

# SNIPE BULLETIN

MARCH 1966

Vol. XV No. 10

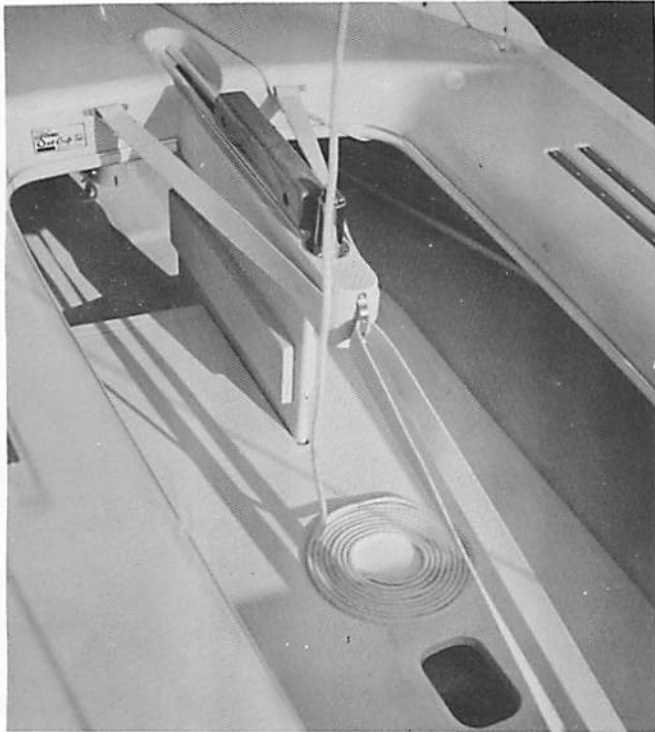


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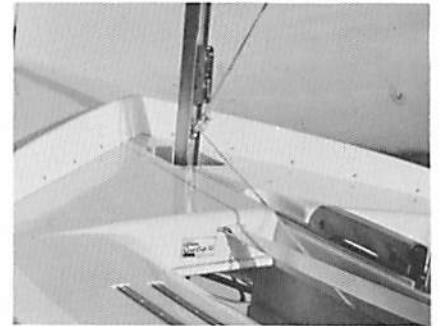
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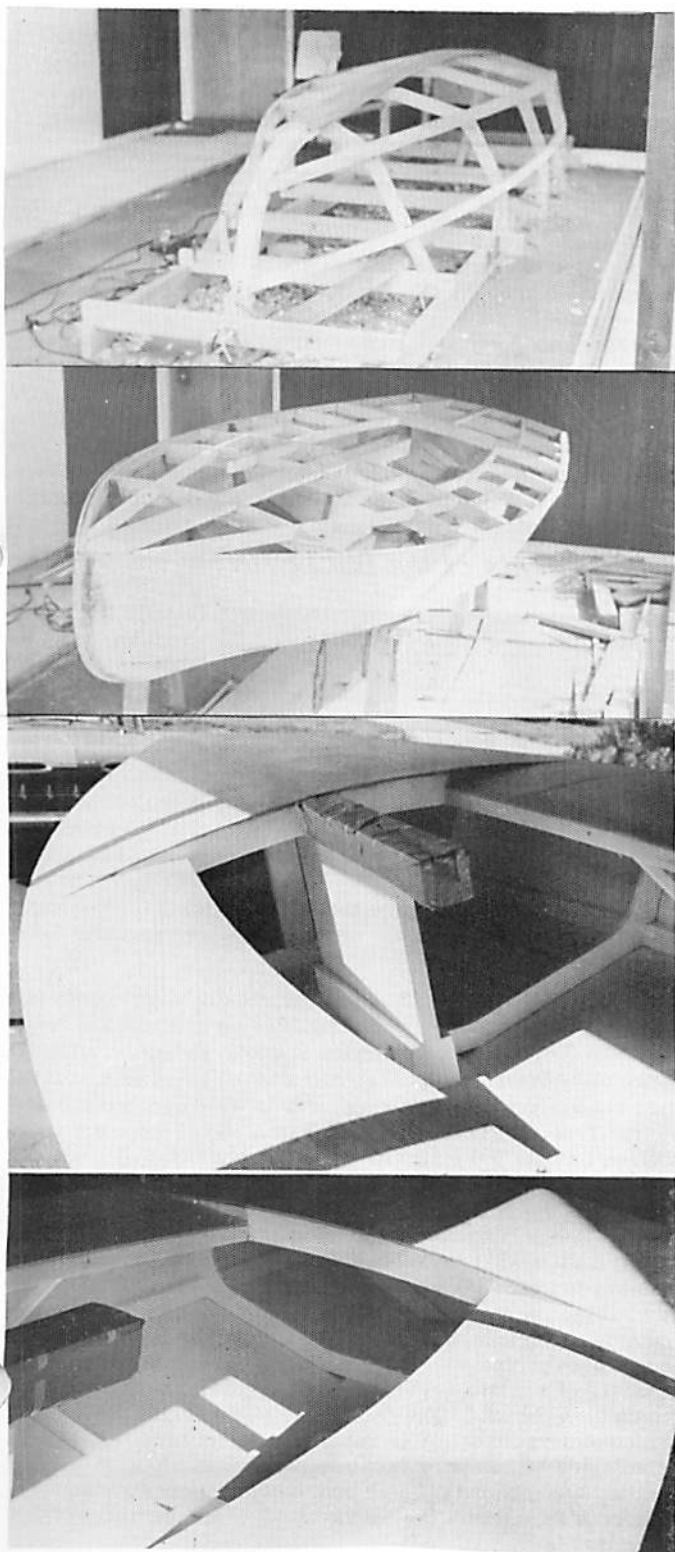


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"I built a Snipe early in the summer using BUILDING A PLYWOOD SNIPE as my guide. I fiberglassed the hull to be sure to bring the weight up to 425 pounds. I enclose some pictures taken before the splash rails were added.

I am quite happy with the result and thought my experience might interest (and encourage) other would-be builders. I am about to retire from my home in Champaign, Illinois, and move to Table Rock Lake on the north side of Kimberling Bridge near the unincorporated community called Kimberling City, 15 miles south of Reeds Springs, Missouri. My son Harold will do most of the sailing, as I'm afraid I'm getting a little too old for the job. I'm close to 65, but still love to sail and will now use the Snipe a great deal."

