

Snipe **BULLETIN**



JULY

1968

Vol. XVIII

No. 1

Pertinent "Voice of the People" Column

The Southern Championship Regatta

Snipe Winter Circuit - Southwestern Regatta

Lofland Scores Another First

Self-Rescuing Snipes



Lofland Snipes Are All Fiberglass Construction

STANDARD EQUIPMENT

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Voice Of The People

THE CASE AGAINST SELF-RESCUING SNIPE HULLS and THE USE OF SPINNAKER ON A SNIPE

"I want to write on behalf of fleet 330 in connection with the self-rescuing proposals and suggestions as to the use of spinners outlined in an earlier issue of the Snipe BULLETIN. As Fleet Captain, I appointed a committee consisting of Means Davis, Bob Green, Frank Johnson, Brad McFadden, Sam Norwood and Fred Pember. The committee met and our observations and recommendations were thoroughly discussed at our next meeting.

By overwhelming majority the committee and the members of our fleet are against making the self-rescuing features outlined mandatory in any competition and are likewise against the use of spinners.

Our comments are as follows:

A. SELF-RESCUING REGULATIONS.

The requirements as outlined in the BULLETIN seemed to us to be rather vague and indefinite. Weather conditions are not mentioned or defined and we felt that the self-rescuing requirements needed to be better defined and tested. Also verification by a fleet measurer could turn into a real chinese fire drill.

The advantages sought in any self-rescuing system are obvious. In addition the expense might not be great and it might have the additional advantage of stiffening the boat.

However, against these advantages are, in our opinion, the overwhelming disadvantages:

1. The self-rescuing features would be extremely difficult to incorporate into existing boats, particularly wooden boats. Not only would a dry rot problem be created in the case of wooden boats but the features would certainly increase boat weight which would be critical to those boats just barely making weight now with aluminum boards.
2. Older boats would be devalued.
3. The "high-rise" attitude of a self-rescuing hull might make it more apt to turn turtle with the usual aluminum spar.
4. The home building of plywood hulls would be discouraged contrary to our tradition.
5. The regulations would probably be "ex post facto" regulations and void as to boats not so constructed prior to the passage of the regulations.

B. USE OF SPINNAKERS.

While Derek Peters has tried a Thistle spinnaker on a Snipe in moderate winds without adverse affect, both the committee and the fleet were overwhelmingly against their use for the following reasons:

1. The cost of a fully rigged Snipe would be increased by approximately 20 per cent.
 2. The Snipe hull was not felt to be ideally designed for foredeck work and many of the committee members felt that a major redesign would be required in hull as well as standing rigging.
 3. Limitations would be increased insofar as crew selection is concerned.
 4. Boat performance would not be increased.
- However, both the committee and the fleet felt that if some sailmakers wanted to bring spinnaker rigged Snipes to regattas for testing and experimental use, this would be welcome.

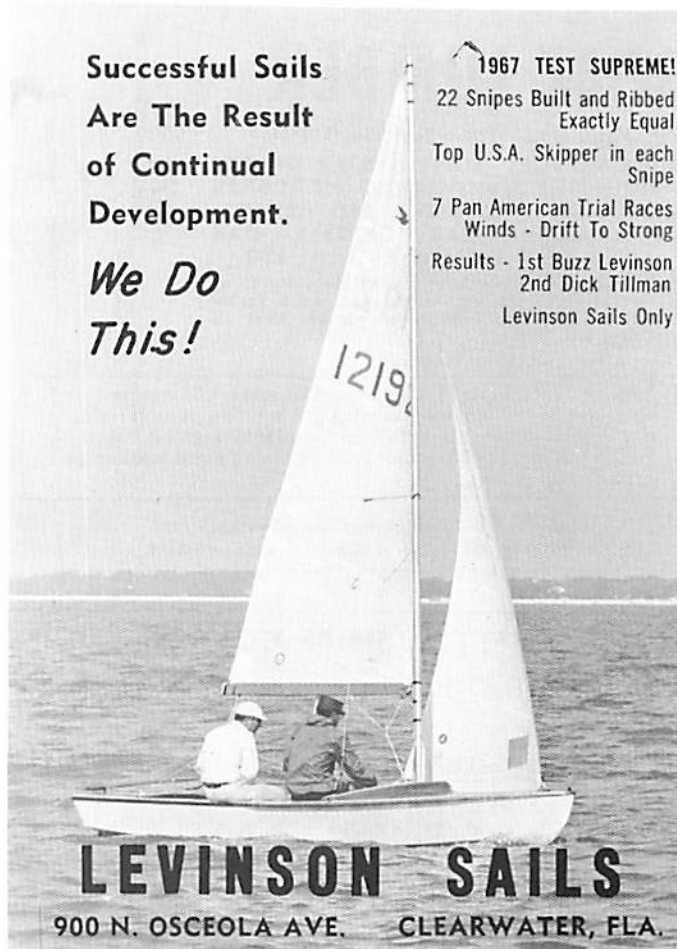
In conclusion, we are against changes which would encourage depreciation and obsolescence. Frank Johnson won our fleet championship last year in 6258 which was built in 1947 and I am now running second in our fleet in 9123 built in 1949. There are some 10,000 Snipes in existence at present and not being an olympic type boat has not hurt the class.

— Nolan B. Harmon, Captain
Fleet 330, Atlanta, Georgia

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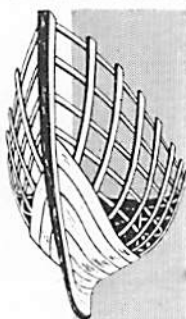
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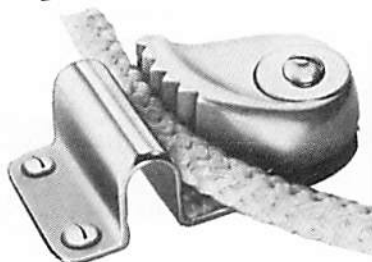
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SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly for the INTERNATIONAL SNIPE CLASS by Birney Mills, Executive Secretary.

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The Cover

A FAMILIAR REGATTA SCENE, especially at inland lakes where low banks permit sloping ramps. The race is over and these 5 boats probably head up a long string awaiting their turn for the haul-out.

THE SCORE

Numbered SNIPEs — 17805

Chartered Fleets — 653

Quite a slowdown in new numbers issued last month - only 36. Even though that is more than 1 per day, it still brought our period total up to only 426, and that is 5 less than the 431 score of a year ago. Spain really went out in front with a request for 10 and then followed it up with another 15 about 2 weeks later. The U.S. took the other 11.

Two new fleets have been chartered. It developed that Italy had a fleet in existence which had never had a number assigned to it, so Charter 652 went to the La Chiocciola Fleet. There are now 24 active Snipe Fleets in that country.

