seymour Sacks,	Arizona, AZ	14	1684
9100	N. Towle,	Winchester, B.O., MA	17	1682.3
12888	Joe Ramel,	Missouri YC, MO	27	1682.3
8570	Edward Garfield & Harold Griffith,	Chautauqua	15	1682

15490	Carl Zimmerman,	Portage Lakes YC, Akron, OH	29	1681
12978	Bob Williams,	Wichita, KS	28	1680
9299	Bud Leonard,	Diamond Lake, MI	15	1678
16234	William Ridge,	Lake Mohawk, NJ	15	1677.8
14404	Gilberto Carvalho,	Pernambuco, Brazil	10	1676.5
14383	Bill Burris,	Rocky Mt. SA, CO	18	1676
14973	Donald Waggoner,	Willamette, OR	16	1673.5
14107	Eldon L. Howell,	Magnolia, MS	26	1673.2
16072	Avi Ben-Or,	M.D., Arizona, AZ	14	1672.8
15983	Ibrahim Selamioglu,	Izmir, Turkey	13	1671
13858	M. Schoenberger,	Cowan Lake, OH	23	1670.7
13007	Greg Wiseman,	Muncie, IN	13	1669.8
14605	Max Glass,	Lake Worth SC, TX	10	1668.6
15060	Miguel A. Casellas, Jr.,	San Juan, Puerto Rico	12	1667
15484	Gunnar Stickler,	La Crosse SC, WI	23	1664
13451	Gene Patrick,	Willamette, OR	15	1662
8677	Robert Longnecker,	Lake Mohawk, NJ	10	1660.9
12900	Larry Wheeler,	PLYO, Akron, OH	30	1660
9884	Eugene Simmons,	Spanish Point BC, Bermuda	15	1657
15593	Wilby C. Coleman,	Valdosta, GA	17	1655
12390	Bill Howie,	Royal Hamilton YC, Canada	23	1654.3
16155	Bryson Lesley, Jr.,	Magnolia, MS	23	1654
16298	Terry A. Timm,	Delta SC, TN	13	1653
10849	George Reiner,	Lake Washington SC, GA	5	1650
13900	Edward Metzger,	Chippewa, OH	19	1649.7
15003	Frank Clements,	Rocky Mt., BA, CO	12	1649
11677	Jill Carver & Betty Zeratsky,	Green Lake, WI	12	1649
12346	John R. Shoemaker,	Keuka YC, N.Y.	15	1647.4
11660	J. Lloyd Cox,	Privateer YC, TN	19	1647.3
12636	Chris Stump,	Decatur, IL	13	1647
10025	John H. Mulligan,	Pistakee, IL	11	1646
14853	Charles Black,	Potomac River, DC	14	1644
14114	Thomas St. John, III,	Quassapaug YC, CT	18	1641.9
13501	D. Bilton & R. Reifler,	Chicago, IL	14	1640
13026	Phil Peterson,	Island Bay YC, IL	10	1638
13086	George Walcott,	La Crosse SC, WI	18	1637.4
13529	David Chapin,	Island Bay YC, IL	10	1637
10900	Alvin Bugbee,	Chautauqua Lake YC, N.Y.	13	1636
14497	Bill Shaw,	Tulsa, OK	12	1635.5
14774	J. Wm. Coberly,	Decatur, IL	26	1632
14147	Paul Zent,	Indianapolis, IN	26	1632
13010	Joseph Zambella,	Massachusetts Bay, MA	21	1631.8
12764	Bob Rivers,	RHYO, Canada	22	1631
14204	Harry Walliser,	Crystal Lake, IL	16	1629.4
15673	Jim Bookhout,	Dallas, TX	23	1629.1
9448	Luke Ozarny,	Quassapaug YC, CT	29	1628
7428	Dan N. Williams,	Privateer, TN	19	1627.5
14608	John Cameron,	Wichita, KS	38	1627.4
11748	A. E. Groosman,	Missouri YC, MO	25	1627.3
15580	Ray Cruesdale,	Gull Lake, MI	18	1626
12118	Luiz Alfredo Bran Dao Ferreira,	Salgadinho, Ber.	16	1625.7
11006	John P. Chapman,	Valdosta, GA	16	1625.1
16396	Berkley Duok,	Indianapolis, IN	24	1625
13038	Clinton H. Rosene,	Pistakee, IL	13	1622.8
10390	Leslie & Victor Larson,	Chautauqua, N.Y.	10	1622
14636	E. F. Booth,	Onondaga, N.Y.	24	1620.6
11088	Reinaldo Conrad,	Santos, Brazil	6	1620.5
10182	T. Legere,	Winchester, MA	17	1620.2
10880	Dease S. Ryan,	Delta, TN	32	1620
14378	Neal Fendig,	St. Simon's, GA	20	1619.9
15117	Robert C. Burns,	St. Simon's, GA	20	1619.7
13013	Samuel W. Norwood,	Atlanta, GA	12	1618
14490	Henry C. Young, Jr.,	PLYO, Akron, OH	18	1616.7
14979	Bob Stoddard,	Lake Worth SC, TX	13	1615.9
15223	Robert Mills,	Potomac River, DC	16	1615.5
11899	Richard Glenn,	Chippewa, OH	18	1615
14603	R. R. Crandall,	Detroit, MI	7	1614.1
14640	Donald W. Hite,	Lake Angelus YC, MI	7	1614.1
12453	Dr. Don Cochran, Jr.,	Clearwater, FL	10	1613.7
14115	Dr. Charles Rose,	Loon Lake, N.Y.	21	1613.5
11298	Bill Bedford,	Galway, N.Y.	10	1612
15060	Miguel A. Casellas, Jr.,	San Juan Blue, P.R.	8	1612
14397	Frank Pontious,	Diamond Lake, MI	17	1610.3
15105	W. G. Evans,	Barrie YC, Canada	10	1610
12547	K. Born & L. Burt-Gerrans,	Barrie YC, Canada	10	1610
9126	Garnett Puett,	Valdosta, GA	17	1609
10870	John Glenn,	Newport YC, N.Y.	16	1608.9
11252	Jolindo & Ronaldo Martins,	Santo, Brazil	6	1607.6
14108	J. Herbert West,	Atlanta, GA	28	1607.2
8437	Edward A. McHenry,	Loon Lake, N.Y.	11	1606.6
9879	Bernard Easter,	Hayward, Spanish Point, Ber.	15	1606.1

