

Snipe



BULLETIN

MAY 1961
Vol. X No. 12



BAHAMAS REGATTA WEEK - Godfrey Kelly Sets the Pace Around a Mark Ahead of his Brother. Terry Whittemore is in 7432. -Bahamas News Bureau Photo.



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

Address all correspondence to:

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655 Weber Ave., Akron 3, Ohio, U. S. A.

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Owners of measured and paid-up Snipes receive SNIPES BULLETIN as part of their membership free.

Forms close on the 15th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify SNIPES BULLETIN of any change in address, giving both old and new addresses.

— THE SCORE —

Numbered SNIPES — 13087

Chartered Fleets — 515

As predicted last month, the increase in the number of new boats materialized when 115 numbers were issued in 30 days compared to 98 in the previous 60. Spain took 20 of these numbers; Canada 11; France and Switzerland 10 each; Brazil 4; and Sweden 1. The other 59 went to the United States, with the block from 13000 to 13035 going to the Organization Committee for the 1961 World Championship Races to be applied to the 35 new identical boats being built for that event. In the first 7 months of our fiscal year, 373 new Snipes have been numbered and we have 5 months left in which to issue 59 more to reach our 29 year average of 432 boats per year - easy! So it looks like 1961 is going to be another banner year for SCIRA. We have a strong breeze and full sails for the run downhill on the way home!

The 1961 Rule Book

The 1961 SCIRA Rule Book went to press late in April and copies will be mailed to your Fleet Captain in May for distribution to paid up members. If you are not a member of a fleet, your copy will be mailed to you direct. The book has more pages in it than ever before - more rules, more pictures, more advertisements - and this 30th Anniversary edition will have the largest distribution yet. All paid-up SCIRA members get a free copy. Extra copies are available at \$2.00 each.

The 1961 U. S. Nationals

Complete details or schedule for the 1961 U. S. Nationals have not been forthcoming to date, but an effort will be made to have your fleet captain in possession of all details by the first of June. Dates are from Thursday Aug. 3 to Friday Aug. 11th, and it is probably safe to assume that a schedule similar to last year will be adopted with the Junior Championship races on Thursday and Friday; the Crosby Series starting Saturday and ending on Monday morning; the final 5 series with 2 on Tuesday, and one each on the following three days. Also, Tom St. John informs us that reservations for the event must be made early and that several places are available. Write to Tom for definite information if you are sure you are going. Old Saybrook is on the Connecticut Shore of Long Island directly east of New Haven and southwest of Providence. It is a short distance off the Connecticut Thruway and easily reached. See notice on back page.

Point Scores Due Now

Point scores for the 1960 season have come in exceptionally good this winter and now they are about ready for the final tabulation and publication in the July BULLETIN. If you have not sent in your fleet's records, as required under Section 13 of the Constitution, please do so at once, for your members want to see their scores included in the record. Besides, it must be done to keep your fleet in good SCIRA standing.

Official Sailing Rules Available

All official Snipe races in the United States have been sailed under NAYRU rules in the past. Now the new combined IYRU/NAYRU rules apply universally and it is imperative that you familiarize yourself with the changes. SCIRA, of course, offers the little booklet of interpretations of the new rules, PRINCIPAL SAILING RULES by Fearon Moore, and this 12th edition is just off the press and is available for 50¢ a copy or 20 for \$5.00. This is a service to our class members and also to all interested sailors. But one should also have a copy of the official new rules to supplement the PSR (for reference, if needed) and these can be obtained direct from the North American Yacht Racing Union, 37 W. 44th St., New York 36, N. Y. for 75¢ each. But as another special Snipe class service, we will have a few copies of the official rule book in this office for your own convenience at the same price, 75¢ each. Thus you can get the NAYRU book and the PSR at one time for \$1.25 a unit.

Some Miscellaneous Items

The May 23rd issue of LOOK Magazine will contain an article on sailing and Snipe. You can get your copy at any newsstand after May 9th. SHOW IT TO YOUR FRIENDS!

This is the time of year that many addresses are changed, so once again the request is made for proper notification of all moves, either temporary or permanent. Eliminates expense!

SCIRA can not exist on wind alone (as Snipe does) and more substantial support in the form of annual dues are necessary. Prompt payment will insure fair sailing for the rest of the summer. Don't forget that existence of a strong class organization is the best protection you can get for your investment in Snipe. Dues should be considered as part of the annual cost of the upkeep of your boat. SEND THEM IN NOW!

If you read the mast head at the top of Page 2 in every BULLETIN, you will learn the time requirements of sending in material for the BULLETIN. These rules always apply!

Group Insurance Policy for Snipe Owners

One of the recently added advantages of being a SCIRA member is that you, as a Snipe owner, are eligible to get boat insurance under a group policy plan. Many questions have been asked about this feature and here is a list of those commonly asked and their answers:

1. Is there a deductible clause on the SCIRA insurance?
No, there is no deductible in any part of our program.
2. Are Claims Services available near the home of all holders?
Yes, Claims Offices are located in every state and in every large modern city.
3. What does the trailer insurance cover?
It provides insurance against fire, theft, upset, collision, and all other hazards to which the hull itself is exposed.
4. On what basis is this insurance written?
The SCIRA plan is unique in that it is written on a replacement cost basis. In other words, a 100% loss gives you a 100% payment.
5. Does the liability portion cover guests and passengers in my own boat as well as in other boats?
Yes, the liability package is designed to protect you against all suits arising out of bodily injury or damage to property of others.
6. On the average Snipe, how much money do we save by taking the SCIRA program?
In addition to providing full racing coverage (including sails and spars damage), the average Sniper saves between 25 and 40% of the ordinary cost. This saving is made possible only by the fact that so many members of SCIRA are participating in this program.