Influence of the strong Indianapolis Fleet 409 spreads out in all directions, and now another new fleet has been officially chartered for Indiana. A group at Richmond finally got their organization completed and Charter 653 went to the Whitewater Valley Snipe Fleet in June. They will sail at Middlefork Reservoir located on the outskirts of the town. Dr. James R. Guthrie, 100 N. 15th St., is the first FC and all Snipe owners in the area who are not now involved in other clubs or fleets, are cordially invited to drop around and look things over. This is the 3rd fleet in Indiana.

Many other Snipe Fleets have extended invitations similar to the one above, for they welcome new boats and sailors. A complete and up-to-date list of all fleets and fleet captains are printed in detail in the new rule book. Look them over - perhaps you can make a mutually beneficial affiliation.

Two Important SCIRA Regattas —

In even-numbered years, the two big regattas of the International Snipe Class are the European and the Western Hemisphere Championships. This year the host countries will be Turkey and the United States.

EUROPEAN CHAMPIONSHIP

The European Championship is scheduled in conjunction with the International Snipe Week and will be held in Izmir, Turkey, from Sept. 17-25, 1968. Two contestants from each country are eligible to enter and these teams with the National Secretary and Class officers will be guests of the Organization Committee.

If participants are unable to bring their own boat, new Turkish-made boats of mahogany plywood with wooden mast or plastic hull with wooden mast will be furnished, but a request must be sent to the Organization Committee by August 25th for this accommodation. All participants must bring their own sails without exception.

If coming by ship, a reduction in fares will be made on the Turkish car-ferry TRUVA departing from Venice on round-trip tickets. Italian ships on regular schedule are also available. Local transportation will be handled by the hosts.

4 races open to all Snipers will precede the Championship series and will be held during the three days of measuring for the big event - Sept. 17-19. All such sailors must bring their own boats, with the exception of the Championship entries as outlined above. They, too, will be guests of the Organization Committee from the 17-20th. If any Sniper wants to sail in these races, he should send his entry in through his own National Secretary. Individual requests should not be made. Since they get the same fare reductions, it is hoped that many will avail themselves of this fine opportunity to race in Turkey.

The 7 races for the Championship will be held with 2 per day on 20-21-22 with the 23rd a free day to tour to Ephesus and the last home of the Virgin Mary. 2 more races on the 24th with the 7th on the 25th with presentation of awards and dinner.

All correspondence concerning the above events should be addressed to: Avrupa Snipe Yelken Sampiyonasi, P. K. 343, Ismir, Turkey.

THE WESTERN HEMISPHERE CHAMPIONSHIP

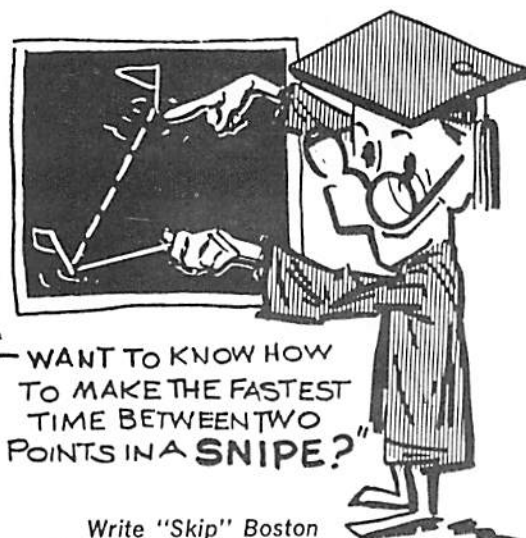
The 10th Western Hemisphere Regatta will be held from Monday Oct. 21 through Friday the 25th. These races will be preceded by an Open Snipe Tune-up Series with 1 race Saturday P. M. the 19th followed by 2 more on Sunday the 20th. All are invited to bring their Snipes and race with and against the champions in this series.

The Championship races will consist of 2 each Monday and Tuesday; 1 on Wednesday; 2 on Thursday; Friday will be an open or make-up day with awards dinner that night.

The Florida Yacht Club in Jacksonville, Florida (the oldest in the state) will be host. As per Deed of Gift, the U.S. will provide 20 new Snipe hulls built exactly alike by Gene Lemke of Indianapolis. These are the latest fiberglass hulls and will be top quality boats. No measuring will be necessary except for the sails each contestant will bring. Two teams from each country plus the National Secretary will be guests of the host Organization Committee headed by W. R. McQuaid, Jr., The Florida Yacht Club, 5210 Yacht Club Rd., Jacksonville, FL 32210. Invitations, full local information, and entry blanks will be mailed out by him shortly. Brad McFadden of Atlanta, GA, is Chairman of the U.S. Committee for the regatta this year. Bud Hook, as National Secretary of the host country, has been doing an excellent job getting all the details lined up.

Important Change of Address —

Svend Rantil, the SCIRA General Secretary for Europe, has moved his factory from Helsingborg, Sweden, to a new building on the Swedish East Coast. This is a place with a nice archipelago with much better sailing waters. Since his family goes along to a new house, perhaps they will not need their trailer so much in the future. All future correspondence should be sent to him at: Ekudden, Hasto, Karlskrona, Sweden. Better make the correction in your new rule book now.



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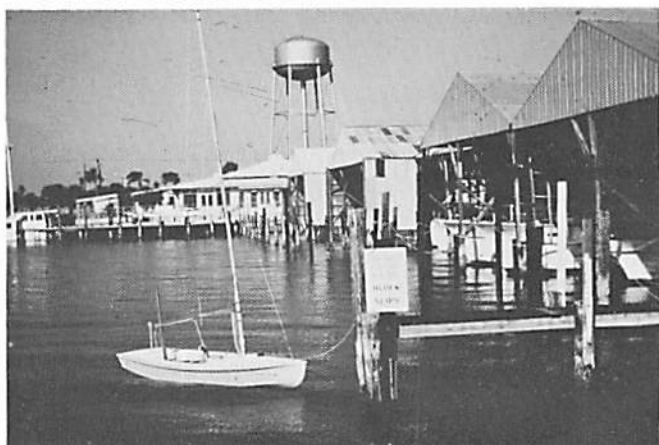
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What Goes on Here?



WHAT'S WITH THE PICTURE WITH NO TITLE?

IT'S A PUZZLE, SO GET WITH IT AND DO SOME DETECTIVE WORK!

The locale is the Clearwater Yacht Club. Time: March 5-8th. Here is a bit of help (Oh yeah? - Editor).

CLUE NUMBER 1 - When he tied up, didn't he see the sign? It says very plainly, in big red and black letters: DO NOT TIE UP HERE! BLOCK SLIPS.

How could he miss it? Therefore, what kind of a guy would disregard it? Maybe he was myopic, and did not have his glasses. Could he be lost his glasses getting off the dock and way from the crane at low tide (a fair problem at low tide there). So look for a myopic, young, nervous, intense, and dedicated young man about 5'11" and weighing about 150 lbs.