13676 Ken Slepr, Tyler, TX
 10657 Francis Castelli, Decatur, IL
 13183 Robert Gillespie, Lake Worth SC, TX
 13205 L.P. Verwey, St. Simon's, GA
 15190 Charles H. Robertson, Loon Lake, N.Y.
 15686 Jim Kastrop, Crystal Lake, IL
 16327 Don Smith, Sequoyah, OK
 15123 Colin Pearson, Chicago Corinthian
 15153 Charles White, Armdale YC, Canada
 14676 Jerry Jenkins, Detroit, MI
 14632 Robert Proctor, Shawnee YC, KS
 13302 Robert B. Donald, Annapolis, MD
 15059 Juan Cruz Varela, San Juan Blue, P.R.
 14236 Dr. Frank Leeming, Delta S.C., TN
 14854 Russel McHenry, Kouka Y.C., N.Y.
 14379 Edwin Fendig, Jr., St. Simon's, GA
 8653 Brad McFadden, Jr., Atlanta, GA
 16561 Joe A. Becker, Tulsa, OK
 14330 Dr. Lee Kellerhouse, Chicago, IL
 16025 Ted Wells, Wichita, KS
 12090 Augusto Barrozo, Rio de Janeiro, Brazil
 13825 K.Y.K.-Aydin Bulbulkaya, Kalamis, Turkey
 12331 Charles Fox, Newport Y.C. N.Y.
 12640 Steve Pikuot, Newport Y.C., N.Y.
 7610 Debbie Olson, Pine Beach, N.J.
 13200 Dexter Thede, Grand Rapids, MI
 12015 Brian Simmons, Shreveport, LA
 15579 James Porter, Glen Lake, MI
 15353 Andy Zeratsky, Green Lake, WI
 15103 Willard Wright, Seattle, WA
 15352 Jaime A. Otero, San Juan, Puerto Rico
 10376 J. Senn, Galway, N.Y.
 10818 Phil Nicman, Chicago, IL
 15663 Gordon Yates, La Crosse S.C., WI
 13437 A. Blodgett, Onondaga Y.C., N.Y.
 9477 Carlos Tenorio, Salgado, Brazil
 12961 Dan Card, Quannapowitt Y.C., MA
 13008 Jim Richter, Indianapolis, IN
 13180 J. Goetz, Missouri Y.C., MO
 13370 Otto Fischer, Sao Paulo, Brazil
 12107 Gastao Brum, Rio de Janeiro, Brazil
 13524 Dick Burton, Island Bay Y.C., IL