— W. H. Wright

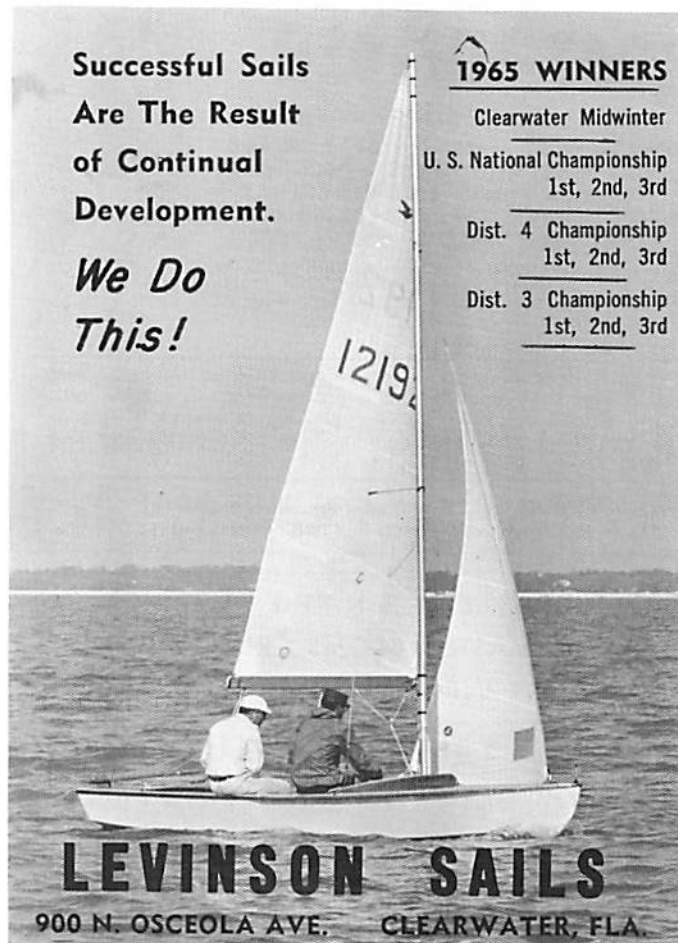


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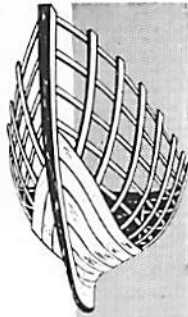
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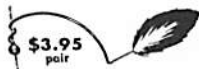
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# SNIPE BULLETIN

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

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## The Cover

The biggest thrill in racing takes place when two keen competitors have a little personal duel. The rest of the fleet is forgotten as they match wits and ability and concentrate in trying "to keep the other fellow covered." A real cat-and-mouse game!

Our cover portrays a tense moment as one boat gets set for the final dash to the finish line as another (13021) rounds the course mark (harbor light shadowed on the main). The crew lowers the board as he waits for the jib to flop over to the other side as the skipper tightens up on the main for the new tack. No room for mistakes or delay now! This fine action shot was taken by C. V. Warfield at the Sequoia Y. C. sponsored S. B. R. A. regatta off Redwood City, California.

## The Contents of the BULLETIN



Usually the life of an editor is not so funny, for he must decide what to print and what to discard, and, in so doing, still please the majority of the readers. The chief complaint of BULLETIN readers over the years is

that it should contain more technical articles on Snipe and racing, and fewer accounts of more-or-less (usually less) important regattas.

It is true that, after 13 years, one regatta story sounds just like the other one - the familiar gathering of a bunch of boats; they sail 3 or 5 races in varying weather and sea conditions; some make bone-head mistakes; someone eventually wins the best regatta yet held; and everybody is welcome to come next year. True, that is the veritable life-blood of the sport, but in a class like the International Snipe Class, a detailed account of a regatta in Mud Lake, U. S. A., makes pretty dull reading throughout the world. And they don't hesitate to tell you about it.

Well then, what to do about it? For years, requests have been made for Snipers to write articles for the BULLETIN on any subject pertaining to the boat and to sailing it. Some (notable exceptions) have responded, and most every item sent in has been published. But when 80% of the material received consists of regatta accounts, how are the pages to be filled month after month? Some other one-design class publications use considerable space in reprinting excellent articles with permission of standard yachting magazines along with some detailed discussions of their boat by various class members. This results in pretty interesting reading for the owner of that particular boat.

But the International Snipe Class is in a little different position. After 35 years, the Snipe has been dissected from stem to stern and the results have been widely publicized. We even have a textbook (SCIENTIFIC SAILBOAT RACING) written by one of the nation's top sailors which tells you all you need to know about Snipe - not only how to rig it, but how to sail it (and win!) as well. Back issues of the old JIB SHEET and BULLETIN are filled with items covering every possible situation confronted in the boat. Relatively new classes are in the throes of discovering facts about their own boat and collecting such information - an old story for Snipe. So when we suggest a subject to a prospective contributor, the answer usually is, "But that has all been covered before", or "Nothing new for me to contribute there." When you have as a subject a boat which is practically unchanged after 35 years, and when fundamental racing rules and tactics are also basically the same, how can anyone pop up with anything new or unusual? A tough assignment!

Recently, a top Sniper complained strongly that news about his country had been sadly neglected (perhaps on purpose?) by the BULLETIN. Research revealed that in the last few years every article and picture sent in had eventually been printed as requested. It is easy for other countries to think the BULLETIN contains too much U. S. news, for it does. But there is only one answer to that. Years ago, requests were made to National Secretaries to send in at least a short resume with pictures of their own National Championship Regattas. With a few exceptions, it has not been done. Such items would not only be interesting, but, by showing the extent of world-wide activity, prove to be excellent publicity for class promotion.

As long as most of the material received deals with U. S. activities, it will have to be published. The only other choice would be to reduce the size of the BULLETIN. And requests for permission to reprint a copyrighted article can be overdone. After all, the trade magazines pay for these articles, and they are looking for new subscribers to their magazine. There is no particular reason why they should be considered as a free source of material for other publications regardless of the arguments advanced "for the sake of the sport." It is a cinch that most class magazines can not hire a professional writing or editorial staff, so they must hopefully look into the mail-bag for suitable and sufficient copy.

This situation was discussed at length in the November meetings in Indianapolis. One idea was to print all regatta results in one big issue near the end of the season, thus clearing the pages for other material. Questions: What other material? Enough for eleven other 16-page issues?

The only other alternative is to get more contributions from the rank-and-file of the Snipe family. On that premise, Commodore Basil Kelly appealed for help (see page 5 January 1966 BULLETIN) and results are now eagerly awaited at this office. Send in any item or comment at all about the class, the boat, the equipment, any technical observations or theories, your own experiences (educational, funny, or otherwise), your own technique or private methods you use in sailing, and perhaps we can change the format and contents of the BULLETIN for the better. It has excelled in many respects over the last few years, but some changes are probably overdue. Other class magazines are showing the way and while Snipe has peculiar problems - as outlined previously - improvement is always possible, and now seems to be the time to do it. Reach for a pencil and piece of paper and join the writing fraternity, please!

### One-of-a-Kind Regatta

For the third time, Francis Seavy of Clearwater, Florida, will represent the Snipe Class in Yachting Magazine's One-of-a-Kind Regatta to be held at the St. Petersburg Yacht Club in Florida March 20-23, 1966. Francis, winner of the National Championship title in 1961, and also 6-times winner of the Midwinter Championship Trophy, is well acquainted with his home waters of the Gulf of Mexico where he sails all the time. He will give a good account of the boat and himself regardless of the conditions experienced during the sailing period. We are greatly pleased that he is sailing for us and we all wish him the best of luck.

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## Phil Peterson Won at Decatur

Thirty-six Illinois Snipes competed in the second annual Decatur Labor Day Snipe Regatta, held on Lake Decatur on September 5th and 6th, 1965.

Twenty mile per hour winds with gusts to thirty-five miles per hour eliminated the Saturday afternoon tune-up race. All indecision was eliminated when Dan Coberley's mast snapped a few minutes after he left the dock.

Sundays weather was clear, sunny and calm with no noticeable wind at all -- and that was variable. To enable the Race Director, Bob Buckles Jr., to utilize the best possible course, the boats were divided into four fleets with a ten minute starting delay between heats. The wind soon made a shambles of this plan by becalming the first heat and sending the later starters right through -- so we all finished together. The light variable air continued on Labor Day. However, all three races were completed successfully.