CLUE NUMBER 2 - What kind of a guy would be the first one to put his boat in the water every day. Obviously, one who is young, healthy, vigorous, and dedicated. He could be a suave, smiling, successful young executive who gets out of little affairs like this with ease and aplomb. So suspect #2 is a young man described as above, about 6 ft. tall and weighing about 190 lbs. He is also a "rounder" and one of those exceptional "plus" individuals who only require a few hours sleep every night.

CLUE NUMBER 3 - Can you see the gadgets? They are numerous. He could be an engineer and probably uses both hands, his teeth, and one foot to use all his equipment. Therefore, look for an active young engineer or technical man with extra good eyesight, very dedicated, a teetotaler, about 5 ft. 8 inches, and weighing about 140 lbs. and sailing with bare feet.

CLUE NUMBER 4 - Let's not leave the gals out of this. Gals are notorious for looking at signs and saying. "Pooh" and getting away with it. There were no gal skippers, but she could have been a crew. So, what kind of a guy would send his lady friend down to tie up his boat? Who said she was a lady-friend! She must have been his wife, obviously long married. He must be a tough, domineering so-and-so with lots and lots "on the ball." So look for a tough, rich, extrovert, and a small, very efficient somewhat tired-looking, very fine little woman, with whisker pole bumps on her head and slivers of wood in her legs from shinnying up and down the wood piling.

— Anonymous

ANY MORE QUESTIONS? If so, look for clues on Page 9.

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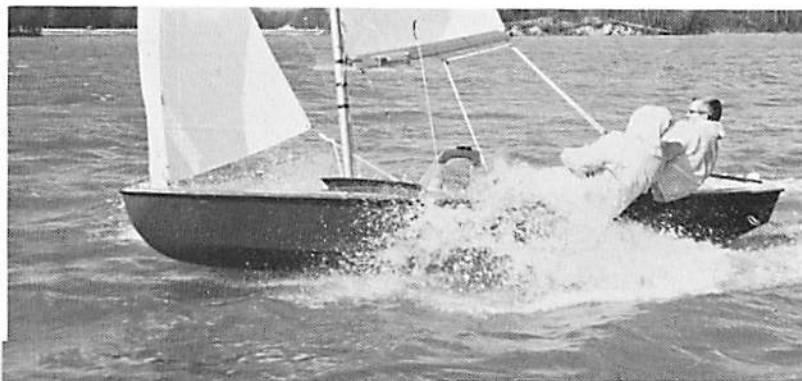
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WESTERN HEMISPHERE SNIPE

As announced in the March Bulletin, 20 of these snipes will be made for the Western Hemisphere Championship Oct. 20-25. These will be available after the races at Jacksonville, Florida or Atlanta, Georgia at a \$150.00 discount on boats and \$25.00 discount on trailers on a first come basis. This represents a rare opportunity to own a performance snipe at a reduced cost, so get your order in early.



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Snipes Sail on Lake Michigan



With the skyline of the City of Chicago making a backdrop, Jerry Jenkins of Warren, Michigan, all alone in 14676, crosses the finish line ahead of 41 other Snipes to win the Indian Summer Regatta held every year by the Chicago Fleet 86.

Jerry Jenkins of Detroit's Crescent Sail Yacht Club led a fleet of 44 Snipes, representing seven mid-western states, to win Burnham Park Yacht Club's annual Indian Summer Regatta, Chicago's only major Snipes Only regatta of 1967. Jenkins, current Southern Circuit and District III champ, sailed a steady 2-3-3, collecting 7008 points to beat second place Phil Nieman of Chicago by 171 points. Last years defending champ, Gene Lemke of Indianapolis was third.

The weekend of September 16 and 17 produced some of the lightest wind and calmest water Lake Michigan skippers had seen all season. 44 Snipes, sailing in one large fleet, crossed the starting line off Meigs Field Saturday afternoon sailing in a Northeasterly breeze of 6-10 knots. The first race was won by Chicago's Phil Nieman with Jerry Jenkins second and Lee Kellerhouse third. Frank Pontious of Diamond Lake won the second seven mile race, beating Jim Richter of Indianapolis and Jerry Jenkins.

Going into the third race, Jerry Jenkins led the fleet with a 2-3 combination, closely followed by Phil Nieman, Gene Lemke, Lee Kellerhouse, and Frank Pontious. The final race was a seven mile fight with first place changing hands several times. Jim Richter eventually came out on top, followed by Phil Nieman, Jerry Jenkins, and Gene Lemke, all within seconds of each other.

Final Results- INDIAN SUMMER REGATTA -(Best 10 of 44)

BOAT	SKIPPER	Club	Race	1	2	3	Pts.	Fin.
14676	Jerry Jenkins	Crescent Sail YC		2	3	3	7008	1
10818	Phil Nieman	Burnham Park YC		1	7	2	6337	2
16300	Gene Lemke	Indianapolis SC		5	4	4	6534	3
13008	Jim Richter	Indianapolis SC		12	2	1	6422	4
16101	Lee Kellerhouse	Burnham Park YC		3	6	6	6354	5
13023	Ed Probeck	Burnham Park YC		7	9	5	5816	6
16799	Bud Leonard	Diamond Lake YC		6	5	11	5741	7
16953	Earl Troeger	Birch Lake YC		15	8	10	4826	8
17105	Dick Ver Halen	Burnham Park YC		8	25	7	4461	9
17163	Frank Pontious	Diamond Lake YC		9	1	dsq	4408	10

And What Goes on Her HERE?



NEW DIRECTOR OF MOTORBOATS FOR MASSACHUSETTS - Thomas J. Legere of Arlington, MA (right) receives oath of office from Governor John A. Volpe in special State House ceremony. Looking on is Mrs. Legere. Director Legere has been a member of SCIRA since 1955. He is the father of Thomas J. Legere, Jr., who has been District and New England Champion.

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say more;
Hate less
love more;

AND ALL GOOD THINGS ARE YOURS!

End of the Line for Sham-Amateurs

Roger Taylor's disclosure that he had been earning \$9,600 a year as a top-ranking British amateur tennis player should pound one more nail in the coffin of that almost hypothetical creature, the amateur athlete.

The amateur athlete in some sports is as rare as the white rhino.

In fact, about the only simon pure competitor today may be an 8-year-old girl playing jacks in the school yard.

It is time the world stopped pretending that there are 100% amateurs who are not subsidized in some way once they get beyond the beginner stage.

The British Lawn Tennis Association has recognized this fact of life in 1968 by turning Wimbledon into an "open" tournament despite threats of penalty from the International Lawn Tennis Association.

Taylor said he was tired of "shamamateurism." He got money for expenses which actually was an income to play amateur tennis. So he turned professional.