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 14 1584.4
 16 1584.1
 6 1583.3
 6 1583
 8 1582.7

16199 John Rose, Seattle, WA
 16100 Dick Caspari, Wichita, KS
 11386 Arthur Lippitt, Wichita, KS
 13975 Charles Dubberley, Tyler, TX
 8459 Harold Lyness, Onondaga Y.C. N.Y.
 12900 Larry Wheeler, Portage Lakes Y.C. OH
 13522 W.A. Kebea, Pine Beach, NJ
 14445 J. Thos. Hammermeister, Tulsa Snipe Fleet
 15183 Mark Steiner, Glen Lake, MI
 14281 W.H. Fanning, Jr., Magnolia, MS
 13631 Bill Wheeler, Dallas Fleet # 1, TX
 13020 Alan Levinson, Indianapolis, IN
 13440 S. Griffing, Cowan Lake, OH
 14394 Bill Webb, Dallas Fleet # 1, TX
 15965 Erbil Tore, Marmara, Turkey
 11900 George Kuck, Potomac River, D.C.
 12964 Wally H. Kent, Sierra Y.C., NV
 12348 Bill Scofield, Rocky Mountain, CO
 15942 Phil Shoop, Jr., Woodlawn, S.C. TX
 15964 Yalcin Berkkan, Marmara, Turkey
 10373 Antonio Riva, Potomac River, DC
 15757 Bob Lawton, Shreveport, LA
 3929 Charles Webster, Newport, Y.C., NY
 14692 Charles Loomis, Massachusetts Bay, MA
 5654 Claude Fleming, Armdale, Canada
 9310 Jack Michel, Onondaga Y.C. NY
 3923 Stan Cruwys, Quannapowitt, MA
 10640 Marion Axton, Sequoyah Y.C. OK
 10308 Dr. James Mulhollan, Delta S.C. TN
 10101 Beebe Russell, Chautauqua, NY
 12208 Thomas Rose, Loon Lake, NY
 12921 Gib Zeratsky, Green Lake, WI
 9870 Pete Leach, Green Lake, WI
 16077 Thad Williams, Arizona Y.C., AR
 13274 Pete Duvoisin, Privateer Y.C. TN
 11600 Paul Betlem, Newport Y.C. NY
 14962 John G. Hoyt, San Juan Blue, Puerto Rico
 14152 James R. Ward, Pistakee, IL
 15908 Carlos Bosch, Spanish Point, Bermuda
 14578 Bob & Jim Morgan, Royal Hamilton, Canada
 13225 John Long, Eagle Lake, MI
 9475 Ina Sullivan, Armdale, Canada

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 19 1552.9
 5 1552.8

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

- 1st & 2nd Hoosier Harvest Regatta - Ted A. Wells
- 1st & 2nd Indiana Open Championship - William Hancock
- 1st U. S. National Championship - Wells Series - Berkley Duck III
- 1st Muncie Spring Regatta - Gene Lemke
- 1st Northeastern International Championship - Buzz Levinson
- 1st Chicago Indian Summer Regatta - Gene Lemke
- 2nd District III Championship
- 2nd Ohio State Open Championship
- 2nd Decatur Labor Day Regatta
- 1st Jackson Hospitality Regatta - William Hancock
- 2nd-1967 Bahamas Winter Championship - Buzz Levinson

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

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PAN-AMERICAN GAMES SNIPES

WE ARE OFFERING an attractive price for 1967 Snipe sailboats. 12 boats have been purchased for use in the Pan-American Games in Winnipeg, Canada. They are of fiberglass construction and taken from the loft lines of a U. S. National championship boat. The boats are fully equipped except for sails and will be available after August 8, 1967, at Gimli (near Winnipeg), Manitoba, Canada.

PRICE: \$1,350.00 Canadian funds.
=====

Please address all enquiries to:

PAN-AMERICAN GAMES (1967) SOCIETY
c/o Mr. Ian G. Purves,
302-360 Broadway Ave.
Winnipeg 1, Manitoba, Canada