OUR CONGRATULATIONS to Mr. Roy J. Handwerk of Akron, Ohio, owner of Snipe 11818, who was issued the first policy written under the SCIRA program.

For additional information, write to: J. Francis Maher, East Ohio Gas Bldg, Cleveland 15, Ohio. (advt.)



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GODFREY KELLY WINNER AT BAHAMAS REGATTA

GETS DUDLEY GAMBLIN MEMORIAL TROPHY — BASIL KELLY SECOND — WELLS THIRD



THE VICTORS -- (l. to r.) Brad Bethel holds the crew award; His Excellency Sir Robert Stapleton, Governor of the Bahamas; Godfrey Kelly with Gamblin Memorial Trophy and replica.

Beautiful Montagu Bay saw fleets of 25 Stars and 9 Snipes compete in the second Bahamas Regatta Week. Hosts were the Rpyal Nassau Sailing Club and the Nassau Yacht Club, who provided social events as exciting and varied as the wind.

Beginning with an opening cocktail party at Sir Roland and Lady Symonette's new home on Saturday night; cocktail party and buffet at the Sailing Club on Tuesday; a reception at Government House on Wednesday; cocktails and buffet supper at the home of the SCIRA National Secretary and Mrs. Peter Christie on Thursday; and the Presentation Dinner Dnace at the Yacht Club on Saturday night, where His Excellency the Governor Sir Robert Stapleton awarded participant trophies to all contestants as well as daily first and seconds along with first and second trophies for the series.

Toward the wee hours tired sailors and their wives shed their foul weather gear and their shoes to join in the Limbo and Hully Gully. Ask Margie Whittemore to teach you the Hully Gully - it's fun!

We were glad to welcome back to our shores old friends Ted Wells, Terry Whittemore, and Carlos Bosch. Terry brought Lem Sperry as crew while the others picked up crews in Nassau. Bob Lippincott's two teenage sons, Richard and Robert, found a vacant boat and joined in the series.

All races were sailed over a port Naples type Olympic course averaging 7 miles, in rapidly changing wind conditions.

On Monday, Terry had a light five knot breeze - the kind he likes. He led all the way, followed, but never challenged, by Carlos Bosch. In the last leg, Basil Kelly jumped from 8th to 3rd place. The fleet was spread out with 15 minutes separating the first and last boat.

Tuesday's race was cancelled after the blue flag when the wind gusted to 35, and it was sailed the following day in a steady 8-10 knot breeze. Ted Wells led until the last beat, when Terry in dead last place, went off by himself, picked up a lucky wind shift, and finished first, ten seconds ahead of Ted. Only 84 seconds separated the first five boats.

Two races were sailed back-to-back on Thursday, with winds from 15-25, and then the Nassau fleet took over. Basil Kelly won in the opener, followed closely by Godfrey (Tippy) Lightbourn. Godfrey Kelly had jib trouble and dropped out soon after the start. Terry turned over, but righted quickly enough to



BOATS WERE CLOSELY BUNCHED in first two races in light airs with outcome always uncertain.

— Photos by Bahamas News Bureau.

finish sixth.

In the second race of the day, Godfrey Kelly, who had done nothing to date, suddenly came to life, and was never beaten for the rest of the series. He led all the way in this race; was often threatened but never passed by Tippy Lightbourn. He finished with a minute to spare.

On Friday it was still blowing 30. Godfrey and Basil got first and third and our visitors, now used to rough weather, picked up a 2nd, 4th, and 6th.

Going into the last race on Saturday, the Kelly brothers were virtually tied for first place, taking into consideration the dropped race, and Ted and Tippy were tied for 3rd. This was the race to win; the wind had dropped slightly, but the seas were higher; and the race committee set a tough course.

Godfrey Kelly took the lead in the first windward leg, followed closely by Tippy, Ted, and Basil. Tippy got in front on the two reaches and stayed there until he broke his spar on the run. The Kelly brothers had a tacking match in the second beat, with Godfrey finally pulling away to stay in front to the finish line. Wells crept in between the two to finish ahead of Basil.

Thus Godfrey Kelly, a Nassau lawyer and member of the Bahamas House of Assembly, wrested the title away from Ted Wells, the defending champion of Bahamas Regatta Week. Basil, who was the most consistent sailor but had only one 1st, had to settle for second place. Basil also sailed in the Star Class series, getting one daily first and finished 6th in the overall standing. Wells was in third place.

The next Bahamas Regatta Week will be held at Easter 1963. Let's see if we can rival the Stars for entries. We'll provide you with good sailing and lots of fun! Be seeing you in 1963.

— Dr. Kenneth Eardley

FINAL RESULTS - 2nd BAHAMAS REGATTA WEEK - ADR. 2-8th

BOAT	SKIPPER	CREW	RACES	1	2	3	4	5	6	Pts.	Fin.
10051	Godfrey Kelly-B.Bethel	Nassau	4	4	DNF	x	1	1	1	7538	1
10052	Basil Kelly-J.Morley	Nassau	3	3	1	4	x	3	3	7376	2
6025	Ted Wells-R.Sweeting	U.S.A.	6	2	4	7	x	2	2	7157	3
9920	G.Lightbourn-D.Higgs	Nassau	5	5	2	2	2	5	DNF	x6930	4
7432	T.Whittemore-L.Sperry	U.S.A.	1	1	6	9	x	6	4	6819	5
12056	C.Bosch-H.Pritchard	U.S.A.	2	DNF	x	5	5	4	5	6778	6
9921	P.Christie-T.F.Gates	Nassau	7	7	3	6	7	6	6	6206	7
10056	G.Johnstone-S.Pritchard	Nassau	8	6	7	3	8	DNF	x6003	8	
—	Dick & Bob Lippincott	U.S.A.	9	8	8	8	9	DNS	5315	9	