Taylor isn't alone. All nations subsidize their best tennis players, the United States included. Some countries even maintain their top athletes as wards of the state and still call them amateurs.

About the only way some semblance of amateurism can be maintained is through the public's lack of interest. The public doesn't care much to watch amateur golf and it doesn't buy many tickets to watch track and field, for example. Therefore the subsidization in those sports is relatively minor. But the public pays top dollar to see Davis Cup matches and big amateur tennis tournaments—so high-class competition must be maintained by the promoters. How? By paying amateurs to stay "amateur." College football draws well, so colleges pay to get the best "amateur" players.

Taylor is right—and realistic.

There is no place in the world today for the sham of amateurism in sports—not in 1968. — Cleveland Plain Dealer

Going to Alamitos Bay? Read This!

Once again, the same old familiar warning holds good! Don't show up at the Nationals with a questionable or controversial Snipe, or without the proper credentials like one chap did last year. He and his crew with boat arrived late Friday evening after the measuring rigs had been officially closed and dismantled, and although he had no official fleet certifications or had paid entry fees, he thought he could enter the championship series. The rejection (of course) was painful and embarrassing to all parties concerned.

Green cards are accepted conditionally, while all others will get a thorough going-over. If your boat has been measured in any two previous national regattas, it is eligible for a permanent green card, which waives measuring again at a future national. When sending for a card, please send details with application.

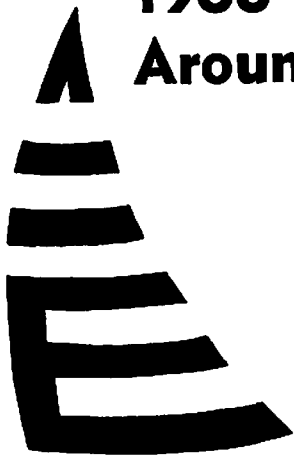
Don't let ignorance of the rules or carelessness in observing them mar your arrival. Complete information can be had from the U.S. Section of the current Rule Book - the Juniors under the Duffy and the Nationals under the Crosby, Wells, and Heinzerling Trophies. In general, rules and conditions are the same as the last year or so. **ALL BOATS WILL BE WEIGHED WITHOUT 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, and sails.

GOOD LUCK AND GOOD SAILING TO ALL!

PICTURE PUZZLE Additional clues are: (1) the boat is yellow; (2) the last number on the sail is 5; (3) the skipper is well-known in the U.S. and abroad; (4) he has many trophies; (5) once won a prize as an aviator.

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



- 1, 3, 4 — Miami Don Q Regatta
- 1, 2, 4 — Clearwater Midwinter Championships
- 1 — Bicardi Cup, Nassau
- 1, 3, 4 — San Remo Pre-Olympic — the best Snipe sailors in Europe were there.
- 1, 2 — St. Thomas Midwinters, Virgin Islands
- 1, 2 — Cruzan Gold Cup, Virgin Islands
- 1 — Atlanta Open

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SNIPER NEWS IN BRIEF

SNIPER FOUR'ARD, the official newsletter of District 4, has recently become imbued with a new personality under the offices of Garnett Puett, who admits to (Edited, frantically and dutifully, by the Governor of the Vice). It is 5 pages of good reading for Snipers in that District and is about the newsiest literature we have seen yet. If you would like to get some tips on how to publish your own district newsletter, ask Garnett for a copy of the Spring issue (P. O. Box 397, Hahira, GA 31632). . . . Fred Harris says that it looks like the San Diego YC Snipe Fleet will be active after all this summer. They want to change the name to San Diego Bay Fleet 583 to include all other clubs on San Diego Bay, and not just be restricted to the SDYC. He would appreciate all the assistance you can give him in getting this group active again; contact: 540 Savoy St., San Diego, CA 92106. . . . Likewise, Allen R. Lofland, (Francis' son) hopes to get a new Snipe Fleet started on a new lake at Wichita. He thinks he has 5 Snipes lined up to use the facilities of the Ninn - escah YC, which is growing rapidly and includes most all types of one-design boats. He will tell all interested parties about it if contacted at 10817 W. Hgwy 54. . . . A FEW PERSONAL ITEMS: Bob Huggins, 1963 National Champion and owner of famed SHADY TOO 3518, will leave Stanford University to spend 2 years as Director of Materials Sciences in the Advanced Research Projects Agency in the Pentagon. He is taking his Snipe along with his family to Washington this late summer and will crank it up after a rest of 4 years. It should be interesting - and the Potomac and Annapolis Fleets will have the pleasure of his competition. . . . Dan Elliott is off again for Tahiti as sailing master aboard ARONZI, but expects to be back in time for the Nationals in August. Talk about the two extremes! . . . Old-timers will be grieved to learn of Chester R. Miller's death on April 12th, 1968, in Rochester, New York. In 1935 he started sailing the JANE L # 676 and raced for many years on JANE L @ and JANE L 3. His last number was 6007.

During World War II he was Commodore of SCIRA after being on the Board of Governors for several years as an active sailor and ardent Sniper.

He had reason to enjoy reading the BULLETIN even though not recently active, for, being in the printing business, he had printed and published the JIB SHEET for many years. In 1951, he turned over this publication to SCIRA and Bill Crosby changed the name to SNIPER BULLETIN and printed the first edition of the new format in June 1951. Chet's good advice and leadership of SCIRA was a notable contribution in the growth of the class, and his friendly competition will not be soon forgotten by those who came in contact with him throughout his Sniping years. . . . "Spring in Seattle is again on the up-swing and we have several new boats with enthusiasm running high. I think we will break the barrier of getting more than 10 boats on the line at once - then we will have it made!" So says Dick Schusler. . . . And likewise from George Doyle of the Massachusetts Bay Fleet 244: "Please send me enough forms for the point score report for the 1967 season. We had 16 boats then, but if you can spare a few more copies, send them along for we will have 20 boats this year. In spite of keen competition from other classes, we are growing in numbers and quality." . . . Gordon Yates is trying to promote a round-robin sort of regatta with the 3 fleets of La Crosse (WI), Minneapolis (MN), and Green Lake (WI) starting a new championship area contest this summer. A trial meet with Minneapolis was so successful last Fall that they want to expand. There is plenty of room, and possibilities, for such Snipe competition in that area, for there are many unattached sailors there who will go for such a deal. . . . Ed Naugle, 1414 Swann Ave., Tampa, FL would like to see a new Snipe fleet at the Boca Ciega YC in Gulfport, Florida. Anyone interested - get in touch! . . . The Belgian National Championship for 1967 was won by P. Vangodsenhoven and De Bontrider with 5 first places - an outstanding performance. Danny Graux, who sailed at Rye in 1961, was 2nd with a fine record of four seconds. . . . John Storey writes from Canada: "Our Shediack Bay Fleet 381 had quite a good season last year. We had considerably more than the minimum point score races. This year we will be hosting the Canadian Nationals in August and this will be a big boost for our fleet. We also expect to add 4 more boats soon. We do appreciate (here in the Maritimes) the opportunity to participate in such an organization as SCIRA."