13901 Richard Lamb, Annapolis, MD	9 1552.1	15230 Kurt Kombrink, San Paulo, Brasil	6 1530
14297 Dick Fagan, Dallas Fleet # 1, TX	22 1551.3	13361 Delkin Jones, Atlanta, GA	18 1529.9
14905 Wm. Kuehnling, Portage Lakes, OH	12 1550.1	14767 Dr. Richard Kunkel, Muncie, IN	15 1529.9
13636 John Fox, La Crosse, WI	11 1548.2	14172 George Burnett, Quannapowitt, MA	10 1529.8
12610 Theodore Reissing, Jr. Pistakee, IL	14 1547.6	13451 John Hook, Willamette, IL	12 1529.7
7588 Joseph Remlin, Quassapaug, CT	17 1547.1	16223 Ray Huenemeier, Decatur, IL	16 1529
16325 Roger Turwer, Gull Lake, MI	18 1547	13859 Le Rita Bragg, Lakeworth S.C., TX	11 1528.7
16508 Wm. Hancock, Indianapolis, IN	21 1546	11908 Robert Blomquist, Mass. Bay, MA	15 1527.6
10600 David North, Seattle, WA	8 1545.5	16074 Diana Campana, Arizona, AR	11 1527.4
14364 Richard Gould, Lake Angelus, MI	8 1545	3361 Jim Hindman, Sequoyah, OK	9 1527.2
14285 Bruce Shurtz, Gull Lake, MI	19 1544	13300 Henry H. Wade, Atlanta, GA	31 1526.9
15330 Dr. N. Gene Lawyer, Delta S.C., IN	9 1544	15946 Floyd Hughes, Jr., Iowa-Nebraska	5 1525.6
11007 Rex Tucker, Shawnee Y.C. KS	8 1543.5	11554 Hugh C. Donald, Annapolis, Md.	20 1525
14610 Chas. J. Hatter, Wichita, KS	19 1542.6	15251 Cornelia Buckup, Santos, Brazil	6 1524
11408 Aydin Koral, Kalamis, Turkey	7 1542.4	11449 Bill Requarth, Decatur, IL	17 1523
13429 Howard J. Weeth, Sierra, Y.C., NV	5 1542.2	9291 Ken McGarr, Chippewa, OH	17 1522.8
9123 Joe Harmon, Atlanta Y.C., GA	14 1542	14765 R. Wells, Galway Lake, NY	30 1522
15500 R.A. Hague, Birch Lake, MI	15 1541.4	11948 Ed Anderson, Torch Lake, MI	8 1521.8
12968 Worth F. Poss, Sierra Y.C., NV	5 1541	11468 John & Van Wesley, Privateer, TN	22 1521.5
14387 John Johns, Barton B.C., MI	5 1541	15158 Herb Tucker, Green Lake, Wis.	11 1521
12530 Fernando J. Leubner, Espirito Santo, Brazil	5 1540.6	15215 Dak Keltner, Decatur, IL	20 1521
3759 Loomis-Allard, Lake Washington, CA	5 1540.6	16084 Dan Blodgett, Redondo, CA	6 1520.5
11922 Roberto Salazar, Pernambuco, Brasil	5 1540.6	13677 Bob & Rod Hayes, Tyler, Y.C., TX	9 1519.2
15327 Donald D. Arthur, Privateer, TN	16 1540.5	16153 George Lee, Delta S.C. TN	22 1519
15715 Gary Boswell, Dallas Fleet # 1, TX	19 1540.2	16151 Frank Abbott, Delta S.C. TN	6 1519
10507 Richard Todd, Spanish Point, Bermuda	15 1539.7	12528 Jose Carlos Caldeira, San Paulo, Brasil	6 1517.8
14145 Linda Bartlett, Annapolis, MD	9 1539.6	16238 J. D. Drake, Magnolia, MS	25 1517.6
12715 Ruard Vanderploeg, Gull Lake, MI	7 1539	14061 Kean Tilford, Wichita, KS	30 1517.3
16490 Paul Holbrook, Pine Beach, NJ	20 1538.7	15072 Luis Lugo, San Juan Blue, Puerto Rico	12 1516
12609 Frank M. Farleigh, Pistakee, IL	11 1538.2	14362 Max Kerns, Lake Angelus, MI	8 1515.3
13333 Jack Compton, Tulsa, OK	10 1537	15723 Dr. Robert Hayner, Island Bay, IL	10 1514.8
15073 Carlos Garcia, San Juan Blue, Puerto Rico	12 1535	14652 John McKee, Shreveport, LA	8 1513.6
16249 Dr. Park Wiseman, Muncie, Indiana	16 1533.5	7380 George Hock, Onondaga, NY	19 1513
16349 John Murray, Pine Beach, NJ	16 1533.3	10545 Carlos Alberto Prazeres, Salgadinhe, Brasil	16 1512.6
15085 J. Korkosz, Galway Lake, NY	23 1533	13644 Harley H. Hopkins, Magnolia, TN	17 1512.5
13072 J. & S. Griffith, Crystal Lake, IL	26 1532.6	14386 Robert Foster, Gull Lake, MI	13 1511.9
13378 Perry Pelley, Wichita, KS	22 1532.5	14111 Robin Williams, Wichita, KS	18 1511.1
14177 John Murdock, Mass. Bay, MA	13 1532.3	11862 Stephen Haseltine, Mass. Bay, MA	17 1510.7
16142 Eugene Lemke, Indianapolis, IN	19 1531.8	11601 Austin Young, Dallas Fleet # 1, TX	10 1508.9
7790 Montminy, Winchester, MA	17 1531.6	10214 Anderson, Winchester Boat Club	15 1508
13387 W.C. Porter, Barrie Y.C. Canada	5 1531	12223 Robert Wightman, Keuka, NY	14 1507.9
9739 Don Newcomb, Missouri Y.C. MO	20 1530.1	12592 James Buehner, Lake Mohawk, NJ	16 1506.3
14894 Ritch Frito, Decatur, IL	11 1530		