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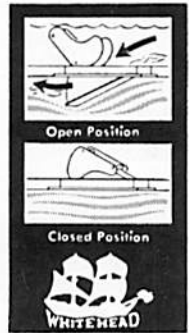
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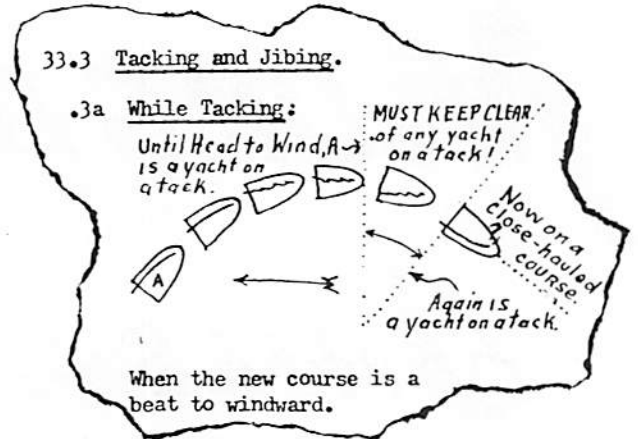
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DISTRICT 5 HAS NEW REGATTA

FLEET 370 MAKES FINE COMEBACK - 23 SNIPES ATTEND

" Back in January 1953, a group of Snipers here in Perry, New York, organized the Silver Lake Snipe Fleet and we were granted Charter 370.

At the time, we had 6 boats lined up, but when the sailing season opened, two boats dropped out, so the fleet really never got off the bottom, so to speak. Since that time, Leo Ziolkowski and I have been the only two active Snipers on the lake, but we never stopped preaching the gospel and now we're finally getting results.

We started the 1960 season with just the two of us, and ended up with 6 racing Snipes. Three others were brought in too late to do much racing last year, but they expect to race with us this year and as things stand now, we should have at least 9 and possibly a dozen in 1961. With this in mind, we want to re-establish official relations with SCIRA as an active fleet.

Silver Lake is a small lake, about 1/2 mile wide and 3 miles long, located approximately 40 miles south of Rochester and 60 east of Buffalo. The sailing club is a satellite of the Silver Lake Golf and Country Club. It consists of some 15 Lightnings, the aforementioned Snipes, and a dozen El Toro prams for the youngsters. The pram fleet was started last year with high hopes for it to build enthusiasm for the larger boats and we hope the Snipe fleet will be the principal beneficiary.

We hold a regatta each September called the Harvest Regatta on the week end after Labor Day and New York State Snipers really turned out to help us in force. You can see we did pretty well considering it was only the 3rd time we have held the meet. We had a bad break on the weather with too much wind on Saturday when it ranged from 25-40 mph. Then there was barely enough to race on Sunday. We sailed only one race on Saturday and only the hardy (or foolhardy) finished. Sunday the wind was very changeable from 0-10 mph. However, we had a good time socially and accomplished our purpose in getting Snipes together with good resulting publicity. We think it is well enough established now so it will become bigger and better in the future.

Here's for more and better Snipe sailing in 1961!"

—William Matson, FC.

FINAL RESULTS - HARVEST REGATTA - Sept. 3-4, 1960

BOAT	SKIPPER	CLUB	RACE	1	2	3	Pts.	Fin
3929	Charles Webster	Newport YO.		2	1	1	65	1
10819	Doug Keary	Oakville, Canada		1	4	3	65	2
12209	Russ McHenry	Keuka Lake		3	5	5	56	3
5533	Bill Matson	Silver Lake		5	7	8	49	4
11316	Dick Edwards	Cuba Lake		4	15	6	44	5
10547	Howie-Richards	Oakville, Can.	DNF	2	4	4	41	6
7561	Roger Slattery	Olcott		7	12	11	39	7
8129	Al Jarrett	Oakville, Can.	DNF	6	7	3	34	8
12099	Bob Vreeland	Newport	DNF	13	2	3	32	9
11389	Howie Fletcher	Olcott	DNF	3	15	29	29	10
4745	Tom Morse	Newport		6	18	17	28	11
12522	Bob Robinson	Niagara	DNF	8	12	27	27	12
11315	Bob Perrigo	Cuba Lake	DNF	10	10	27	27	12
4177	Tom Dugan	Cuba Lake	DNF	14	9	24	24	14
8133	Ed Crooke	Oakville, Can.	DNF	11	13	23	23	15
9924	Lew Shepard	Silver Lake	DNF	9	18	20	20	16
10084	Dick Kneulman	Oakville, Can.	DNF	16	14	17	17	17
3577	Leo Ziolkowski	Silver Lake	DNF	17	16	14	14	18
2529	Morgan Jones	Silver Lake	DNF	DNF	DNS	2	19	