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Bob Smith Samples Southern Hospitality—and likes it! Wins Southern Championship—Jim Richter and Buzz Levinson 2nd and 3rd



Gene Lemke leads Jim Richter around a mark. Looks like there is only one person on his boat, but Gene is just beyond his crew, wearing a white suit and smoking a pipe!

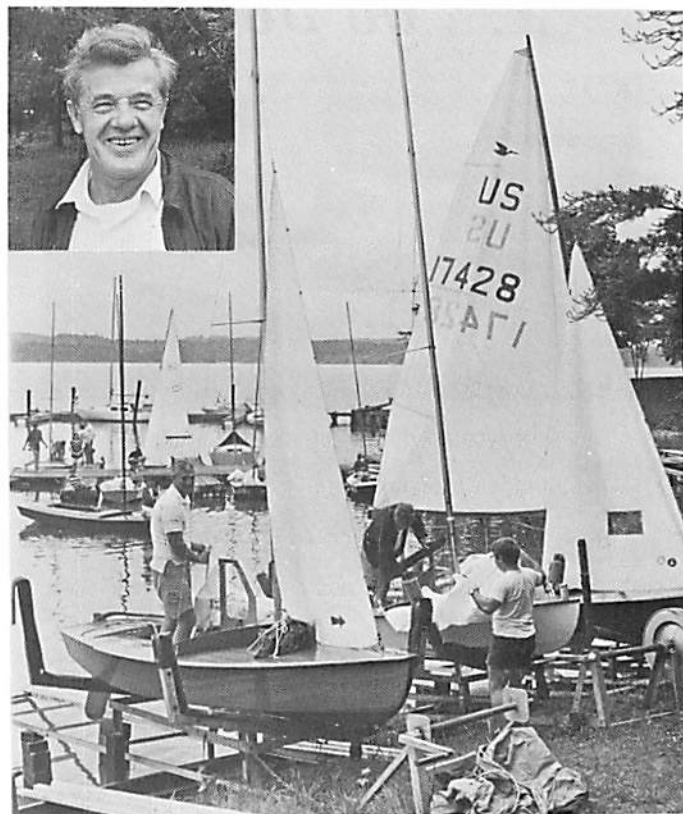
The Privateer Yacht Club hosted the 17th annual Southern Snipe Championship Regatta May 11 and 12 on Lake Chickamauga. This year was something special since Bob Smith whose articles "A Boat is A Boat is A Boat" appear in "One Design and Offshore Yachtsman" agreed to attend the regatta and to do an article on Snipes. The local fleet went all out this year to make sure he received Southern Snipe Hospitality. He evidently found it to his liking since he won the regatta and took home the Carter Patten trophy. Bob sailed in a 20-year old (but well-tuned) boat and had to beat some top-notch Snipe skippers. (This Snipe 7428 has been quite a famous boat over the years. Built by Duffy & Roberts, it was sailed to the Junior National Championship by young Billy Roberts in 1954 and 1955. It is now owned by Buzz Lamb. A good boat was raced by a good skipper! - Ed.)

The first race was started in medium wind but lightened up after the first lap of a triangle, windward, leeward windward course. The lead was exchanged several times with Indianapolis boys taking over; former Southern winner Buzz Levinson was in first place, followed by Jim Richter and Gene Lemke. Bob Smith who had not quite got the knack of a Snipe managed a 4th place.

The second race was barely under way when a thunder storm appeared and the race was abandoned. After a brief consultation with the weather bureau which said the thunder storms and hail would pass to the West, the race committee decided to try again. Again in drifting conditions, a storm appeared showing even more lightening (several skippers with aluminum masts were heard trying to work up a mast swap with skippers sailing wooden sticks.) The home fleet led the return to the clubhouse but no one was spared a tremendous downpour. Everyone was then willing to abandon sailing for "Julip Time" for dinner.

The second race got off on schedule Sunday morning in a drifter. Big Lloyd Cox of the host club took immediate charge with Smith, Levinson and Richter right behind. On the final beat to the finish Cox covered Richter and Levinson down the middle. Smith and Lemke tacked out to the port side of the leg. They picked up a lift and Smith won the race with Cox second and Richter 3rd. The lift enabled Lemke to nose out Buzz Levinson at the finish. The last vestige of wind vanished and the third race was cancelled.

The regatta was successful and hopefully it demonstrated that being teenager or in your seventies, brand new boat or twenty-year old, Snipe is truly "One Boat for All!" —B. Lamb



ANOTHER TYPICAL INLAND LAKE REGATTA SCENE - (l. to r.) Lloyd Cox, Bob Smith (also insert above), and Larry Roberts (Billy Roberts' brother) on bank rigs. -Photos by Cecil Pearce.

Final Results - 1968 SOUTHERN CHAMPIONSHIP

BOAT	Skipper	Home Town	Race 1	2	Pts.	Fin.
7428	Bob Smith	Darien, CT	4	1	8	1
13008	Jim Richter	Indianapolis	2	3	8.7	2
17460	Buzz Levinson	Indianapolis	1	5	10	3
17600	Eugene Lemke	Indianapolis	3	4	13.7	4
12345	Lloyd Cox	Chattanooga	16	2	25	5
17465	Geof Andron	Chicago	6	9	26.7	6
12884	Means Davis	Atlanta	5	11	27	7
16711	Bob Blomquist	Cincinnati	13	6	30.7	8
15940	Carl Zimmerman	Akron	14	7	33	9
9995	Glenn Young	Chattanooga	7	14	33	10
12097	Ham Clark	Columbus	12	15	39	11
16734	Mark Schoenberger	Cincinnati	17	12	41	12
16853	Pete Juvoisin	Chattanooga	10	19	41	13
17114	Terry Timm	Memphis	19	13	44	14
9123	Joe Harmon	Atlanta	23	10	45	15
11468	John Wesley	Chattanooga	11	23	46	16
15520	Tom Head	Indianapolis	8	30	50	17
14108	Charles Carroll	Atlanta	21	18	51	18
17218	Herb West	Atlanta	18	21	51	19
9112	Buzz Lamb	Chattanooga	15	24	51	20
4578	Paul Searcy	Chattanooga	33	8	53	21
11662	Ken Simons	Chattanooga	25	16	53	22
8653	Brad McFadden	Atlanta	9	dnf	57	23
9747	Dan Williams	Chattanooga	28	20	60	24
9007	Jim Bronaugh	Chattanooga	22	28	62	25
13361	Delkin Jones	Atlanta	dnf	17	67	26
8054	Dick McCarthy	Atlanta	32	25	69	27
9126	Garnet Puett	Valdosta	30	27	69	28
17131	John Walker	Atlanta	36	22	70	29
16400	Bob Bigham	Cincinnati	24	34	70	30
17236	Neil Brown	Chattanooga	20	dns	70	31
7198	Paul Whittier	Atlanta	34	26	72	32
16485	Carl Shapiro	Valdosta	29	32	73	33
13013	Sam Norwood	Atlanta	31	31	74	34
13484	Ted Sammons	Atlanta	26	dnf	74	35
13208	Bo Cline	Chattanooga	35	29	76	36
14499	Bob Hof	Chattanooga	27	dns	77	37
14775	Henry Jewell	Chattanooga	37	33	82	38