THE REST OF THE SCORES WILL BE PRINTED NEXT MONTH

Wells Wanderings



by Ted Wells
JULY 1967

BOAT SPEED

Since last fall, I have been pursuing a research project on the effect of small changes in hull shape on boat speed. In the past, I have not gone along with those who maintain that small changes in hull shape can significantly effect boat speed. I now agree with them, but I can't come up with any scientific data to prove anything.

For example: with forty to fifty boats on the line as we have had in recent regattas here in the center of the country, it takes an awful lot of boat speed make-up for a lousy start. I know! The last good start I had was last October in Jackson, Mississippi, in the last race.

Unexpected variations in sail performance also can really be confusing. I have one suit of sails which works fine in a drifter and equally well in a real blast with the boom at the middle stripe. The main really doesn't like a bendy mast, and with moderate winds and the sail all the way up, it develops a horrible wrinkle in front of the battens and doesn't perform too well (the obvious answer, I suppose, is to carry the boom even lower in a moderate breeze).

I have been trying another suit of sails some this year, which also seems to work well in light winds, and at least up to 20 mph winds, but the leech of the jib shakes so badly that it drives me nuts. So, in the Southwestern at Dallas, I used this main and a new jib of a different make to take a 1 and 3 in the first two races with light to moderate winds. Sunday, the wind was about 20 to 25 mph and I started out with the trophy practically in my car, as this is the stuff I do best in. J. D. Drake, my Nassau crew from Jackson, was crewing here also and he had joined the Y. M. C. A., so we didn't have any trouble driving the boat. I got a bad start, but that didn't worry me as I knew we could eat up the fleet in this breeze and my closest competitor was Bryson Leslie with a 2 and a 6 and a gal crew. Things didn't work that way. We just couldn't go at all, although both sails looked alright. In Shreveport two weeks before with almost as much wind, we had worked out from a mediocre start to a good second place with this main and the shaky leech jib. Dick Caspari had told me the day before that I would be in trouble with the new jib I was using if the wind blew. He was right! I got a 12th place to blow the regatta; Louis Nelms won with three fives (3888 to 3885). Little differences can cause big effects.

Luck can louse up any sailing research project, especially on lakes where the windward mark always seems to be under a big hill. In several regattas this year, Gary Boswell, of Fort Worth, has quite successfully used the system of getting good starts and then going in the right places and letting the others worry about boat speed. He lost his touch in Dallas, but had it back for Fort Worth. There were only two races on Sunday (no wind Saturday). The wind was from about 5 to 12 mph and the windward mark was near a point not far off a high bluff shore line. The starboard tack was parallel to shore and the port tack perpendicular to it. It was obvious that a final port tack was the only way to get there. In the first race, Gary was in front and on the second beat, I had worked through a lot of traffic and I was in a good second place. Dick Caspari went

near the bluff and picked off eight boats, including me. In the next race, Gary was again in front, and I had again worked up to second near the windward mark the second time around when Bill Kilpatrick suddenly showed up on a port tack and tacked for a safe leeward position under me. This forced me to take about a thirty second tack toward the bluff where I got a puff and a header, tacked, laid the mark, and never saw Gary or Bill again. I was very grateful to Bill for making me tack.