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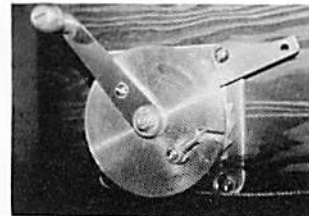
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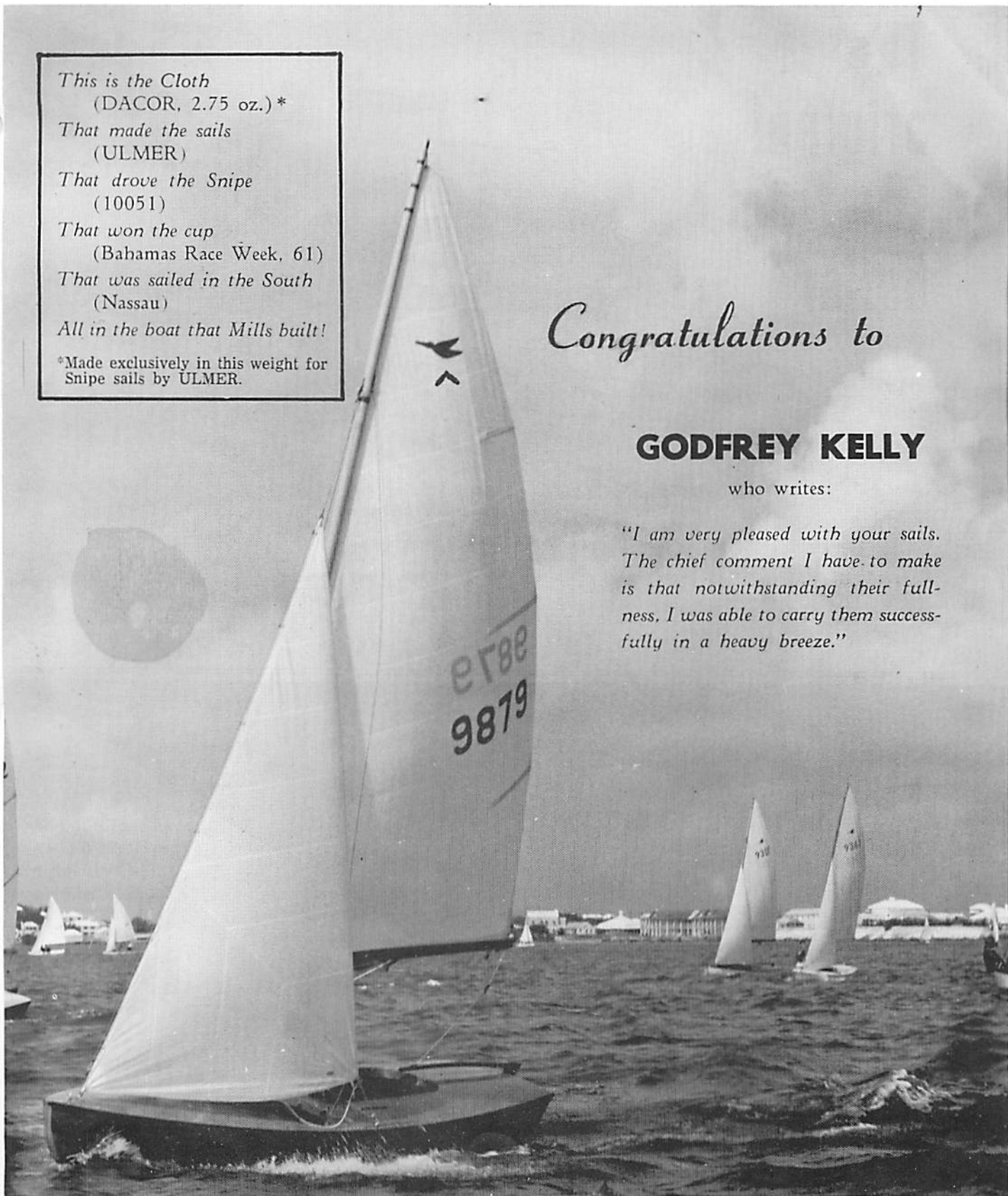
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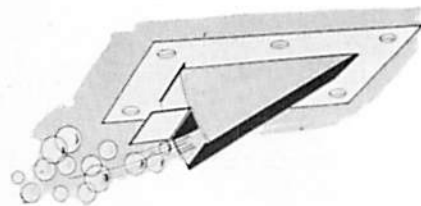
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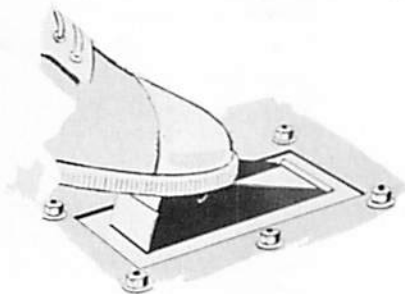
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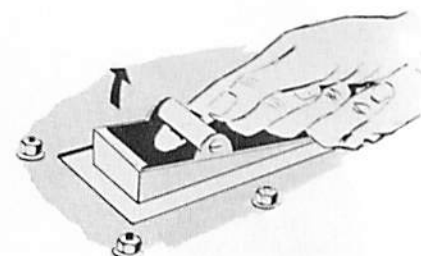
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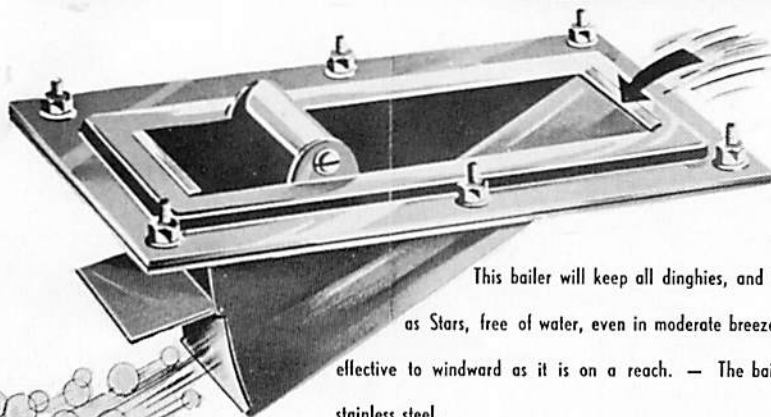
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JJ Rumbings

In the past 3 years, John Jenks has been one of the able co-editors of SNIPE SNIPS, the District 7 Newsletter, and his contributions have been both timely and penetrating.

The BULLETIN will reprint many of his articles in the conviction all Snipers will enjoy his comments. —ED.