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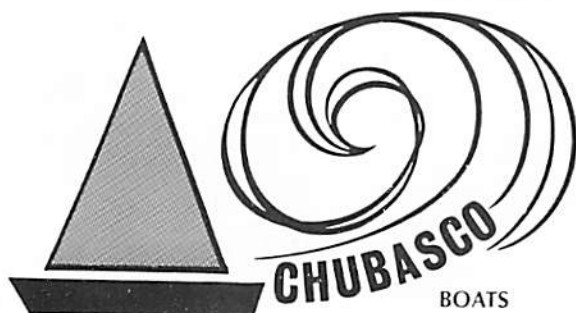
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Saturday... between two vacuums... there blew in a small but very pleasant Northern breeze... time for one race — so we got an early start on the cultural discussion evaluating how we could hold the Berlin line til we teach the Peace Corps how to shoot — then we romped off in to the best chow a Regatta goer ever sank a tooth into.

Sunday morning the ol' north wind machine got switched on with 18 to 22 knots blowing. Two races were sailed back-to-back which tested the gear — bruised a rear — and ran us out of beer!

Congratulations to Ted for showing us a few tricks — Ted has won our trophy five times -- good show!

Hope everyone can make it next year — WE'RE ALREADY PLANNING!
— Ed Haynes

1968 SOUTHWESTERN CHAMPIONSHIP RESULTS

Skipper	Races	1	2	3	Pts.	Fin.
Ted Wells	3	4	3		19.4	1
Pete Fenner	1	15	2		24	2
Gary Boswell	4	7	4		29	3
Bryson Lesley	5	3	9		30.7	4
Jimmy Zars	11	13	1		36	5
Joe Starr	27	2	6		46.7	6
Bob Cummings	10	8	11		47	7
Dick Fagin	2	9	DSQ		53	8
Don Hood	8	12	15		53	9
Austin Young	12	10	14		54	10
Louis Nelms	18	1	DNF		56	11
Bob Wylie	6	17	16		56.7	12
J. Bookhout	22	6	12		57.7	13
Keith Zars	19	23	5		64	14
Henry Towles	16	18	13		65	15
D. Caspari	17	5	DNF		65	16
Fred Tears	14	20	17		69	17
B. Terrell	20	14	DNF		78	18
Lee Thompson	15	DNF	10		80	19
John Wideman	7	DNF	7		82	20
Steve Cayton	24	22	18		82	21
Scott Self	9	DNF	19		83	22
Mac Hall	31	16	20		84	23
B. Wheeler	DSQ	11	8		88	25
Ron St. Clair	29	21	DNF		95	26
Don Bynum	34	24	23		98	27
Jerry Sams	21	DNF	22		98	28
Phil Shoop	13	19	DNF		100	29
W.R. Brown	38	25	24		104	30
Jan Arps	35	DNF	21		110	31
B. Stoddard	23	27	DNF		118	32
Chas. Freeman	40	DNF	25		132	33
Rita Eragg	28	DNF	DNF		132	34
F. Riesenecker	30	DNF	DNF		134	35
Bob Ruby	DNF	26	DNF		140	36
Will Ivie	37	DNF	DNF		141	37
Paul Riker	25	DNF	DNF		143	38
B. Millican	39	DNF	DNF		143	39
B. Landfair	41	DNF	DNF		145	40
B. Shockley	32	DNF	DNF		149	41
R. Bodenheimer	33	DNF	DNF		150	42
John McKee	DNF	DNF	DNF		151	43

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Tom Nute Big Winner at Snipe Winter Circuit

GETS GAMBLIN TROPHY AT NASSAU PLUS OVERALL ZIMMERMAN BOWL — PETER DUVOISIN WON AT MIAMI



One of the more exciting moments of the DON Q RUM KEG series on Biscayne Bay, Miami. The gun has been fired; the flag raised — the start! — Photo by Miami News Bureau.

The Snipe Winter Circuit scheduled between fleets in the Caribbean area was definitely established last year between the Nassau, Miami, and Clearwater Fleets. The second regatta was sailed during Feb-Mar this year with 10 boats entered at Nassau, 33 at Miami, and 27 at Clearwater. Tom Nute of California and Jerry Jenkins of Michigan were the only sailors who participated in all 3 events, and so were the only two eligible for the Carl Zimmerman Trophy (awarded to the highest score of the circuit).

NASSAU - Feb. 25-28

Nute repeated his victory of last year when he topped the fleet with 4 firsts and 1 fifth to retain possession of the Dudley Gamblin Memorial Trophy with Pierre Siegenthaler winning the odd one for 2nd place. Basil Kelly was 3rd. Other scores were: (4) Godfrey Lightbourne, 5-5-4-5-7
(5) Godfrey Kelly, 4-6-dnf-6-5
(6) Jerry Jenkins, 9-dns-2-3-2
(7) Bob Bigham, 8-7-8-9-8
(8) Peter Sweeting, 7-8-dnf-dns-9
(9) Kenneth Albury, 10-dns-7-7-dnf

MIAMI - March 2-3

The Don Q Rum Keg Series got underway in winds out of the SE that never got above 12 mph for the entire weekend. (A little lighter than normal for Miami). The sun was out and there was a light chop on Biscayne Bay. 2 races were held Saturday PM and 2 Sunday AM with no throwouts allowed. The series attracted sailors from 10 states and the Bahamas to make up the 33 entries.

Throughout the series, no one boat dominated. Of the top 5 finishes only 2 boats won races, 2 boats took 2nd, and 2 finished 3rd. Of these finishers, only Francis Seavy placed more than once in the top five. This indicated the caliber of the opposition.

Dr. Peter Duvoisin from Chattanooga with his wife, Jane, as crew won the series with 7-1-5-4. Two-time National Champion and last year's winner at Miami, Earl Elms, was 4th overall. It was not until the last race, which he won, did he get "cranked up" in the boat that he had borrowed from Seavy.

Gene Lemke, who was going great guns with 2 firsts, would have finished high had he not run afoul of the weather mark while leading the fleet. Well-known Snipe Champion Carl Zimmerman, in his seventies and actively sailing, finished 2nd in the first race and was in front in the second when a breakdown took him out of contention. (This is serious when there are no throwouts).