Last years Illinois State Champion, Dan Wesselhoft, made a strong bid to retain the title by equaling Phil Peterson's point score. Each skipper had two firsts and a second, but in the one heat in which both were entered Peterson won, giving him the trophy. Jim McLain of Peoria won the trophy for the best performance by a junior. Trophies were also awarded for the first ten places.

The two Cubans who sailed a Snipe to freedom, Oswaldo Garcia and Fernando Hernandez, were the invited guests of the Decatur Snipe Fleet. They acquitted themselves well, in a strange boat, by finishing in 20th place. The local newspaper coverage of the Regatta featured several stories about the Ex-Cubans and their sail to freedom.

Tom Sly, Fleet Captain, spoke for the entire Decatur Fleet when he thanked those who participated and invited all to come next year to an expanded Regatta that will feature five races.

— George K. Nichols

Final Results - 2nd LABOR DAY REGATTA - Decatur, Ill.

BOAT	SKIPPER	CLUB	RACE	1	2	3	Pts.	Fin.
13026	Phil Peterson	Springfield, Ill.		1	1	2	4721	1
15505	Dan Wesselhoft	Peoria, Ill.		1	2	1	4721	2
14305	Bob Wesselhoft	Peoria, Ill.		4	2	1	4490	3
15400	Kit Sommer	Peoria, Ill.		2	4	2	4411	4
15215	Bill Buckles	Decatur, Ill.		5	1	4	4265	5
13887	Lou Leber	Peoria, Ill.		3	3	4	4257	6
15686	Jim Kastrop	Northfield, Ill.		2	5	5	4113	7
10818	Phil Nieman	Chicago-Burnham Park		3	3	8	3977	8
15509	Ed Grier	Peoria, Ill.		10	7	3	3561	9
14329	Jim Nies	Crystal Lake, Ill.		5	8	7	3541	10
12535	Bob Canterbury	Peoria, Ill.		6	6	11	3350	11
11373	John McLain Jr.	Peoria, Ill.		13	11	3	3128	12
14447	Jim Coberly	Decatur, Ill.		7	11	9	3080	13
9547	George Paulos	Galesburg, Ill.		8	10	9	3074	14
14985	Norton Jensen	Chicago, Ill.		4	14	10	3059	15
14447	Dan Coberly	Decatur, Ill.		6	DSQ	6	3026	16
13023	Ed Probeck	Chicago-Burnham Park		DSQ	4	8	2987	17
13296	Tom Sly	Decatur, Ill.		8	DNF	6	2939	18
10657	Frank Castelli	Decatur, Ill.		11	6	13	2909	19
10953	Oswaldo Garcia	Chicago, Ill.		10	8	12	2891	20
15475	Fred Rammes	Peoria, Ill.		7	9	15	2856	21
12636	Chris Stump	Decatur, Ill.		11	DNF	DNS	2772	22
12022	Bob Grohne	Decatur, Ill.		15	5	13	2756	23
14894	Richard Fritz	Decatur, Ill.		14	9	10	2714	24
15123	Colin Pearlson	Chicago, Ill.		9	DSQ	7	2709	25
13648	Irwin Brown	Chicago-Burnham Park		12	7	DNF	2526	26
15009	Henry Pauls	Decatur, Ill.		9	DSQ	14	2378	27
14690	Earl Wright	Chicago-Corinthian		DSQ	12	12	2258	28
10368	John Pilon	Chicago, Ill.		14	10	18	2219	29
13314	Jim Rapp	Peoria, Ill.		13	13	17	2144	30
12538	Tom Aylward	Chicago-Burnham Park		15	12	16	2142	31
13454	Bob Beal	Elm Wood, Ill.		12	15	17	2093	32
14398	Owen Cassidy	Peoria, Ill.		DNF	14	14	2083	33
10164	Mary Manion	Chicago, Ill.		DNF	13	15	2036	34
15495	George Nichols	Decatur, Ill.		16	DNS	16	1250	35
11449	Wm. Requarth	Decatur, Ill.		NDS	NDS	11	900	36

## Snipes in Mississippi

The Jackson Yacht Club held their first sailing regatta at their new club facilities on the Ross Barnett Reservoir near Jackson October 23-24. This is a new man-made lake which offers excellent sailing facilities. Launching and docking facilities are unusually good and the JYC can be congratulated on a well-run regatta. 110 sailing vessels of various classes (12 were Snipes) participated. Chuck Hardey of Shreveport was first (1-1-1).

# Top Sailors Won at Atlanta

GILREATH, TILLMAN, AND ZIMMERMAN BIG SPOOKS  
HERB WEST HEADS GOBLIN FLEET



All of These Skippers and Crews Won Prizes

The twelfth annual Snipe Fleet 330 Halloween Regatta was held at the Atlanta Yacht Club on Lake Allatoona November 6-7. There were 58 boats from 13 states competing.

At registration, the sailors chose their fleets, either Spooks or Goblins. Trophies were awarded to the top ten skippers and crews in each division, so the chance of getting a prize depended a lot on the choice of competitors made then.

The perpetual trophy, an oversized silver mug, is taken home by the winner of the Spook Fleet. This year, Harold Gilreath, past SCIRA Commodore and now member of the Lake Lanier Sailing Club, took it back to his home in Marietta for the second time. He amassed 4200 points to squeak by Dick Tillman (Wright-Patterson AF Base) and his crew, wife Linda. In third place was Carl Zimmerman, the oldest competitor by several years, from Akron, Ohio, and another past SCIRA Commodore.

Comfortable 7-10 mph winds favored the Saturday races. Dan Williams of Chattanooga won the first race over Norman Towle of Winchester, Mass., who held first position until Dan passed him on the downwind leg. The second race went to Gilreath with Tillman second. Tom Head, of Indianapolis, was first around the windward mark with Harold next, but at that point, Harold took over the lead and held it to the finish line with Tillman in close pursuit.

Going into the last race Sunday morning, Gilreath was in first place with Tillman again a close second. The light and fluky winds were truly Spike Boston's "cup of rum". Spike, from Mt. Clemens, Michigan, took a commanding lead and held it for an amazing finish. He had his boat beached before second place Lloyd Cox of Chattanooga, Tenn., reached the dock.

Gilreath and Tillman were nip-and-tuck to the last mark with Tillman assuming the lead and finishing fourth behind Carl Zimmerman. Harold edged Cliff Hogg, West Point, Georgia, for seventh and thus clinched his second Halloween Regatta victory.

Dr. Herbert West, Atlanta YC, and son, Tom, dominated the Goblin Fleet with a 1-1-2 win over second place Ham Clark, another Georgian from Columbus, and crew Lib. In the first race, Herb was challenged by Pete Rose of AYC, but took the lead and held it to the finish. In the second race, Herb again tromped all competition, with John Chapman, Valdosta, Ga., second. It was almost the same song, third verse, for Dr. Herb Sunday A. M., but Ham Clark didn't sing the same tune and whistled across for first position, and second place regatta trophy.

The poor wind Sunday may have slowed the race, but not the squizzling of the hot buttered rum. From the warm-up party Friday night with games led by Derek Peters, to the dinner-dance Saturday night and including the rum spectacular Sunday noon, the sailors of host Fleet 330 were trying to be hospitable, even though our guests captured the first ten important places.

Come on down next year, y'all, and give it a try!

—Mrs. Henry Wade



More action in the air than on water - M. Reynolds Photos.