On the last windward leg, all the leaders were just tacking on shifts and I was lengthening my lead rapidly. Superior boat speed, without doubt! After the race, another skipper who had been behind Gary said he had been pinching badly. In fact, Lee Thompson had caught him and he held second place for a short time until his mainsheet came untied and he fell overboard. Scientific research on sailboat racing can be frustrating and unproductive of definitive results.

These two races were classic examples of the value of a compass in lake sailing. Whenever the compass reading on the port tack got over 180 degrees, I tacked. When the reading got under 90 degrees on the starboard tack, I tacked. Except once. This time I remarked that the port tack would take me too close to shore. Caspari was so far back at that moment that I didn't see him. Famous last words.

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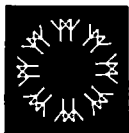
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JULY 22-23 NARRAGANSETT BAY Invitational, Edgewood YC, Upper Narragansett Bay. Jerry Forman, Edgewood, Rhode Island.

JULY 22-23 OHIO STATE OPEN Championship, Portage Lake YC, Turkeyfoot Lake, Akron, Ohio. Henry Young, 2519 Millboro Rd., Cuyahoga Falls, OH.

JULY 22-23 NEW YORK STATE Open Championship, Keuka YC, Keuka Lake, Keuka, NY.

JULY 22-23 MICHIGAN STATE Championship, Torch Lake YC., Torch Lake, Michigan. Joe H. Williams, 401 N. Barron St., Eaton, OH 45320

JULY 29-30 NEW JERSEY Snipe Championship, Pine Beach YC, Barnegat Bay and Toms River, N. J. Joseph Toy, 119 Alvestone Rd., Clifton Heights, Pennsylvania.

AUGUST 5-6 MARYLAND SNIPE CHAMPIONSHIP, Deep Creek YC, Deep Creek Lake, Maryland. Robert Jarasek, 385 Parkway Dr., Pittsburgh, PA.

AUGUST 5-6 ROCKY MOUNTAIN Snipe Championship, Rocky Mountain SA, Shadow Mountain Lake, Grand Lake, Colorado. Frank Clements, 6505 E. Colo. Dr., Denver, CO.

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.

AUGUST 19-20 COLONIAL CUP Regatta, Severn SA, Chesapeake Bay, Annapolis, Maryland. Robert B. Donald, 205 Holland Rd., Severna Park, MD.

AUG. 19-20 BOARD OF GOVERNORS Invitational Regatta, Quassapaug YC, Lake Quassapaug, Middlebury, Ct. James P. Lawlor, 31 Farnham Ave., Waterbury, Ct.

AUG. 26-27 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Heinz G. Fischer, 3010 Brook Dr., Muncie, IN 47304

AUG. 26-27 NEW ENGLAND Championship Regatta, Quannapowitt YC, Lake Quannapowitt, Wakefield, MA. David Morgan, 126 Mt. Vernon St., Winchester, MA.

SEPT. 1-2-3 LABOR DAY Regatta, Lake Worth SC, Lake Worth, Ft. Worth, TX. Paul Riker, 6449 Oriole Dr., Dallas, TX.

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.

SEPTEMBER 9-10 LOTAWANA Snipe Regatta, Missouri YC, Lake Lotawana, MO. Ed Williams, S-7 Lake Lotawana, Lees Summit, MO 64063.

SEPTEMBER 9-10 MASSACHUSETTS BAY Open Snipe Championship, Cottage Park YC, Boston Harbor. George Doyle, 9 Hampshire St., Everett, Mass.

SEPT. 9-10 INDIANA OPEN STATE Championship, Indianapolis SC, Geist Reservoir, Indianapolis, IN. James A. Richter, 801 N. Shortridge, Apt. H-10, Indianapolis, IN.

SEPT. 16-17 INDIAN SUMMER Regatta, Burnham Park YC, Lake Michigan, Chicago, IL. Robert W. Sheldon 8422 S. Seeley, Chicago, IL 60620

OCT. 7-8 PACIFIC COAST Championship, St. Francis YC, San Francisco, CA.

OCTOBER 28-29 HALLOWEEN REGATTA, Atlanta YC, Lake Alatoona, Atlanta, Ga. Brad McFadden, Jr., 355 Glencourtney Dr., Atlanta, GA 30328

NOVEMBER 4-11 WORLD CHAMPIONSHIP RACES of the International Snipe Class, Nassau, Bahamas. William McP. Christie, P. O. Box 1628, Nassau, NP, Bahamas. A special series of races are being planned for all visiting Snipers just before the Championship series.

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