The other night Bob Huggins and I became involved in our usual deeply philosophic discussion on, "How to be a Good Loser When Snipe Racing." We both decided quickly that this sort of discussion had little relevancy for two such lousy losers and a happier subject was "How Not to Lose in the First Place." We attempted to define the major factors which go together, resulting in consistent winning of races, and this was what we came up with:

1. PRACTICE
2. DETERMINATION
3. NATURAL ABILITY
4. TACTICS AND RULES
5. EQUIPMENT

Now, one thing which is apparent from this list (and this would be especially important to the new sailor), is that of those five basic categories, four of them can be acquired. That is, if he really wants to win races, he can go out and practice; he can sail with determination; he can study and practice tactics; and he can improve his equipment.

PRACTICE. I find no reason to argue with either Ted Wells or Stan Ogilvy who say in their books that practice is the number one reason for a winning skipper. In the last chapter of SCIENTIFIC SAILBOAT RACING, Wells starts out with the statement, "After you have done everything you can to your boat and have studied racing tactics, there is only one thing left to do -- get lots of practice. And this is actually the most important thing of all in winning races. Race as often as possible in the stiffest competition that you can get." Stan Ogilvy puts it this way, "The sport (sailing) simply doesn't lend itself to 'how to do' literature. Why are there no books by great violinists or how to become a violinist virtuoso? Just ask any violin player 'Don't be silly,' he'll answer. 'In order to become a violinist you don't read books; you go and practice on the instrument. Go out and sail some races, and after awhile you will begin to win some of them.'"

Stan Kintz and Jerry Olsen are good examples of skippers who were "also rans" but kept practicing until now both are consistently front runners. Take your other winning California skippers, Don Trask, Tom Spencer, and Bob Huggins and you have three more fellows who are sailing almost every weekend - certainly in all the regattas. The importance of continued practice to my mind is seen in the example of Jules Voerge. Certainly Jules has the determination to win, the natural ability, knowledge of tactics, and fine equipment. Jules is probably one of the best Snipe sailors in the country, but he hasn't won his share of races during the past two or so years simply because, I'm sure, he hasn't had the time to sail except in an occasional regatta (Now that he's married maybe this will all change?!). In any case, it becomes quite apparent that, if you are interested in winning races (Snipe races), it takes practice and lots of it! (To be continued)

3rd Annual Regatta

OHIO STATE CHAMPIONSHIP

ALL SCIRA SAILORS WELCOME

June 10-11

Cowan Lake near Wilmington, Ohio

Write: Fleet 433

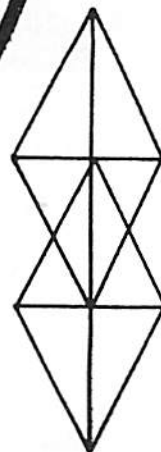
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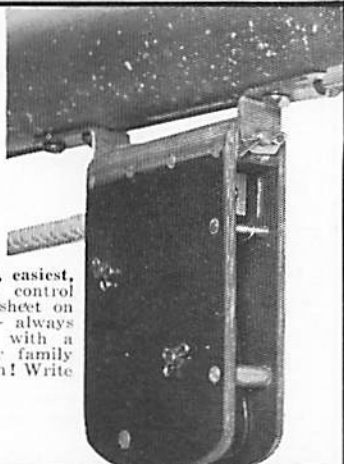
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BILL WARING MICHIGAN CHAMP

The Gull Lake Snipe Fleet was the host for the 1960 Michigan State Championships July 23rd and 24th. 30 Snipes from 9 different fleets in the state were on hand for the regatta.

The first race was started on time with a very hot summer sun beating down and the lack of a good breeze. Bud Leonard crossed the finish line in 2 hours and 34 minutes, missing the time limit by four minutes. After lunch, this race was resailed with a newcomer, Lee Jackson, crossing the line first, followed by Marilyn Harrett, Frank Fehsenfeld, and Bob Borden in order. The Race Committee decided to sail the second race immediately and so this race started about 5:15 P. M. It was won, before dark, by Bill Waring, Darcy Harwood 2nd, Bob Frahm's "Blue Nose" 3rd, and Buddy Leonard 4th.

At 7:00 P. M. some very tired and sunburned sailors arrived at the Ticknors for a picnic supper. Many of the sailors were almost too tired to eat and left early for a good night's sleep, which all deserved and needed.

Good breezes had come up by Sunday so the outlook was much better. A windward-leeward course was sailed with "Maj" Hall coming out on top. Bill Waring was 2nd, Mike Choquette 3rd, and Bill Ticknor 4th. Waring's 5-1-2 was good enough for 4417 and a lead of 988 points over his closest rival, Bob Frahm, who had a 9-3-10 for second place. Bill deserved the victory, for he was the only one who sailed consistently with low scores; all the others had badly mixed up positions, as close inspection of the final top 10 positions will show below. — Carolyn Ticknor.

BOAT	SKIPPER	CLUB RACES	1	2	3	Pts.	Fin.
6674	Bill Waring	Grand Rapids	5	1	2	4417	1
2740	Robert Frahm	Grand Rapids	9	3	10	3429	2
11816	Lee Jackson	Huron Portage	1	15	9	3300	3
10818	Major Hall	Grand Rapids	13	13	1	3168	4
10010	Marilyn Harrett	Grand Rapids	2	8	18	3139	5
9100	Mike Choquette	Detroit	10	14	3	3134	6
7902	Darcy Harwood	Grand Rapids	14	2	12	3091	7
12140	Spike Sheriff	Gull Lake	7	9	13	2964	8
10170	C. Weatherston	Green Lake	8	17	5	2961	9
8704	Franc Fehsenfeld	Grand Rapids	3	7	25	2856	10