## Final Results - HALLOWEEN REGATTA SPOOK FLEET

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
14014	Harold Gilreath	Lake Lanier, Ga.		3	1	7	4200	1
10350	Dick Tillman	Wright-Patterson AFB		5	2	4	4186	2
15940	Carl Zimmerman	Akron, Ohio		6	16	6	3075	3
11660	Lloyd Cox	Chattanooga, Tenn.		8	20	2	3051	4
13027	Spike Boston	Mt. Clemens, Mich.	dsq	4	1		2973	5
6995	Francis Seavy	Clearwater, Fla.		7	5	19	2936	6
9100	Norman Towle	Winchester, Mass.		2	13	17	2881	7
11220	Tom Head	Indianapolis, Ind.		4	3	dnf	2822	8
6156	Bruce Colyer	W. Palm Beach, Fla.		16	7	11	2681	9
12453	Don Cochran	Clearwater, Fla.		12	12	12	2563	10
9123	Joe Harmon	Atlanta, Ga.		10	dnf	3	2414	11
15040	Jim Menzies	Cincinnati, Ohio		22	9	10	2346	12
9747	Dan Williams	Chattanooga, Tenn.		1	19	26	2309	13
8653	Brad McFadden	Atlanta		9	18	15	2229	14
15161	William Hancock	Indianapolis, Ind.		11	11	21	2200	15
7428	Lowry Lamb	Chattanooga, Tenn.		13	6	33	2073	16
11391	Cliff Hogg	West Point, Ga.		15	dnf	8	1774	17
13274	Pete Duvoisin	Birmingham, Ala.		18	15	18	1734	18
13013	Sam Norwood	Atlanta		30	24	5	1706	19
10111	Gonzalo Diaz	Miami, Fla.		14	23	16	1678	20
13300	Henry Wade	Atlanta		23	10	28	1454	21
12948	Frank Suesz	Piqua, Ohio	dnf	8	29		1242	22
7435	Derek Peters	Atlanta		17	27	20	1213	23
12164	Dave Green	Pontiac, Mich.		25	26	14	1210	24
14065	Dick Edwards	Cuba, New York		21	14	dnf	1138	25
6258	Frank Johnson	Atlanta	dns	dns	9		1042	26
14676	Jerry Jenkins	Warren, Mich.		20	17	dnf	1026	27
14703	Tony Waller	Clearwater, Fla.		19	30	22	966	28
13187	Charles Morris	Pontiac, Mich.		33	33	15	912	29
13455	Tom Mooney	Cincinnati, Ohio		24	21	30	810	30
5569	Jerry White	Clearwater, Fla.		26	31	23	649	31
8054	Dick McCarthy	Atlanta		35	22	31	497	32
15351	Bryson Leslie	Jackson, Miss.		34	29	24	482	33
13361	Delkin Jones	Atlanta		31	28	27	465	34
15327	Don Arthur	Chattanooga, Tenn.		28	dnf	25	434	35
15015	Gary Lofland	Wichita, Kansas		32	25	34	386	36
11468	John Wesley	Chattanooga		27	32	dnf	286	37
13289	Herman Green	Signal Mountain, Tenn.		29	34	32	274	38

## Final Results - HALLOWEEN REGATTA GOBLIN FLEET

BOAT	SKIPPER	CLUB	RACE	1	2	3	Pts.	Fin.
14108	Herb West	Atlanta		1	1	2	4721	1
12097	Ham Clark	Columbus, Ga.		5	3	1	4540	2
11006	John Chapman	Valdosta, Ga.		6	2	15	3422	3
11518	Nick Longworth	Indianapolis, Ind.		3	9	11	3368	4
11122	Pete Rose	Atlanta		2	dsq	3	3365	5
7198	Paul Whittier	Atlanta		7	5	12	3293	6
9329	Elmer Riker	Atlanta		9	10	8	3074	7
15485	Worth Green	Valdosta, Ga.		15	4	10	3006	8
13288	Tom Bowers	Smyrna, Ga.	dnf	6	5		2962	9
15223	Bob Mills	Silver Springs, Md.	4	dsq	9		2793	10
15593	Wilby Coleman	Valdosta		16	14	4	2723	11
8653	Means Davis	Atlanta	dnf	8	7		2686	12
9126	Garnett Puett	Hahira, Ga.		12	7	dnf	2438	13
15492	Luther Rollins	Atlanta		11	13	14	2413	14
15500	Bob Hague	South Bend, Indiana		8	12	dnf	2371	15
10331	John Friis	Valdosta		10	11	dnf	2302	16
13484	Ted Sammons	Atlanta	dnf	dnf	6		2107	17
15711	Jack McNeary	Charlotte, N.C.		13	15	16	2085	18
12011	Paul Tuerk	Indianapolis, Ind.		17	17	13	1936	19
14775	Henry Jewell	Chickamauga, Ga.		14	16	dnf	1795	20

## Hurley Paces Mass. Bay Snipes

The 5th Annual Massachusetts Bay Snipe Championship was held on September 11 and 12 at Cottage Park Yacht Club in Winthrop, Mass. Jack Hurley, 1965 New England Champion with two firsts, a second, a fourth and a DNF captured the title in this well attended event. The two day series was favored with excellent winds providing breezes from 5 to 20 mph giving most, for at least a portion of the regatta, their optimum sailing conditions.

In the first race Jack Hurley of Wessagusset Yacht Club dominated the 24 boat fleet followed very closely over the finish line by John Murdock and John Lally, both of Cottage Park, in a shifting 18 knot northerly breeze. The course, as in all races, was the Snipe modified Gold Cup course of approximately 5.5 miles with three weather legs.

The second race after lunch was sailed in a moderating northerly breeze and Howell of Winchester led the fleet to the line with the Hardy Brothers close behind. Hurley disqualified himself as a result of a foul.

The third race, sailed in a 10 knot easterly on the afternoon of the first day, had Hurley again finishing first with Nichol and Doyle second and John Murdock in third. Thus at the end of the first day, John Lally was in the lead with Norm Towle of Winchester second and Jack Hurley in third with two firsts and a DNF.

The fourth and fifth races sailed on Sunday in a 10-15 knot northeasterly were led from shortly after the start by Joe Duplin, well-known Star sailor, in 2 very closely matched events.

Technically, it was an excellent regatta with many top sailors in attendance.

This is an open regatta and all are invited to attend. Watch the BULLETIN for next years date. We'll be looking for you in 1966.