Skippers were met at the dock after the Saturday races by ladies serving daiquiris - an excellent way to finish a day of racing! This was followed by a cocktail party and steak dinner which was enjoyed by all. Each skipper and crew carried home a ditty bag, emblazoned with the Don Q Series emblem, full of souvenirs and useful items. An excellent host was the Coconut Grove Sailing Club. The courses were great and the hospitality cordial. There'll be more next year! — Bill Aicardi



PLEASED VICTORS DISPLAY THEIR PRIZES - Tom Nute (left) holds his big trophy, the Carl Zimmerman Bowl, which in turn contains the Gamblin Memorial Trophy; Earl Elms takes a firm grasp on his award as 2nd place winner at Clearwater. —Sun

Final Results - DON Q RUM KEG SERIES AT MIAMI

Boat	Skipper	Fleet	Races	1	2	3	4	Pts.	Fin.
16853	Peter Duvoisin	Chattanooga, Tenn.	7	1	5	4	31	1	1
17460	Frank Levinson	Clearwater, Fla.	5	6	6	2	36.4	2	2
6995	Francis Seavy	Clearwater, Fla.	10	2	3	6	36.4	3	3
17471	Earl Elms	San Diego, Calif.	6	8	9	1	40.7	4	4
14676	Jerry Jenkins	Warren, Mich.	3	5	10	5	41.4	5	5
16025	Ted Wells	Wichita, Kan.	8	4	4	9	45	6	6
14092	Bill Aicardi	Miami, Fla.	4	7	11	8	52	7	7
14789	Godfrey Kelly	Nassau	14	3	15	3	52.4	8	8
17600	Gene Lemke	Indianapolis, Ind.	1	dsq	1	12	59	9	9
15940	Carl Zimmerman	Akron, Ohio	2	18	13	17	69	10	10
17171	Agustin Diaz	Miami, Fla.	30	9	2	10	70	11	11
16488	Basil Kelly	Nassau	13	10	14	13	74	12	12
17388	Tom Nute	San Diego, Calif.	9	13	12	16	74	13	13
9554	Charles Fowler	Miami, Fla.	12	12	18	14	80	14	14
13159	Pierre Siegenthaler	Nassau	17	dsq	7	7	90	15	15
12970	Art Andersen	St. Petersburg, Fla.	18	16	16	21	95	16	16
9009	Bob Aicardi	Miami, Fla.	dnf	14	17	11	97	17	17
10111	Gonzalo Diaz	Cincinnati, Ohio	16	17	23	18	98	18	18
16400	James Bigham	Cuba, New York	20	19	19	19	101	19	19
17332	Dick Edwards	Jackson, Miss.	11	11	20	dsq	101	21	21
17049	J. D. Drake, Jr.	Jacksonville, Fla.	23	21	25	20	113	22	22
13205	Bert Verwey	Miami, Fla.	22	20	24	24	114	23	23
11944	Chuck Myers	Troy, Mich.	21	22	dnf	23	121	24	24
16789	Don Hite	Miami, Fla.	19	24	22	26	122	25	25
17345	Frank Keeley	Clearwater, Fla.	26	25	27	25	127	26	26
11559	P. W. Blair	Miami, Fla.	29	24	29	22	128	27	27
14635	Bill Hoelke	Miami, Fla.	25	dnf	21	27	128	28	28
16627	Roger Hope	Miami, Fla.	27	26	26	29	132	29	29
16612	Carol Morrison	Olean, New York	dnf	15	dns	dns	132	30	30
16699	Fritz Gram	Miami, Fla.	24	23	dns	dns	133	31	31
16380	Tim Owings	Miami, Fla.	28	27	28	28	135	32	32
16218	Chip McClure	Hingham, Mass.	dns	dns	dns	dns	148	33	33
7746	Jack Hurley								

CLEARWATER - March 6-9

As reported in a separate write-up last month, the third regatta of the Winter Circuit was won by Francis Seavy when he won the Midwinter Snipe Championship for the 7th time.

By coming from behind to get a badly-needed 3rd place, Tom Nute managed to retain his hold on the overall Zimmerman Trophy when Jenkins, his only competitor, finished 7th.

Tom's record for the 3 regattas was 1-13-3 for 24.7 pts. under the Olympic scoring system to Jenkin's 6-5-7 record — more consistent sailing but valued at 34.7 points, again illustrating the high value placed on a first place. If the SCIRA system had been used, Nute would have had 3628 points and thus lost the trophy to Jenkins with 3677. Tom, as defending Zimmerman Champion, was very glad to take the trophy back home to California.

Wells Wanderings



by Ted Wells

SPEED

JULY 1968

Boat speed is frequently spoken of. It actually has two components—hull speed and sail speed. Good boat speed helps in winning races, but it isn't everything. There is people speed and there is Old Joe speed. The subject of people speed is especially intriguing because there are so many phenomena for which there are no explanations. Tacti-

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cal brilliance or stupidity are fairly easily recognizable but some phenomena are not.

This subject occurred to me driving home from the Southwestern Regatta at Dallas, which I won. In the first two regattas around here—at Shreveport and at Tyler, Bobby Cummings was unbeatable—as he was in most of the regattas he sailed in two years ago. Last year he couldn't get out of his own way. In the Southwestern, on his home lake, he apparently couldn't do anything right, and finished behind several of his club mates.

I have previously mentioned the Miami regatta where the people who were hot in Nassau were ice cold. Of course, there was the National Championship at San Diego where Lew Bedford burned up the Crosby Series then folded—and Carl Eichenlaub who almost won the Nationals at Fort Worth, then couldn't even qualify for the Henizerling Series the next year on his own water. I didn't exactly distinguish myself in the Nationals of Fort Worth either—I had won the district II championship there in the spring then fizzled in the Nationals.

Lee Thompson came to Shreveport with everything going for him in the boat speed department, with a new hull and sails which were acknowledged to be fast. He got two seconds and a DNS due to a misunderstanding on when the first of two Sunday morning races would start. At Tyler he got to all the races on time but while leading one of the races by a large margin, a mark jumped over and hit him, which gave Bobby Cummings three firsts there. Lee didn't do so well at the Southwestern either.

Analyzing performance in this regatta is difficult because with 45 to 50 boats on one starting line on a small lake in shifty winds—not everyone can get a good start. I had an excellent local high wind crew in the one Saturday afternoon race which wasn't quite a drifter but was close. His wife and kids came down with flu Sunday morning so I picked up an excellent light wind crew. The wind wasn't up to the light and variable tornado status that Wichita is reputed to have, but there were quite a few casualties. I had good starts, which overcame one negative contribution in the people speed department (heading for the wrong mark in the first race while in the lead). Near the end of this race I was helped by some negative people speed on the part of some of the people ahead of me who were obsessed with covering each other, and one contribution by Old Joe when he pushed the port lift button just before the finish when I hoped he would. Two fourths and a third were enough to win, even with the Olympic scoring system. (Last year Louis Nelms' three fives beat my 1-3-12).