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BOX 166

CASTLETON, INDIANA

SNIFE NEWS IN BRIEF

The IIIrd EUROPEAN JUNIOR OPEN CHAMPIONSHIP for the "Luigi Scogniniamiglio Trophy" Perpetual Challenge Cup for the Snipe Class will take place in Jugoslavia at Koper-Capodistria in the last days of July 28-29-30-31. This Open Championship will be a great manifestation of SCIRA in Europa — the first in Jugoslavia — and it is hoped that many countries will send their Juniors there. Details can be obtained from the National Secretary for Jugoslavia. . . . In the 13 regattas conducted by the Small Boat Racing Association of California last year and which are used by area Snipers as point score races for Snipes, Bob Huggins led the entire group when he made an astonishing record of never scoring worse than 2nd during the season. He had seven 1sts and 6 seconds for the low total of 18 1/4 points compared to John Jenks' 22 1/2 points, which also was unusually low with six 1sts. Don Trask was the next ranking Sniper with 34 points while Jerry Olson was 4th with 64 1/2. Bob is one of the most consistent winners in all SCIRA. . . . Ted Wells won custody of the Alex Shaffer Memorial Trophy at San Antonio Oct. 29th while Dr. Bubba Horner won the perpetual Johnny Shaffer Memorial Trophy by winning 5 of the 8 races he sailed in a 10 race series. . . . Lanny Coon took a December vacation to Lake Mojave in Nevada and he is glad that District 6 got the southern part of the state when the lines were drawn last year. "Some friends asked me to go on a water skiing trip with them and I took my Snipe along, hoping I might be able to do some sailing. It turned out to be much too windy for skiing, so I got my chance to show them what sailing is like. They now have a sailboat. At one time before my tack fitting broke, I was clocked at 18 mph. Lake Mojave is about 60 miles long and is an ideal place for camping, fishing, and sailing. Probably quite warm in the summer time, but a wonderful place for regattas. . . . 6 Snipes from Atlanta went over to Lake Martin near Montgomery, Alabama, and staged a little regatta there for Major Bill Aicardi, who is trying to get a new fleet organized this spring. Dick Tillman and 2 Columbus

sailors, Ham Clark and Cliff Hogg, joined them for a total of 10 Snipes and Dick took 1st place with Gilreath 2nd. This is the most convincing way to promote Snipe. . . . The Air Force has brought Jack Tillman, Dick's older brother, back from Alaska and he immediately ordered a new Mills boat. He expects to sail near Scott AF Base in Illinois this summer. . . . Bert Verway, 239 Glynlea Rd., Jacksonville, Fla., has a new Snipe and wants to see a Snipe fleet in his local yacht club. Messrs, Morgan, Seavy, and Bosch are trying to flush out some Snipes for him and would appreciate hearing from you if you are interested. . . . Carl Eichenlaub, who recently started building and racing Snipes in San Diego, won the Lightning Class world championship last Fall. . . . Helder Soares de Oliveira of Portugal reports lots of enthusiasm and activity at the start of the new season. He prepared himself with (1) a new boat (2) a bride. . . . Lee Singleton, 6317 Greenlee Dr., Ft. Worth 12, Texas, reports a new lake there with no class established yet and he wants to organize the young people into a Snipe fleet. Eventually another one for Texas? . . . Two famous names in sailing circles appear on the list of purchasers of PRINCIPAL SAILING RULES when orders came from Julian K. Roosevelt of 48 Wall St. and Bobby Symonette of Nassau, Bahamas. Do you have your copy yet? . . . Dr. E. H. Hamilton, 302 Medical Arts Bldg., Joplin, Missouri, hopes to be able to interest enough people to form an official fleet for Grand Lake of the Cherokees near his home town. Any Sniper in that area, please get in touch with him. . . . There are about 10 Snipes at Chippewa Lake, which is not far from Akron, Ohio. and Charles Bartsche, 3210 W. 114 St., Cleveland, hopes to get an official fleet startee there this summer. Write to him if interested. . . . Likewise, Dex Misch, Box 473, Coffeyville, Kansas, has enough boats lined up for a temporary fleet for a starter. They want more boats, of course. . . . 30 Snipes participated in the 1960 Cuban National Championship series held at Playa de Miramar on August 7th. The famed Inlan cousins, Clemente and Carlos, regained the title and went on to the Western Hemispheres in Buenos Aires in October. Gonzalo and Saul Diaz were second and Segundo Botet, Jr., 3rd.



1959 NATIONAL SNIPE CHAMPIONSHIP

Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

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Wells Wanderings by Ted Wells

BAHAMAS REGATTA WEEK

After the first two races, it looked like this regatta should have been called Lake Quassapaug Regatta Week, but then the wind picked up and the local boys made good. (Namely, Godfrey and Basil Kelly). It was some consolation to me to have at least been the highest of the outsiders, and they had beautiful daily race trophies, of which I collected three daily seconds.

The weather was perfect and the courses excellent, but after the first two races, Bobby Sweeting, who crewed for me, and I decided we had the solution to what to do if we had any more drifters - this being to rent a power boat and water skis and take turns. Eight years ago, in the first race of the Heinserling Series in the Nationals at Ardmore, Oklahoma, I had a quarter of a mile lead when the time limit ran out just short of the finish line. I haven't managed to be in that right place at the right time in a drifter since.

The second race started out with a nice breeze of about 5 to 8 mph; shifty as to direction but fairly steady in velocity and with a fair amount of chop. We managed to do everything right and worked out a nice lead, while Terry Whittemore, who had done everything right in the first race, was zigging when he should have been zagging, and finally took a long starboard tack to the east on the third beat and got himself in a good solid last place about three fourths of a mile from the finish. In the meantime, it had become very soft where we were, about 150 yards from the finish. The Godfreys (Kelly and Lightboure, hereafter called Artie and Tippy), were breathing down our necks and were now and then ahead. Basil was in the general vicinity of Terry, only not quite so far away.