— Stephen Haseltine

### 5th ANNUAL MASSACHUSETTS BAY SNIPE CHAMPIONSHIP

SKIPPER	CLUB	RACES	1	2	3	4	5	Pts.	Fin.
J. Hurley	Wessagusset		1	DNF	1	2	4	6379	1
J. Lally	Cottage Park		3	7	5	4	9	6289	2
N. Towle	Winchester		6	4	8	9	3	6151	3
R. Blomquist	Cottage Park		5	11	6	3	6	6090	4
Nichols & Doyle	Cottage Park		10	17	2	8	2	5658	5
J. Hardy	Cottage Park		9	2	17	5	7	5573	6
T. Legers	Winchester		4	14	11	11	5	5194	7
C. Loomis	Cottage Park		8	6	16	6	11	5064	8
E. Younie	Wessagusset		17	5	4	13	12	4796	9
J. Howell	Winchester		7	1	14	DNF	10	4735	10
F. Gilfoyle	Cottage Park		20	16	DNF	1	1	4555	11
D. Anderson	Winchester		11	3	DNF	14	8	4451	12
R. Dimes	Cottage Park		13	13	12	10	15	4408	13
J. Murdock	Cottage Park		2	DSQ	3	15	DNF	4186	14
S. Haseltine	Cottage Park		19	10	7	12	14	4171	15
B. Friell	Wessagusset		12	8	10	21	16	3916	16
P. Burke	Cottage Park		18	9	9	20	DNF	3307	17
J. Van Dusen	Winchester		14	15	20	7	DNF	3290	18
R. Cook	Sea Cliff L.I.		DNF	12	19	16	3	3032	19
R. Smith	Cottage Park		15	20	13	17	DNF	2766	20
R. Moorley	Wessagusset		16	18	15	18	DNF	2548	21
D. Mullane	Cottage Park		21	19	18	22	DNF	2063	22
S. Sweeney	Cottage Park		DNF	22	DNF	19	DNF	1712	23
F. Mills	Wessagusset		22	21	DNF	DNF	DNF	1050	24

## Holbrook N. J. State Champion

The 30th Crane Bowl Regatta, emblematic of the New Jersey State Snipe Championship, was held August 14-15 at the Pine Beach Yacht Club. First won by Charles Gabor in 1935, it is one of the oldest annual regattas in SCIRA.

Bob Longnecker, previous winner in 1961-1962, got two 1sts by edging Paul Holbrook over the line in the 1st and 3rd races, but the crucial one was the 2nd one Saturday P. M. when light air and oppressive heat took its toll. Paul's 4th place picked up 3 positions over Bob's 7th and a final 55 points difference in point scores decided the outcome. — Charles Eshelman



NEW CHAMPIONS - Joe Toy (left) presenting the Crane Bowl to skipper Paul Holbrook (right) and Doug Trice, his crew (center).

### Final Results- NEW JERSEY STATE CHAMPIONSHIP Regatta

BOAT	SKIPPER	CREW	CLUB	RACES	1	2	3	5	Fin.
6464	Paul Holbrook	Doug Trice	Pine Beach YC		2	4	2	1	2
8677	Bob Longnecker	Bill Houghton	Lake Mohawk YC		1	7	1	1	1
7183	Bob Schaeffer	Patti Schaefer	Lake Mohawk		4	5	11	3	3
13518	Terry Rice	Ginny Sue Rice	Pine Beach		5	14	3	4	4
7610	Debbie Olson	John Jehnke	Pine Beach		3	16	7	5	5
12003	Don Floetner	Jim Buehner	Lake Mohawk		8	8	9	6	6
15073	Joe Mark	Margaret Koller	Lake Mohawk		dsq	2	5	7	7
8046	Frank Whitman	Paul VonRosensteil	Lake Mohawk		17	1	12	8	8
13028	Frank Cooper	Mark Cooper	Lake Mohawk		7	20	4	9	9
14604	Bill Wilson	Craig Wilson	Lake Mohawk		10	15	6	10	10
13522	Bill Kebea	Bill Kebea, Jr.	Pine Beach		15	3	18	11	11
14238	Chas. Eshelman	Wayne Bush	Pine Beach		6	21	10	12	12
8700	Rodney Lockwood	Lee Johnson	Lake Mohawk		18	10	8	13	13
13516	John Mace	John Murray	Pine Beach		11	11	15	14	14
13517	Bob Rice	Ken Good	Pine Beach		9	12	17	15	15
13034	Ed Moore	Nancy Moore	Lake Mohawk		16	6	20	16	16
12886	Jack Mace	Ginger Mace	Pine Beach		12	18	14	17	17
10178	Merdy Rice	Joy Rice	Pine Beach		13	9	dsq	18	18
13011	Scott Overton	Butch Overton	Lake Mohawk		14	21	13	19	19
14950	Ray Tallau	John McCleave	Lake Mohawk		20	13	16	20	20
13519	Ray Steelman	Nancy Lee	Pine Beach		19	17	19	21	21
14511	John Corson	Jon Eld	Lake Mohawk		21	19	dnf	22	22



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# Cameron Best Indian-Sniper at Missouri Meet



MERRILY THEY ALL SAIL AWAY in the third and final race Sunday A. M., BUT - they are heading for three different marks! Snipes in the foreground are going toward a mark just outside the range of the camera and near the dam; those in center background are heading west toward a mark in the center of the picture; those in the center and left background are sailing south toward the Yacht Club and finish line. Look at the top ten scores to see what havoc was wrought!

You might say that this was a typical Lake Lotawana regatta, if you understand that strange winds and erratic scores are indigenous to this Kansas City suburb. Each of the first ten skippers goofed one race. The rest of the 46 contestants goofed - and were goofed up, but good!

On Saturday, September 11th, at the Missouri Yacht Club's cocktail party, dinner-dance, John Cameron of Wichita was well in overall first place with a 1 and a 2. His closest rivals, Jim Goetz of Lake Lotawana and Joe Pilling of Omaha, each had a 6 and a 3. On Sunday, Cameron came in 19th, Goetz took 26th, and Pilling 18th!!!

And you can't blame the yo-yo score board on Joe and Esther Ramel's Friday evening cocktail-buffet blast - well, not entirely. The party was delightful. Using Lotawana's Indian heritage as the theme, this pow-wow feathered each Chief and Squaw with appropriate headgear and supplied ample kick-a-poo juice.

John Cameron, still visibly shook-up, walked away from the Sunday Trophy Award Luncheon with Snipe Fleet 49's first place Three Feet Tall Monument. Ron Grossmann, Lake Lotawana, rated second with 14-5-2 and Dick Caspari, Wichita, took third place hardware with 16-1-7. The "Anchor Man" Trophy, the lowest scorer without a DNF or DSQ award, went to John Olsson of Lincoln, Nebraska, with a 41-37-41. Prizes were awarded to the first 25 skippers and their crews to sort of provide a more tangible reward than just experience at our beautiful Lake Lotawana.

— Don Newcomb

## Final Results - Lake Lotawana Regatta - (top half of 46)

BOAT	SKIPPER	CLUB	RACE	1	2	3	Fin.
14608	John Cameron	Wichita, Kans.		1	2	19	1
11000	Ron Grossmann	Lotawana, Mo.		14	5	2	2
14100	Dick Caspari	Wichita		16	1	7	3
12608	Joe Pilling	Iowa-Nebraska SA		6	3	18	4
13500	Bob LaScala	Lotawana		4	7	22	5
13180	Jim Goetz	Lotawana		3	6	26	6
11045	Joe Bartels	Quivira, Kans.		2	dnf	1	7
12978	Bob Williams	Wichita		13	11	6	8
11748	A. E. Grossmann	Lotawana		22	4	10	9
12721	Jack Schwindler	Lotawana		5	12	20	10
15025	Bob Elwell	Quivira		17	8	16	11
12233	Merv Smith	Quivira		18	9	14	12
10549	Bill Dwyer	Lotawana		8	10	25	13
11939	Dick Wadlow	Lincoln, Nebr.		7	29	11	14
13932	Harold Gifford	Iowa-Nebraska SA		19	24	5	15
9739	Don Newcomb	Lotawana		dnf	13	3	16
15162	Jim Hoyt	Shawnee, Kans.		9	14	28	17
14111	Robin Williams	Wichita		21	15	13	18
13992	Allen Overcash	Lincoln, Nebr.		12	16	30	19
12717	Dave Schwindler	Springfield, Mo.		10	dnf	15	20
15220	Dale Fleming	Shawnee		11	19	32	21
14766	Mike Roberson	Lotawana		20	17	24	22
7908	Jim Trickett	Quivira		23	dsq	6	23



"BIG CHIEF COMMODORE" of the Missouri Yacht Club, Joe Ramel, stolidly surveys the wild bunch of Indian-Snipers in his wigwam. His Squaw Esther (alias Squaw Tippy Too) shares a joke with Chief Regatta Judge By Simpkins - an oldtime Snipe sailor himself. The Ramels have sailed extensively all over the country for many, many moons, but now Joe is taking it easy following Medicine Man's heap good advice.