I usually do well at Fort Worth, but not this time. Lee Thompson in his last regatta before moving back to California took two firsts and a second. The first race reminded me of the one at Mission Bay in January where Lew Bedford and I started zigging when we should have been zagging. It was unbelievable.

So—if I've raised more questions than I've answered in this article, I'm sorry but that's the way it is in tight competition in a sensitive little boat. Probably why the boat is so popular.

WEATHER REPORT

Between the Dallas and Fort Worth regattas, I sailed in the Firewater Regatta at Lincoln, Nebraska, and managed to luck into a first place. The local commodity which they had in mind in naming the regatta was present all right, and there was also a great excess of very cold water being blown nearly horizontal across the surface of the pond on which the regatta was sailed (a new date record for low temperature was also set, of course.)

Someone came up with the obvious answer to why all the regattas after Miami have more or less followed this pattern: very simple—Old Joe has put his nephew, Joe Blfstk and his little black cloud in charge of regattas that I attend. Fort Worth, like Lincoln, failed to set a new record by having rain during all the races—the very light drizzle Sunday couldn't quite qualify. I'll take my long woolies and rubber boots along on the four remaining regattas before the Nationals and hope.

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

FOR SAIL: Snipe 13152 - Leon Irish fiberglass self-bailing hull; deck-stepped mast; 2 suits sails - one Roberts and the other 1967 Bostons. \$900.00. Write or call Howard Linder, 1200 Chesterfield, Birmingham, MI 48009. Phone 313-646-0274.

FOR SALE: GERBER PLYWOOD SNIPE 16125. Pivotboard boom vang; board drum; 1 main and 2 jibs; full racing equip. Trailer and cover; dry-sailed. \$1200.00. John Dux, 730 Quincy Ave., Bronx, NY 10465. Tel: 212-TA8-6923 or Day: 212-321-2300 Ext. 329

FOR SALE: LOFLAND SNIPE 16345. Blue hull with light blue deck; deck-stepped aluminum mast; Levinson sails; bailer and cover. All in very good condition and ready to race. Complete with Lofland trailer \$1250.00. Contact: Wilbur Bright, 4344 Appian Way, Akron, OH 44303. Phone: 216-666-9560.

FOR SALE: SNIPE 15214 - VARALYAY. Select cedar, glass covered; mahogany deck; special mast by Varalyay; best fittings and rigging; compass; bottom and trailing covers; Gator trailer. 2 sets of sails (Levinson and Ballast). All in mint condition. Ready for top competition. \$1400.00. Rev. John F. Steve, 620 Main St., West Seneca (Buffalo), NY. Phone: 716-674-7515.

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SANCTIONED SNIPE REGATTAS

AUGUST 3-4 MASSACHUSETTS BAY Open Regatta, Cottage Park YC, Boston Harbor, MA. Stephen Haseltine, 177 Lynn Fells Pkwy., Melrose, MA 02176

AUGUST 3-4 SHADOW MOUNTAIN Snipe Regatta, Rocky Mountain SA, Shadow Mountain Lake, Colorado. Martin Emeson, 1624 S. Hudson St., Denver, CO.

AUGUST 7-8 JUNIOR U.S. NATIONAL CHAMPIONSHIP
9-15 U.S. NATIONAL CHAMPIONSHIP, Snipe Fleet 218, Alamitos Bay YC, Long Beach, California. Jerry Thompson, 51-66th Place, Long Beach, CA 90803.

AUGUST 17-18 NEW ENGLAND CHAMPIONSHIP, Edgewood YC, Upper Narragansett Bay, Rhode Island. Gerard H. C. Forman, 21 Stratford Rd., Edgewood, RI.

AUGUST 17-18 COLONIAL CLUB Regatta, Severn S.A., Chesapeake Bay, MD. Ian R. Smith, 7 Shipwright St., Annapolis, MD 21401.

AUGUST 24-25 BOARD OF GOVERNORS Invitational Regatta, Norman Carlson, 54 Summit Rd., Naugatuck, CT.

AUGUST 24-25 HOOSIER HARVEST Regatta, Muncie Snipe Fleet, Prairie Creek Reservoir, Muncie, IN. Al Clark, 2903 N. Tillotson, Muncie, Indiana.

AUGUST 30-31 -SEPT. 1 LAKE WORTH SC Annual Regatta, Lake Worth, Ft. Worth, Texas. George W. Becker, 8112 Redwood Dr., Ft. Worth, TX 76116.

AUG. 31-SEPT. 1-2 FIFTH ANNUAL DECATUR Snipe Regatta, Lake Decatur, Decatur, Illinois. Francis Castelli, 1504 W. Garfield, Decatur, IL.

SEPTEMBER 7-8 LOTAWANA SNIPE Regatta, Missouri YC, Lake Lotawana, MO. Earl Nygren, K-3 Lake Lotawana, Lees Summit, MO 64063

SEPTEMBER 7-8 INDIANA OPEN CHAMPIONSHIP Regatta Indianapolis SC, Geist Reservoir, Indianapolis, IN. David Schmidt, 5910 Indianola Ave., Indianapolis, IN 46220

SEPTEMBER 14-15 INDIAN SUMMER Regatta, Burnham Park YC, Lake Michigan, Chicago, IL. John L. Pilon, 425 Malden Ave., La Grange, IL.

SEPTEMBER 17-26 EUROPEAN SNIPE CHAMPIONSHIP Izmir, Turkey. National Secretary of Turkey has promised more about this regatta in a short time.

SEPTEMBER 21-22 OHIO OPEN CHAMPIONSHIP, Acton Lake, Hueston SA, Oxford, Ohio. Alfred J. Kibler, 322 Brydon Rd., Dayton, OH 45419

OCTOBER 20-25 WESTERN HEMISPHERE SNIPE Championship, Florida YC, St. John's River, Jacksonville, FL.

NOVEMBER 2-3 HALLOWEEN Regatta, Atlanta Yacht Club, Allatoona Lake, Atlanta, Georgia. R. Means Davis, 6620 Wright Circle NE, Atlanta, GA 30327.

fleet 515 hosts the "oxford incident"



1968 OHIO STATE

OPEN CHAMPIONSHIP

Sept. 21-22/Acton Lake

HUESTON WOODS STATE PARK

Oxford, Ohio / site of Hueston Woods Lodge

CONTACT: Ed Griffith / 1224 Laurence Rd.

Cincinnati, Ohio 45215 / 513-821-0918

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Aug. 24-25

All Snipe Regatta - Fleet 557

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