Anyone who has sailed at Quassapaug knows what happened next. Terry picked up a private breeze and came reaching up to the finish, beating us by about twenty feet. Enough of the breeze spilled over to bring Basil in just behind us, and ahead of Artie and Tippy. It was at this point that Bobby and I decided on water skiing for the next few days.

A 25 mph wind, with stronger gusts, on the next day made this more unnecessary. We went down to the starting line running directly down wind until Peter Christie capsized ahead of us, at which time we decided it would be more discreet to go on a broad reach. The committee decided to cancel, which probably avoided some unscheduled swims and caused considerable discussion later on the merits of the Olympic type course we were sailing and high waves in general.

It would have been awfully wet and there might have been some casualties jibing, but we could probably have raced without any real trouble if we had not had the run dead before the wind.

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DISTRICT 7 CHAMPIONSHIPS

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Five Races on Lake Washington

SITE OF 1962 U. S. NATIONALS

Write: John Rose, 1896 Hamlin, Seattle 2, Washington

And it wasn't the wind that would have caused the trouble - it was the sea. The members of the SCIRA Board who were there decided to recommend that the Race Committee on all Championship Regattas in the future be given the authority to call for two triangles and three beats instead of the standard Olympic type course when they feel it is advisable, in conditions such as these.

On small bodies of water, there just isn't enough distance for waves to develop regardless of wind velocity, depth of water, or length of time that the wind had been blowing. In the planing picture on the cover of the Snipe BULLETIN for October 1958, the wind is blowing about 20 mph, but the waves are insignificant. Lake Hefner is big by our standards in the middle of the country, but pretty small compared to the Gulf of Mexico or the Caribbean. When the race mentioned above was called off, the wind had only been blowing for a few hours, so the seas could be expected to increase as they had not had time to build up to a maximum height. Also, the water where we were sailing was relatively shallow, so the waves would be of the close-together type.

In the Gulf off of Havana, an east wind starts making waves off the coast of Portugal, and the water is about a mile deep practically up to shore. I've sailed there in a 10 mph east wind where the waves were so high that you could only see about a foot of the top of the mast on a Snipe in the trough a short way off, but due to the depth of the water, the waves were far apart and it was beautiful sailing. On Corpus Christi Bay, a south east wind has about twenty miles in which to build up waves, and a 25 mph wind will do a dandy job because of the shallow depth of 7-9 feet. The waves are about 6-8 feet high and so close together that a Snipe goes through every other wave. A self-bailing cockpit is very popular there. At the other extreme, on our little lakes out here, even in a 30 mph wind, there aren't any waves at all at the windward mark, which is always as close to shore as you dare put it, and even at the other end of the lake they don't amount to much.

At first glance, it would appear that local knowledge must have helped the Kellys, but I still stick to my claim that local knowledge is likely to be more harm than good. (Experience with local conditions is something entirely different). Anyone possessing knowledge knew that on the fourth and fifth races, Basil and I were right in starting on the leeward end of the line and holding the starboard tack to take advantage of the tide. Anyone except Artie, who went immediately onto a port tack in both races and got miles ahead. In the fourth race, Basil worked his way back up to fourth. I decided to pull a Whittemore act by taking a long tack, only it was the wrong one and I was lucky to get a seventh. In this fifth race, with a flat main and jib, we had just the right combination of sail and wind for our weight and we were really going to windward, so we just followed the fleet and picked them off one by one - except Artie!

The local boys did have the advantage of experienced sailing in the wind and wave conditions that existed in the last four races. Sometimes I could get going well, but most of the time I was doing too much lake sailing - feathering the whole boat when it heeled too much going to windward, and sitting too far forward on the downwind legs (at least I think these were my troubles).

Artie had a good self-bailing cockpit, which helped in the last race. The size and build of his crew didn't hurt any, either! I had an electric pump and also a good hand pump rigged for bailing on a beat, and both worked well so we did not have any water problem. Incidentally, Bob Lippincott says it is possible to develop a suction bailer that will work on a beat in a Snipe. Whether the Elvstrom bailer advertised in the BULLETIN will work on a beat or not, I don't know, but Terry said that in the last race, his Lippincott suction bailer seemed to be working on the beat. A development such as this would be highly desirable, as it is too late to get the water out at the windward mark. In places like Corpus Christi I'm sure a suction bailer would be inadequate, but maybe they can be made to do the job elsewhere. An electric pump is cheaper and easier to install, but salt water will eventually ruin the cheap electric pumps. Battery cost is not too much of a problem in most cases. The one I used in Nassau has been to Clearwater four times, Bermuda once, and Nassau twice. These wide rub rails do wonders in keeping a Snipe dry.

Voice Of The People

IMPROVEMENT SUGGESTED FOR POINT SCORING SYSTEM

" I have never sailed a Snipe, although I intend to join the ranks of Snipers this season. Thus I am in a position to make a point about Snipe racing without being prejudiced by any knowledge of the subject.

I am perplexed by the point scoring system for races as applied for season's standings and for the basis of interfleet comparison or competition. If my calculations are correct, a man who is consistently last in a fleet of five boats will have an average of 1446 points, whereas the man who is consistently 10th in a fleet of 20 boats only has an average of 1111 points. It thus seems to me that a scoring system that depends on place alone and not on the number of boats beaten (or lost to) makes any comparison between fleets of different sizes impossible and certainly inconclusive or misleading.

I would like to suggest for consideration a scheme which would tend to eliminate differences in point scores which arise as a result of the different sizes of fleets. I suggest that a scoring system should be based on the following three points:

- (1) The man who comes in first should be awarded a number of points (say 1600) independent of the number of starters.
- (2) The man who comes in last should be awarded only a small number of points.
- (3) The man who places in the middle of the fleet should have about one-half of the points of the man who finishes first.