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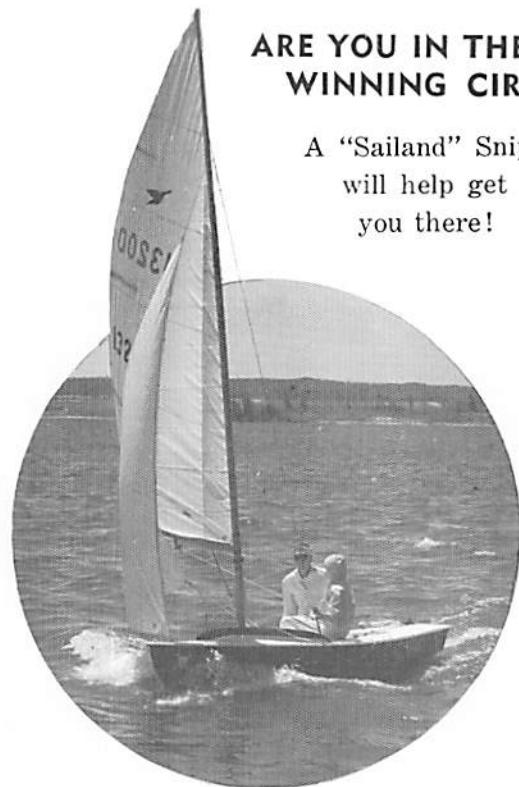
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# Should We Have Medicare for Sailors Over 30?

MARSHALL SMELSER TELLS WHAT TO DO WHEN THE HEAD SAYS YES AND THE BACK SAYS NO.

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In the dear, dead days of long ago, a radio network daily assaulted homebodies with "The Romance of Helen Trent," a 15-minute melodrama invariably prefaced by the announcer's question, "Can a woman find romance after 35?" The male listener rarely gave Helen Trent's problem the attention it may have deserved. But now he finds himself faced by an analogous question for which Lever Brothers offer no solution, to wit: "Can an inland yachtsman find competition after 45?"

Formerly championships went to men who could splice, reef, hand, and steer, and who had the temperament to apply the NAYRU rules quickly, coolly, and aggressively. Nowadays the yachting press often prints pictures of the gymnast-yachtsman on his trapeze. It is news-worthy when a man over 30 reaches the finals of the North American Single-Handed Championship. But it is not an oddity when a yachting magazine publishes an article on the vertical instability of air-mass, written in aerological terms.

In search of the answer, the question must really be broken down as follows: Will the present emphasis on muscular power limit small boat racing to finely conditioned athletes? Will the concentration on delicately adjusted equipment demand an engineering education in order to be a top competitor?

Some observers, who know both the sport of sailboat racing and the thinking of the industry, believe that the recent emphasis on gymnastics and gadgetry will eliminate older sailors from major competition for lack of physical endurance and for lack of patience with micrometer settings of outhauls, sparring winches, etc. This is a prospect deserving attention.

The trend to well-coordinated brawn and well-studied aerodynamics applied through specially-designed (and expensive) equipment could lead, at best, to a division of racing into elders and buoyant youths, in which the elders would be no more eligible for important competition than for big-league baseball, basketball, or football, but might race in the yachting equivalent of slow-pitch softball, volleyball, and touch football. At worst, it would eliminate the elders entirely, because otherwise successful men who can afford to buy the best in sailboats would not submit to segregation in racing starts which classified them publicly as senile has-beens.

In centerboard boats, the cutoff age for single-handed competition now appears to be about 30, while the retirement of crewed-boat skippers seems to begin at approximately 50. These retirements are for natural, physiological reasons. A world's catamaran champion, in his early 50's sailed two races in Penguins and concluded that the Penguin was one of the few boats fit to be raced by all ages. But he ought to try it for a 60-race season on an inland lake which substitutes an irregular series of puffs or knockdown gusts for honest-to-gosh wind. After endlessly getting up, out, in, down, his thighs might dictate his transfer to the Committee Boat. With every year of age, pulled muscles, sore tendons, and bruises heal more slowly. Sustained exertion must be briefer. On a chilly day with the wind in the 20-knot range, a middle-aged dinghy skipper can be pretty tired just from manhandling the boat, setting sail, and keeping her upright on the way to the starting area before the prep gun. The prospect of an accidental immersion in water chilled to 60 degrees amuses, even exhilarates, the young, but depresses their elders. Finally, the middle-aged skipper, unless he is a more than usually fertile sire, begins to run out of crew. Madame thinks the yacht club veranda is a dandy place to work crostics, knit, or outline a speech to the Ladies League for Referendum Five. His posterity (a) has a date, (b) has married and moved to some absurdly remote place, (c) is racing as helmsman of his own boat, (d) is sweating out his required tour in the armed forces. The dismayed gaffer finds that few of his graying contemporaries are open to conversion to the doctrine that it is fun to be afloat in another's boat if subject to the owner's command to do awkward things precisely but hastily.

The aging skipper who lives within comfortable driving distance of a good harbor on the Great Lakes or on tidewater is favorably located. He can find some suitable boat in which a heavy keel lets gravity keep her erect. Crews for such boats can be more easily recruited, and one can even relax in a fresh breeze with the leerrail under. But the inlander has no such fortune. With shallow waters, and the fatiguing necessity of hiking-out to stay erect, he cannot enjoy the comfort of a deep-water boat. And his Race Committee is more demanding. No inland committee has occasion to cancel because of heavy seas. If the water is not too icy for survival, and if the ground tackle on the Committee Boat will hold, there will most likely be a start regardless of the wind velocity. Old Timer groans (privately) and chooses between losing his points or his comfort. How many times he has given up a place or two on the beat, choosing to weather a gust as comfortably as possible by luffing it, rather than by hiking-out to hold his speed by sailing the boat flat at the expense of his thigh and abdominal muscles, so-called.

Any man can race any centerboard boat in any weather, to be sure, if he is willing to reconcile himself to the kind of easy-going steering and trimming that will avoid exhaustion, and which will also bring him a good many last places. What the young, brisk High Performance fans, and their suppliers, do not realize is that he will not reconcile himself to such sailing for very many seasons. What he will do is quit racing. He may keep his boat, may take it out alone a few times each summer, but day-sailing on inland lakes is a bland and tasteless diet after the spice of racing. The writer knows a middle-aged man who three years ago capped his respectable racing career by becoming national commodore of a beloved centerboard racing class, who has since quit sailing and has even resigned from his yacht club, although he lives less than a quarter of a mile from its anchorage.

The industry ought to be interested in these things. A good deal of money is invested in bringing along sailors who are "designed out" of major competition just when they reach their peak earning power. They are wise in racing tactics, they are good ship's husbands, they have more money than they ever had before, and they are no longer spending it for boats and marine supplies. This, for the manufacturers and suppliers, is a kind of voluntary self-denial, by which they expel the richest men from the sport. And it all stems from the design of inland racing boats that require prolonged physical exertion and prolonged practice with gadgetry.

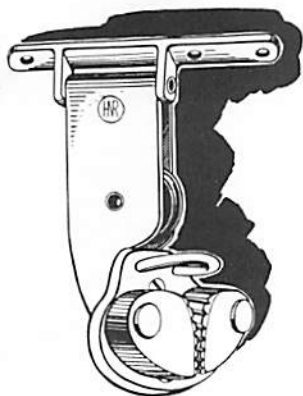
Should some designer come out with the "Over Fifty Class"? It would not sell, because ownership would ostentatiously advertise the owner's age. Perhaps an easily sailed, obviously over-priced "Ornate Class"? No. It would be conspicuous consumption, demonstrating material success in some other line of work, but it would not be what other yachtsmen think of as a good boat. No boat, easily identifiable as a Has-been's boat would sell.

One could design a boat, with a long shallow ballast keel suitable for inland lakes, drawing 18" to 20" of water, about 16' over-all, slow in stays perhaps, but good for shooting through flat spots in drifters. To avoid problems in recruiting rotating crews, it should have neither spinnaker nor genoa, but a small working jib. It positively must be partially decked-in for comfortable sitting. Its mast should be stepped far enough forward to allow the boat to be sailed responsively in high winds under main alone, because the man for whom it is designed can occasionally leave his office, without asking anyone's permission, in order to slip out to the lake on a weekday to go sailing. When he gets there he doesn't wish to be shore-bound by 25-knot breezes.

Yes, this could be a very sporting boat that none need be ashamed of, although the budget for the prototype and the class promotion are at first thought forbidding. But when one comes to imagine the shape of the hull, it looks like nothing so much as a boardless Snipe, with a cast iron ballast keel. Perhaps some enterpriser could take it from there.

# HOWARD N. RICHARDS

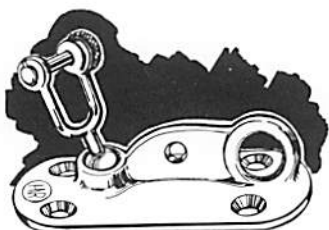
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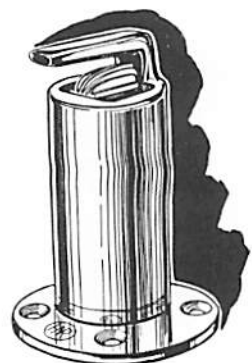
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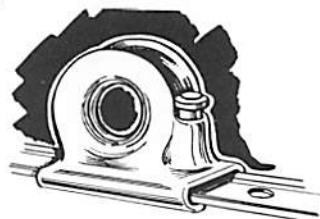


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# Georgia Inaugurates State Championship Regatta

By Garnett Puett



**FIRST CHAMPIONS** - Cliff and Bonnie Hogg, winning team in the Georgia State Championship Regatta receive the trophy from Ben Cliff, RC Chr. (right) while Lee Green looks on.

The Georgia State Championship Cup, permanent prize in the newest sanctioned event in Southern Snipedom, was carried home by Cliff Hogg of Chattahoochee Fleet 452. Joe Harmon, Atlanta Fleet 330, was second and another Chattahoochee sailor, Ham Clark won the third place mug. The regatta was sponsored by the eighteen-month-old Valdosta Yacht Club and was held at Twin Lakes on October 2-3, and turned out to be a pretty fair show.

Saturday's races were staged under variable conditions, mostly light and shifty. Former SCIRA Commodore Sam Norwood took the lead at the starting gun and had virtually no competition throughout the race, though Joe Harmon kept him in sight while battling Bert Verwey, of St. Simons Fleet 562, for second place. Verwey took third and Hogg took a fortunate guess, picked out a good puff, and was fourth.



**"HAPPY SAM"** - SCIRA Past Commodore Dr. Sam Norwood gives the old victory grin after winning the 1st race. Taking 4th in the 2nd, a final DSQ put him in 6th. Crew is Louis Bowen.

The wind picked up during the interval between races and the committee took a chance and lengthened the race. This proved a poor gamble, but it was a little better than a drifter as skippers scattered all over the lake, searching for puffs. Hogg took the lead, battling his fleetmate, Clark, and was followed closely by Harmon, Verwey, and Bob Burns of St. Simons. At the finish, it was Hogg, Clark, Harmon, Norwood, and Burns. This put Hogg, Harmon, and Norwood in a tight race for overall honors and promised a good fight on Sunday.

YVC Commodore Green was a cinch as winner of the Saturday night party. The "Valdosta Guitar & Banjo Ensemble",



**"OUR FOUNDER"** - The first sailboat used by the group that organized sailing in Valdosta. This old Snipe hull was rebuilt, sailed for a couple of years, then retired in favor of measured, competitive boats.

which kept everybody awake at the District Four Championship, was augmented by Luther Rollins of Atlanta, and succeeded in mulling up more than one skipper's chances.

In spite of noticeably better winds on Sunday morning, most skippers thought the committee had flipped their wigs when they set a course that roamed all over the lake and utilized all available water. The committee was wise, for the third race was fun and excitement all the way, with a dog-legged course that offered every point of sailing in ample quantities. Bert Verwey took the lead at the start, with John Chapman of Valdosta following. At the first windward mark, Verwey, Chapman, and Bob Burns were leading, in that order.

The second leg was a short beat, and Hogg overtook Chapman and Burns and began to creep up on Verwey. During the reach to the next mark, Hogg passed Verwey and went onto a run well ahead of the fleet. The run was very long, and many boats began to close the gap. Approaching the leeward mark, Hogg, Harmon, Verwey, Garnett Puett, and Bob Burns were in perfect, neck-and-neck formation. Hogg rounded the mark first, followed by Harmon, Verwey, Puett, and Burns. Sam Norwood managed to get into a pile-up somewhere along the course, was disqualified, leaving top contention to Hogg and Harmon.

These two took opposite tacks to the next windward mark with the fleet dividing into group behind them. Those who followed Hogg, which included Ham Clark, made the best choice, for Cliff found the best lifts and made the first windward mark well ahead. Harmon followed, then Burns and Clark. That proved to be the crucial leg, since the first three finished in the order noted: Hogg, Harmon, and Burns, with Clark's fourth place being sufficient to give him a piece of silver.

Valdosta Fleet 580 is only eighteen months old, as is the Valdosta Club. This first attempt at a regatta seems to have been pulled off rather well. Limited to Georgia Snipes, it was gratifying to have all four fleets well-represented, and it is a cinch that the second edition will be even better.