I would like, therefore, to offer the following formula for the calculation of point scores for the individual races:

$$\text{Points scored} = \frac{N-P+1}{N} \times 1600$$

N is the number of boats starting and P is the position of the boat under consideration.

It can easily be seen that, under this system, the man who comes in first gets 1600 points. The last man gets 1600 points divided by the number of starters (i. e. if there are 5 starters, last man gets 320 points, whereas if there are 20 starters, last man gets 80 points). The man who comes in half way will have a little over one half the points of the man who comes in first.

EXAMPLE.

No. of boats starting	Position of boats	Points	Points
		Present System	Proposed System.
5	3	1444	980
17	9	1024	847
33	17	576	824

It is apparent that this formula still favors slightly the small fleet in that the last man of a small fleet is awarded more points than the last man of a large fleet, which I feel is just since he has been beaten by fewer boats. In the same way, the man who comes in half way in a small fleet still has a slight advantage on the man who comes in half way in a large fleet. However, the advantage of a small fleet is now small and reasonable.

The disadvantage of this scheme is, of course, that instead of one list of points which applies to all races, it would be necessary to make up duplicate lists for each number of entrants. Assuming the largest number of entrants likely in a race to be 40, this would entail calculating 35 lists. However, the calculations are extremely simple and I would be happy to volunteer to make them if there is sufficient interest or if the Board of Governors would like to pursue the subject further. It seems to me that the advantage of being able to compare point cores irrespective of the number of boats in one's fleet outweighs the slight extra trouble involved." — John L. Mile

A very fine study and solution. Points for positions and numbers could be figured and arranged on a 35 column page similar to logarithm tables. Then read over for numbers and down for positions and get the correct score for each boat. Real easy!

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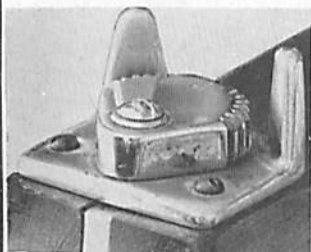
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- May 27-28 DISTRICT 4 Championship, Privateer YC, Lake Chickamauga. Lowery Lamb, Jr., 409 Lockwood Dr., Chattanooga, Tennessee.
- June 3-4 FORT WORTH BOAT CLUB Regatta, Lake Worth SC, Eagle Mt. Lake. O. L. Pitts, Rt. 9 Box 191, Fort Worth, Texas.
- June 10-11 OHIO STATE OPEN CHAMPIONSHIP, Cowan Lake YC, Cowan Lake. Frank Suesz, 3763 St. John's Terrace, Cincinnati 36, Ohio.
- June 9 DISTRICT 2 CHAMPIONSHIP, Fort Lake Gibson, 10-11 Oklahoma. Sam Mueller, 328 Castano, San Antonio, Texas.
- June 17-18 OKLAHOMA CITY Regatta, Lake Hefner. Roderick MacIvor, 1501 Camden Way, Oklahoma, City, Okla.
- June 17-18 NORTHERN WARM UPS Regatta, Wolf Lake YC, Wolf Lake, Michigan. Mel Nichols, Rt. 7, Jackson, Michigan.
- June 17-18 GOVERNOR'S CUP Regatta, Carolina SC, Tobacco Road Fleet 465, Kerr Lake, Henderson, N. C. Romeo H. Guest, Box J-1, Greensboro, N. C.
- June 24-25 MIDWESTERN CHAMPIONSHIPS, Wichita SC, Santa Fe Lake, Wichita, Kans. Ted A. Wells, 6631 E. Kellogg Ave., Wichita 18, Kans.
- June 24-25 DISTRICT 7 CHAMPIONSHIP, Corinthian YC, Lake Washington. John Rose, 1896 Hamlin, Seattle 2, Washington.
- July 1-2 MISSOURI VALLEY Championship Regatta, Iowa-Nebraska SA, Omaha, Nebr. Ward Lindley, 1906 N. 59th, Omaha, Nebraska
- July 8-9 MICHIANA Regatta, Diamond Lake & Eagle Lake Yacht Clubs, Diamond Lake. G. L. Perry, 624 West Blvd., Elkhart, Indiana.
- July 15-16 MICHIGAN STATE CHAMPIONSHIP, Grand Rapids YC, Reed's Lake. George Needham, 67 Lakeview Dr. SE, Grand Rapids 6, Michigan.
- July 15-16 DECATUR INTER-CITY Regatta, Commodore Decatur YC, Lake Decatur, Illinois. James A. Coberly, 1140 S. Illinois, Decatur, Ill.
- July 15-16 LYTLE SHORES Regatta, West Texas Snipe Fleet, Lytle Shores YC. John Crutchfield, 602 NE 22nd St., Abilene, Texas.
- July 15-16 DISTRICT 6 Championship, Mission Bay YC, Pacific Ocean. Ross Harris, 1102 Fleetridge Dr., San Diego 6, Cal.
- July 22-23 HEART of AMERICA Invitational Regatta, Quivira SC, Lake Quivira, Kansas. James Trickett, Lake Quivira, Kansas City, Kans.
- July 28-29-30 DISTRICT 3 CHAMPIONSHIP and DUNPHY Team Races, Glen Lake YC, Glen Lake, Mich. R. W. Harris, 417 S. Lincoln, Hinsdale, Illinois.
- Aug. 3-11 U. S. JUNIOR and NATIONAL CHAMPIONSHIPS, Terra Mar Yacht Basin, Old Saybrook, Conn. Thomas F. St. John, Jr., Bronson Dr., Middlebury, Connecticut.
- Aug. 5-6 ROCKY Mt. SNIPE Championship, Rocky Mt. SA, 11 Mile Canon Reservoir, Colorado Springs. Donald C. Hughes, 5270 W. 24th Ave., Denver 15.

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