## Final Results - 1st GEORGIA STATE CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
11391	Cliff Hogg	Chattahoochee SC		4	1	1	4569	1
9123	Joe Harmon	Atlanta YC		2	3	2	4486	2
12097	Ham Clark	Chattahoochee SC		6	2	4	4115	3
15117	Bob Burns	St.Simons SC		5	5	3	4036	4
13205	Bert Verwey	St.Simons SC		3	6	5	3965	5
13013	Sam Norwood	Atlanta		1	4	dsq	3453	6
14378	Neal Fendig	St.Simons SC		10	7	6	3342	7
11006	John Chapman	Valdosta YO		8	13	8	3062	8
9126	Garnett Puett	Valdosta YC		dnf	9	7	2664	9
13484	Ted Sammons	Atlanta YC		13	12	10	2586	10
15485	Worth Green	Valdosta YC		11	dnf	9	2408	11
10351	John Friis	Valdosta YC		16	11	12	2366	12
15593	Wilby Coleman	Valdosta YC		14	14	11	2358	13
15492	Luther Rollins	Atlanta YC		12	15	14	2246	14
11809	Don Gresko	Valdosta YC		17	8	dsq	2149	15
15729	Frank Kimsy	St.Simons SC		7	dsq	dsq	2081	16
14118	Bill Jenkins	St.Simons SC		15	17	13	2036	17
14380	Buzzy Pickren	St.Simons SC		9	10	dns	1985	18
14993	Mark Cochran	Valdosta SC		18	16	15	1830	19

# Wells Wanderings



by *Ted Wells*  
March 1966

## MUCH ADO ABOUT MAST HOLES

Limiting the size of the hole in the deck through which the mast passes on its way to the step on the keel was made necessary by a Spanish builder who had what looked like the forward cockpit of a 1927 airplane. What ulterior motive he had (if any), I



don't know. His story was that it was to let the mast fall overboard unscathed if a stay broke.

The limit was first set at 6" x 8" as a result of a conversation with Carl Eichenlaub. The screams from other Californians were immediate and anguished. Some felt that anything under 15" diameter infringed their rights to fiddle with rigs. There was still quite a bit of squawking in the open meeting at Peoria.

According to the latest word from the West, however, the whole discussion is now of academic interest and was based on erroneous assumptions in the first place. The secret of success now is to decide how small you should make the hole in the interest of promoting lateral bending of the mast, thereby opening the slot between the jib and the mast. Down the drain go the efforts many people have expended in the past thirty-five years to prevent lateral bending of their masts.

People have a tendency to overlook the fact that regardless of the size of the hole in the deck (if any), beating the Schmidt brothers in a heavy sea is a formidable task - as is the job of taking the Conrads in a heavy chop; the Huggins team in a shifty drifter; or Harry Levinson under most any conditions. The answer is difficult to come by whether the winning ways of these people are because of, or in spite of, any differences between their boats and others.

"GOOD NEWS VII" (Snipe #16025) will have been to Nassau and Clearwater by the time this article appears, and I hope her skipper is by then more knowledgeable and not just more confused.



It has been a long time since the BULLETIN has had a good picture of Ted sailing his Snipe. Here he is on the Pacific Ocean looking things over before the start of a race in the 1964 U. S. National Championships at Mission Bay. Which "GOOD NEWS" this one is (could be #VI of the VII he has owned), we don't know. — Photo by C. V. Warfield

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- MAY 14-15 LANSING KICK-OFF Regatta, Lansing SC, Lake Lansing, Haslett, Michigan. Thomas N. Braxton, 2101 Cooper Ave., Lansing, Michigan
- MAY 14-15 SOUTHERN SNIPE CHAMPIONSHIP Regatta, Privateer YC, Lake Chickamauga, Chattanooga, Tenn. Lowry Lamb, Jr., 413 Georgia Ave., Chattanooga, Tenn.
- JUNE 11-12 RIFF-RAFF Regatta, Cowan Lake SA, Cowan Lake, Cincinnati, Ohio. Stu Griffing, 1087 Meredith Dr., Cincinnati, Ohio 45231.
- JUNE 25-26 CLEVE SLAUSON MEMORIAL Regatta, IVY Club, Peoria Lake, Illinois River, Ill. Robert J. Wesselhoff, Apt. A-1, 3400 W. Knoxville, Peoria, Illinois.
- JULY 2-10 INTERNATIONAL CHAMPIONSHIP FOR WOMEN, Iate Clube de Brasilia and Fleet 516, Brasilia Lake. Iate Clube de Brasilia, Brasilia, D. F., Brasil.
- JULY 28-AUG. 6 U. S. NATIONAL CHAMPIONSHIP Regattas, Chautauqua Lake YC, Chautauqua Lake, New York. Red Garfield, 14 Bassett St., Jamestown, New York.
- JULY 30-AUG. 5 EUROPEAN CHAMPIONSHIP, Karlshamn, Sweden. Svend Rantil, Box 115, Helsingborg, Sweden.
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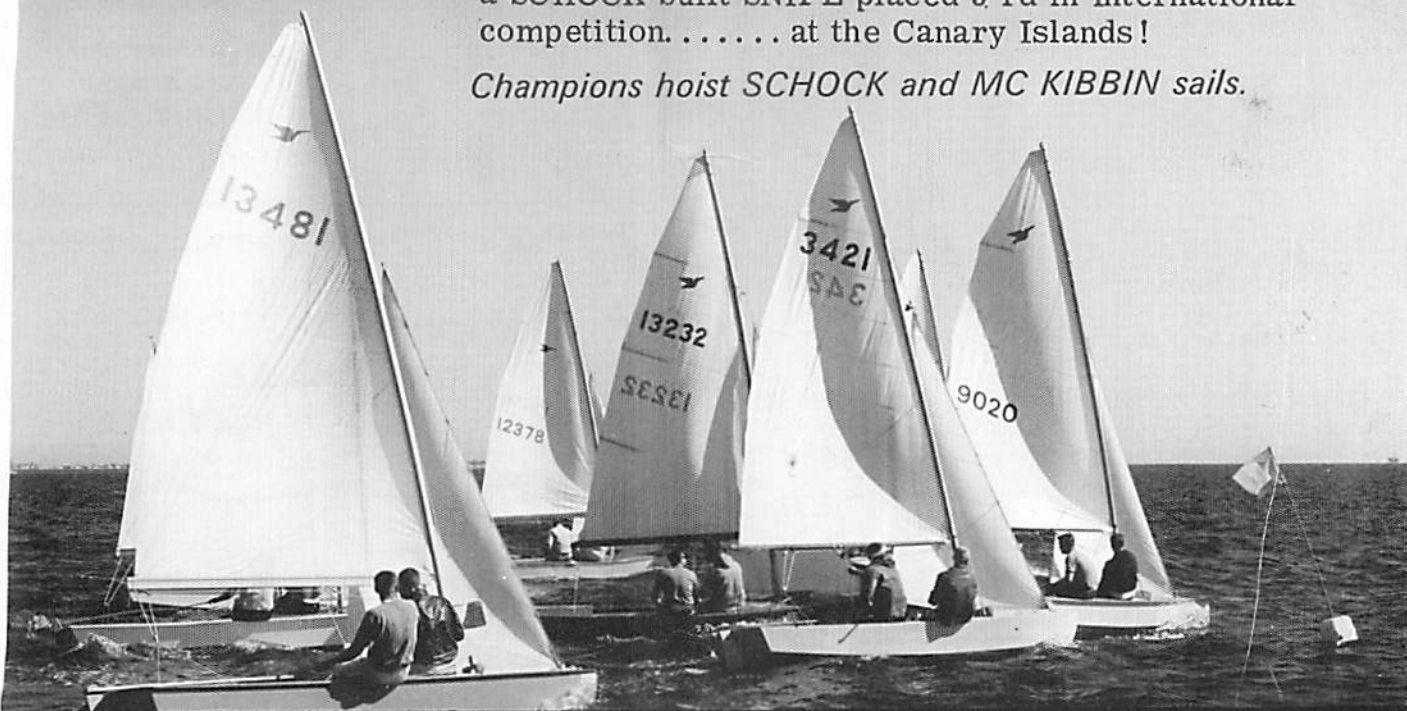
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